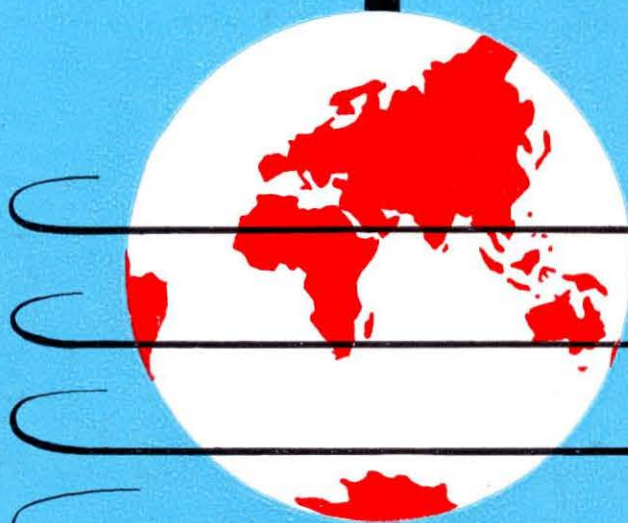




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XI. No. 5. May, 1964



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MAY 1964  
VOL. XI. NO. 5



# RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES S**

P. O. BOX 725

HONG KONG

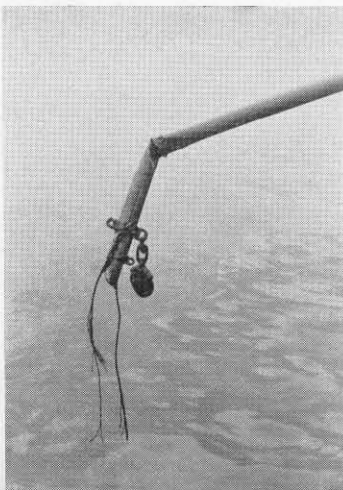
## ROYAL BIRTHDAYS



H.M. Queen Juliana  
of the Netherlands  
30th April.

(Photo: Max Koot.)

m.v. STRAAT MALAKKA  
Broken derrick.



*From the Editor*

## IN BLACK AND WHITE

The Company's balance-sheet will appear in June, and no doubt many people will be discussing the figures. On pages 90/91 this month we print some interesting graphs for comparison.

## WHITE ENSIGN ESCORT

We wonder whether one of our ships has ever before had an escort of vessels of the British Royal Navy — opposite page. Our thanks are due to the Officer Commanding Lyemun Garrison for allowing our photographer to enter the Barracks.



*Plumes of water in the  
wake of the Tjiluwah.*

## BLACK MOMENT

When we heard that another ship had run into our Straat Malakka, we had some anxious moments, but are happy to report that all is now well — page 88.

## DARK STRANGERS

Seen in a typist's draft at HK HO:—

“These vessels carry a maximum of 131 first-class passengers, giving you company but never *crowds* . . .”

See backpage for contradiction!

## BLACK LOOKS

We have had a ‘snorter’ from one of the experts in our Marine Department, and also from Sydney Social Club — page 92.

## BRIGHT THOUGHT

A very satisfied passenger wrote in recently to suggest that ‘R.I.L.’ must stand for “Really Immensely Likeable”!

*Contents, with the exception of articles derived from other publications, may be reprinted; acknowledgement of the source, however, would be appreciated.*

Ontbrekende pagina's

wie heeft ze

# ONE HUNDRED SHIPS FOR THE COMPANY

## *A Tribute to Ir.P.Th. Meerdink*

by Ir.G.J. Hogewind



Last December m.v. Straat Fremantle was successfully launched from the well-known yard of Messrs Piet Smit Jr. in Holland. As reported in the March issue of *R.I.L. Post*, Mr Speelman paid a special tribute at the time to Mr Meerdink, as this was the 100th ship built for K.J.C.P.L./K.P.M. under his responsibility.

Ir Meerdink is the Naval Architect in charge of K.P.M.'s Shipbuilding Bureau in Amsterdam, which designs ships also for R.I.L. On May 1st this year he celebrates his 25th Anniversary of service with Messrs K.P.M. and we are happy to add our congratulations to those already received by him.

Ir. Meerdink's close association with R.I.L. dates from July 1946, when he was appointed Head of the Shipbuilding Department of the Newbuilding Bureau. This means that these one hundred ships were built in a period of about 17 years, making an average of six ships per year.

It is hardly possible to give an idea of the colossal amount of work necessary for the designing and supervision of the building of one hundred ships. However, the following data may be interesting:

*Mr Struik, Director of Messrs P. Smit Jr., presenting Mr Meerdink with the hammer used for laying the keel of m.v. Straat Fremantle, to commemorate the 100th ship.*



Of the one hundred ships, 76 were built for the Kon. Paketvaart-Mij. and 24 for the Royal InterOcean Lines, the best-known being, without doubt, the passenger vessels Tjiwangi and Tjiluwah.

The total tonnage of these one hundred vessels is stated to be 420,000 gross tons, out of which the 24 ships for R.I.L.'s account totalled 180,528 tons, and the combined length is about 10 kilometers.

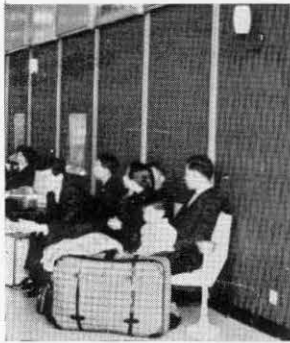
Apart from the statistical side of the shipbuilding business, there is also a human side. All who know Ir. Meerdink's energy, his keen interest in every detail, in every new development, and his wide knowledge of the shipbuilding trade, will be convinced that both companies have been very happy with the ships built under his supervision.

In 1948, 1954 and in 1956 Ir. Meerdink paid a visit to Hong Kong, in order to discuss problems of newbuilding and to inspect ships in service.

Quite recently Ir. Meerdink paid another visit, and we hope that during his visit he had the opportunity to visit many of the ships he knows so well and in which he will always remain keenly interested.

*One of the latest ships — m.v. Straat Freetown — photo by H. Fujiwara (Kobe).*

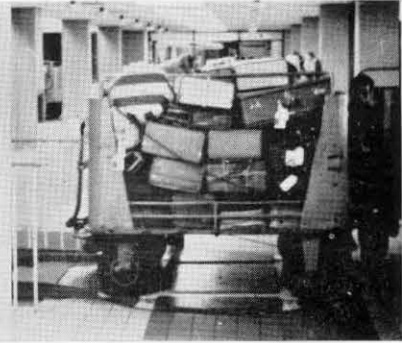




*Departure Hall.*



*Passing through the barrier.*



*Conveyor belt.*

## TRAVELLING LIGHT

When the whole crew of an R.I.L.-ship flies from Hong Kong to Holland, it is quite a complicated operation for our Personnel Department – 46 men and their luggage to be despatched in the case of m.v. Straat Fremantle.

Heavy luggage was sent on by sea beforehand, and on 14th March, 46 crew members carried their hand luggage to a local hotel in Kowloon. The next morning, taxis arrived and departed with military precision for Kai Tak Airport, where families waited to say Goodbye.

*Departure.*



Very smoothly, the shore staff went about checking their lists, luggage was weighed and loaded on to the conveyor belt, and eventually everybody passed through the barrier to walk out to the waiting plane.

On arrival in Schiphol Airport, Amsterdam, hand luggage was checked for the last time (see picture) and the waiting buses took everyone to their Dutch "home-from-home", Mrs Tam Ching's boarding house.

*Arrival.*



## PERSONALITIES

**Mr W.M. de Haan**, Managing Director, made a business trip to Japan at the beginning of April, returning to Hong Kong on 14th April on board m.v. Tjiluwah.

**Mr J.M. Hens**, Onderdirecteur, left Hong Kong on 26th April on Home Leave.

**Jhr. C.L.C. van Kretschmar**, Onderdirecteur, flew from Holland at the end of March to make a business trip to Japan, accompanied by Mr C.W. Jeremiasse, Superintendent Engineer.

**Mr J. Dekker**, on completion of Home Leave, flew to Hong Kong early in April, to make an orientation and business trip to the Far East and Africa before returning to South America.



## R.I.L. ACTIVITIES

**m.v. Roggeveen**, on completion of her present Africa-Far East voyage, will make a China-Indonesia-China voyage, leaving Shanghai probably in early May.

**m.v. Van Linschoten**, now loading in East African ports on the return leg of her Far East-Africa-Far East round voyage, will be available in Japan for further employ at the beginning of June.

**m.v. Straat Torres**, which sailed from southern Africa on 13th April in her first, and possibly last CHIWAS voyage, will make a Far East-Africa-Far East round voyage, commencing in Japan by the middle of this month. **m.v. Tjipanas** will take over the May CHIWAS sailing.

**m.v. Straat Van Diemen** loaded sisal for the Far East at Salvador (Bahia) on 17th March, the first R.I.L. ship to do so since 1952.

## DIVERSIONS

No less than three R.I.L. ships made emergency calls recently:— **m.v. Tegelberg**— returned to Rio de Janeiro on 5th April (having left there just the previous day) to land Pantryman Poon Chui for urgent hospital treatment.

**m.v. Straat Bali**— called at Naseko on Amamioshima (north of Okinawa) on 9th April, en route from Hong Kong to Moji, to land a sick passenger and his wife.

**m.v. Tjiliwong**— sailed an extra 1,226 miles when en route from Africa to Australia in the WSAAS. Heavy weather on 20th March caused Carpenter Ching Luk to fall and break his leg, and the vessel (after receiving radioed medical advice from Cape Town) made a detour to Mauritius to land him there on 24th March.

## STRAAT MALAKKA DAMAGED

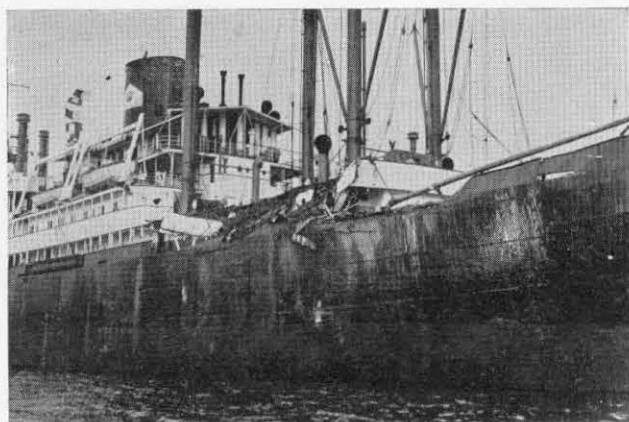
In the early morning of 3rd April, R.I.L.'s Straat Malakka was 15 miles south of Hong Kong (westbound in the CHIWAS), when the Italian ship Quirinale ran into her in dense fog.

As can be seen from the photograph, the main damage to the Straat Malakka was on the port side of hatch No. 4 and crew quarters on the main deck.

Fortunately, no one was hurt on either ship, and both vessels proceeded under their own steam to Hong Kong, where the Straat Malakka went to Taikoo Dockyard.

Thanks to the strenuous efforts of all concerned, the damage was quickly made good, and the Straat Malakka sailed for Sihanoukville on 11th April.

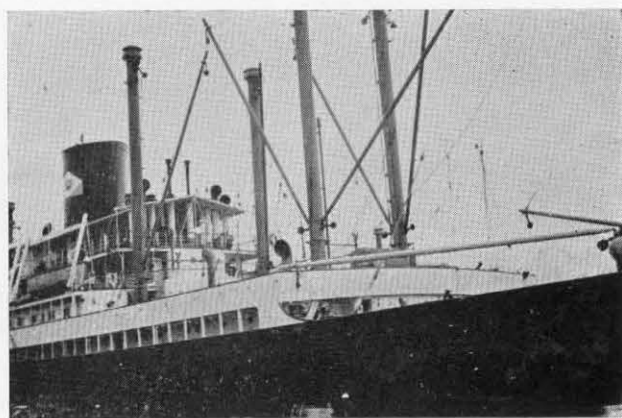
*Photo by courtesy of the South China Morning Post.*



On arrival at Hong Kong.



Sailor Lau Wing Yuen is happy that he left his bunk— seen in Third Engineer K. Renard's photograph— just before the side collapsed.



Ready for sea again.

## THE BALTIC EXCHANGE

When a liner company needs to supplement a service for one or more voyages, it will try to obtain extra tonnage on a time charter basis.

This may be done by approaching shipowners direct and/or by employing a broker. Such a broker will work in one of the big chartering centres and will be in daily touch with the market as a whole.

One of the world's best-known chartering centres is "The Baltic and Mercantile Shipping Exchange" in London, of which surprisingly little is known, except perhaps by a minority, who are either members, or whose business relates directly to shipping and commodities.

R.I.L. usually charters vessels through the Baltic Exchange, and through the courtesy of our old friends, Messrs Dalgety's, we reproduce some details about it:—

The Baltic Exchange originated from the use of a 17th Century London Coffee House which was used by ships' captains and merchants to discuss their business problems. In 1744 this Coffee House was renamed The Virginia and Baltic because the commodities dealt with there came chiefly from plantations of the American colonies and countries bordering the Baltic Sea.

In 1810, because larger premises were required, a London

tavern was acquired by the patrons of the Coffee House and this was named the Baltic. It was here that the first set of rules for trading in tallow were drawn up and published in April, 1823.

With the advent of electricity, the tallow trade diminished and with the repeal of the Corn Laws in 1846, imported grain became the chief commodity dealt in by members of the Baltic. This in turn created an ever increasing demand for ships to carry the large quantities of grain and the result was that the Baltic became the centre of the world market for shipping, a position which it retains today.

The present building was opened in 1903 and the combined operations of shipping, grain and oilseeds are carried out under the same roof.

The Baltic Exchange is a privately owned company and its shareholders are its members. There are about 2,500 members and it draws its income fees payable by members and from the rentals for the substantial office accommodation which forms part of the Exchange. The control of affairs is in the hands of a Board of Directors elected by the members by ballot. In order that there be no undue bias towards any section of the business conducted on the Baltic, the Board comprises proportionate representation of each of the three sections, shipping, grain and oilseeds.

## JAPANESE JAUNT



Kobe Shinbokukai (Social Gathering of R.I.L.) went this year to Shirahama a spa on the Kii Peninsula for their Spring Outing, early in February.

This photograph of the whole group, taken near the waiting bus, seems to indicate that it was rather colder than usual in Japan. However, there was no lack of



warmth in the festivities, as Mr K. Ajita's photograph of Mr K. Dirkwager shows!

Correspondent Okuda informs us that Mr Dirkwager was singing a famous Dutch 'Sake' song, but we regret that we do not know the title.

# AUSTRALIANA KANANGOORA

"Take a Woonthulong, Pankina, and have a Murrumbung Kanangoora\*" — this was the advice given to members of the Pacific Area Travel Association (PATA) early in March this year, when their Annual Conference was held in Sydney.

On one day, over 500 people 'went bush' for a picnic at Lane Cove National Park. The day's activities started with inspection of indigenous birds and animals, followed by a memorable Australian-food lunch, and then an exhibition of typical Australian events.

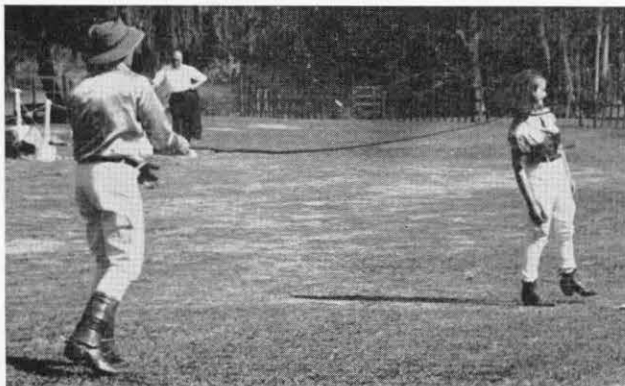
Competitions included 'Tree-felling and Underarm-chop', 'Standing-cut and tree-felling' and sheep-dog trials. Exhibitions were given of whip-cracking, boomerang-throwing and sheep-shearing.

Mr G.M. Pliester (Manager, Passage Dept.) attended the Conference as a Delegate (and is now Secretary to PATA for one year) and brought these photographs back for us all to enjoy what was obviously Wandarra Yingoorna!

\*For the benefit of those who do not understand the strange-sounding Australian Aboriginal language:—

<i>Kanangoora</i>	— day
<i>Woonthulong</i>	— companion
<i>Pankina</i>	— be happy
<i>Murrumbung</i>	— very pleasant
<i>Wandarra Yingoorna</i>	— good today

Australian Stockwhip Champion Ian Westbrook sends a loop round his trusting wife's neck.

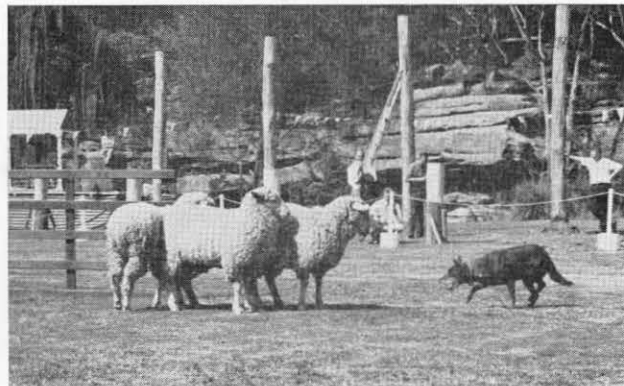


Boomerang-thrower  
Joe Timbury

Brawny Australians attack their posts from planks suspended in grooves.



A sheepdog displays his skill in rounding up a small flock.

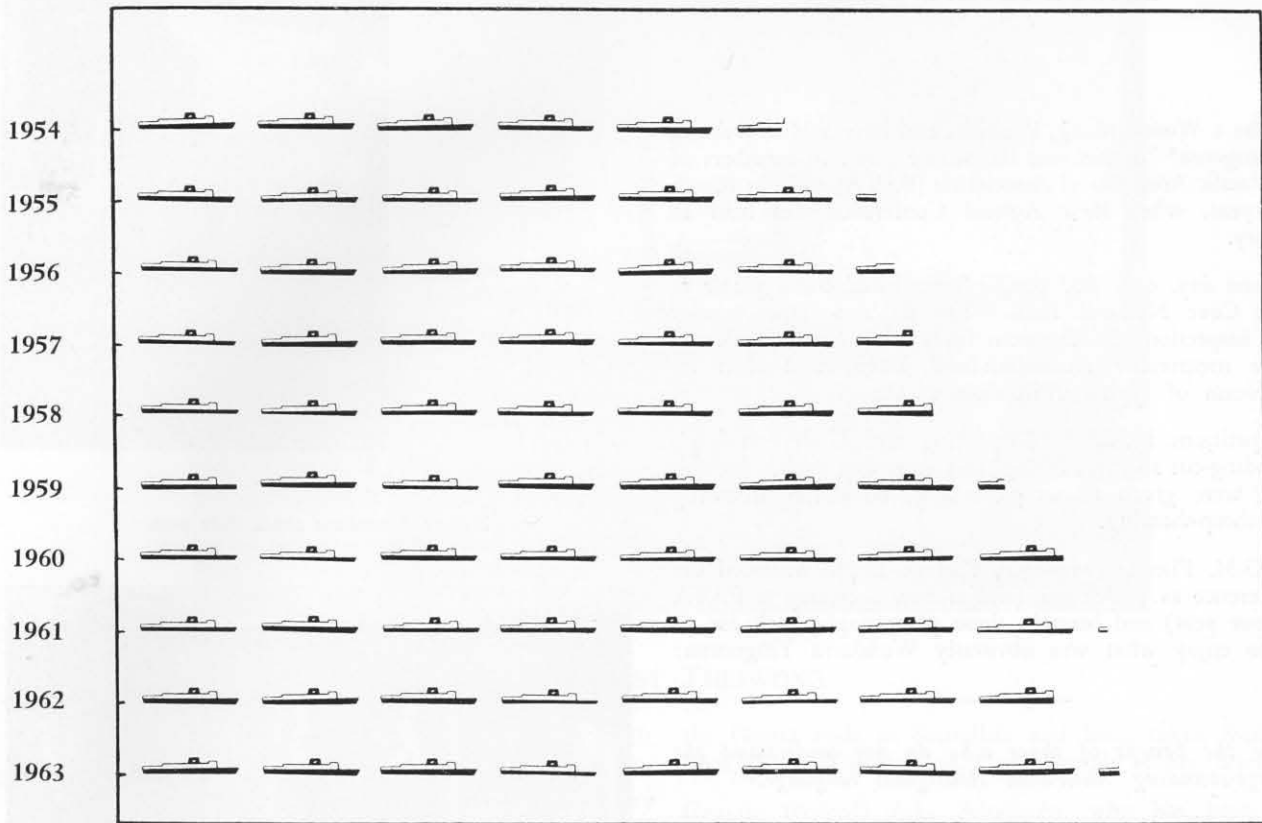




# THE LAST TEN YEARS

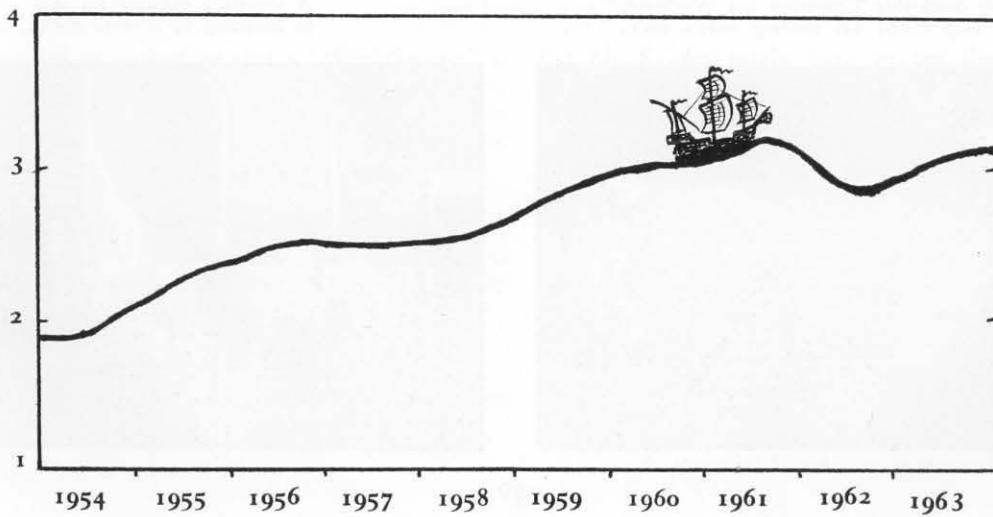
## THE SHIPS

 = 50,000 tons (Summer Dead Weight)



## SEA MILES TRAVELLED


*Index = 1,000,000 sea miles per year*




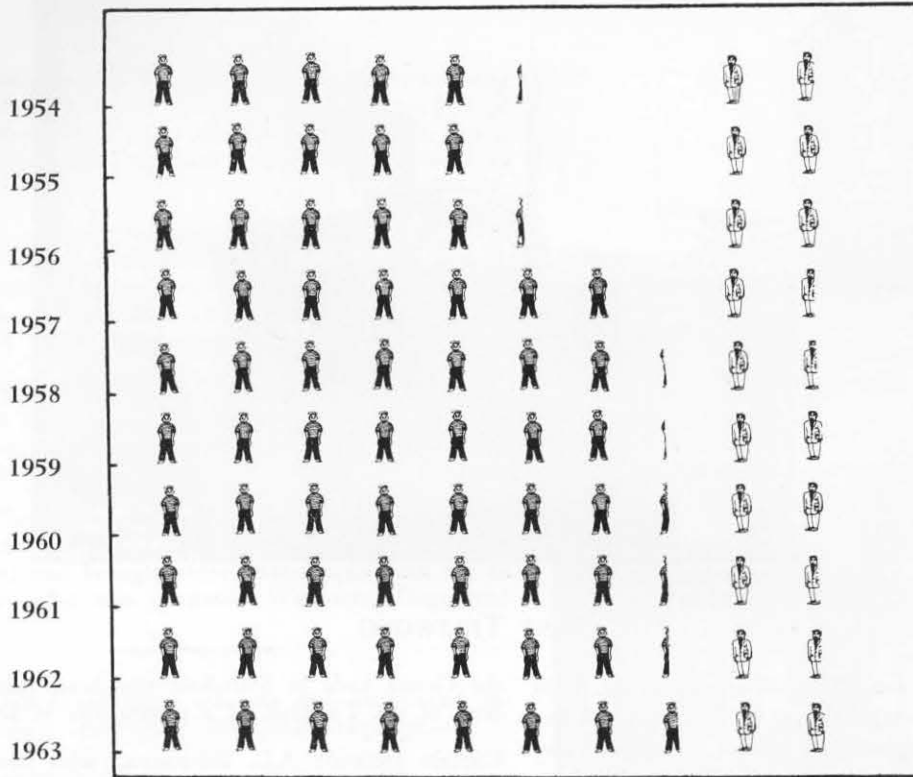
# S-VITAL STATISTICS



## THE MEN

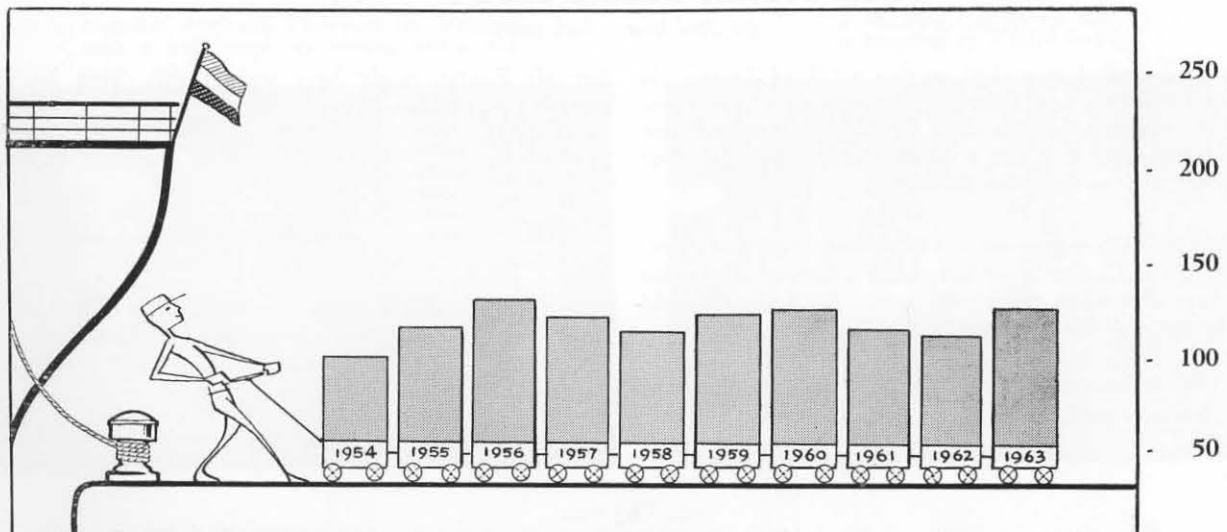
 = 500 sea-going personnel

 = 500 shore personnel

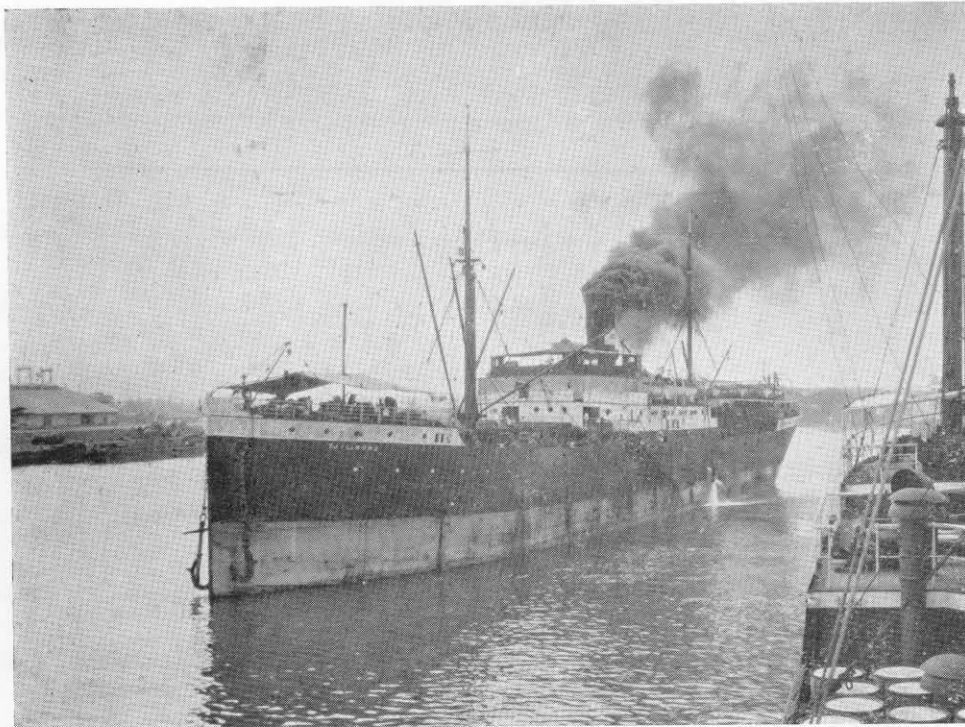


## CARGO CARRIED

Index Numbers 1954 = 100



## OF YEARS GONE BY



### THE FIRST TJILIWONG

This old and venerable bottom is the s.s. Tjiliwong, built in 1905 – 4,745 gross reg. tons. Having survived the terrible Hong Kong typhoon of 1906 – one of the very few vessels that did – she carried on with a hardworking life of altogether 26 years.

In 1931 she made her last voyage to the scrap-yard from

the Genua kade in Sourabaia and here, taken from the deck of the Tjibadak, is a photograph of her departure.

Captain (retired) A.L. Schatborn, who has been kind enough to unstick the photo from his own album, tells us that the Chief Officer guarding the ‘stock anchors’ was Guus Franken, but he does not remember who else was on board.

---

### FROM SYDNEY SOCIAL CLUB . . . . .

*(re April Issue – back page)*

Whoever compiled or cooked up that a “Wool Snorter” is a sling for lifting four bales of wool at a time, has never been in Australia because here it only goes around one bale of wool but it is not a snorter but a “Snotter” (See dictionary for meaning of snotter).

A “Snorter” is one who snorts and to snort means to snore. Editor of *R.I.L. Post* must have been ‘snorting’ when this error was allowed to creep into print. A “Snorter” could also be an over-fractious stallion:—

“He chafes, he stamps, careers and turns about:  
He foams, snorts, neighs, and fire and smoke breathes  
out.” *(Fairfax)*

But Mr Fairfax might have written that, after his first few days as a junior clerk in a Shipping Office and he was thinking of the General Manager. Or maybe he was thinking of the Captain after his first few days on board as an apprentice Officer.

A “Short Snort” is a small drink whereas a “Snorter” is Australian for a king-size glass of beer.

A short snort could of course also be the sign of recognition given by the “better-half” when abovementioned General Manager or Captain arrives home (late) after a night out with the boys.

*(We are thinking of going out for a reviving Snorter . . . . Ed.)*



## TEN YEARS AGO

1st May, 1954

### PERSONALITIES

#### Mr Shum Kwan ("Mina")

Although only the people who work(ed) in or travelled through Hong Kong know him personally, many of the others, in South-America, Africa, Australia, Indonesia and Japan will have heard of "Mina", as he was dubbed by somebody (remember who?) years and years ago. Why "Mina" is mentioned in this column? Because on the 15th of March, 1954 he was 45 years with the Company! We are sorry that we left it unmentioned in our March or April issue, but we are sure "Mina" will not bear a grudge against us for that.



'Mina' is still going strong, though in retirement from HK MH since April 1959. His sons, Mr Shum Kwok Chu (HK HO FB) and (right) Mr Shum Kwok Chuen (HK MH) now carry on the family tradition with R.I.L.

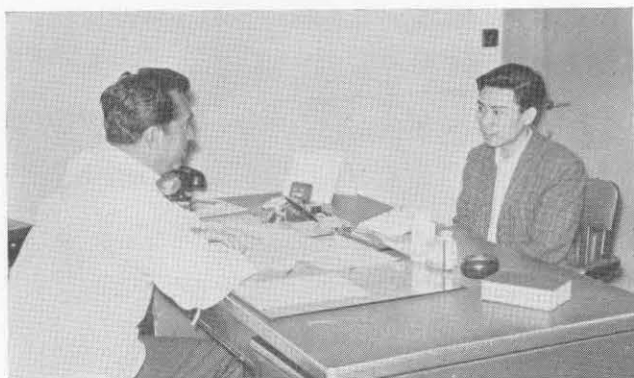
Mr Ng Koon Man was 25 years with the Company on April 14th, which anniversary was celebrated in the Accounts Dept., of which he is a member of the special staff. Three Managing Directors among the many people present and, of course, Mrs Ng; a gold watch presented and a speech by the Chief Accountant, Mr J.C. Zwan. Reminiscences of olden times, more especially the pre-war days in Japan. Mr Ah Man (as he is usually called) is a valuable asset of "Cm"; the more so as he is still young . . . . . 39 !!!



We think 'Ah Man' looks no different at 49, and here is a photograph to prove it!

### A HELPING HAND

Last month, we printed the story of the blood transfusions given to Sailor Chung Ping Choi by officers and crewmembers from the Straat Mozambique. Here now is a picture of Mr Chung - safely back in Hong Kong -



receiving sound advice from our Medical Superintendent, Dr J.J. Koppes.

The following is a translation for our Chinese readers:—

### 一個幫助

在士打茂三碧船上(克倫先生為船長),最近發生了一件感人的事,就是踴躍輸血給一位病重的海員同事。

士打哥倫布之水手鍾平才君,二月初在神父海星病院,施行手術時,急需輸血,在呼籲捐血之當時,即有多於九位在士打茂三碧輪上服務之中西海員踴躍響應,他們以後得到報告,說是項手術成功,病者亦得了很快地復原而感到快樂。

醫院方面,對於各方面有價值的幫助,很是感激,尤其是對於下列之輸血海員:

利	年	紐	梁	陳	關	陳	敖	潘
定	許	文	亞	天	錦	林	道	爵
先	士	生	和	送	泉	先	波	賢
生	生	生	生	生	生	生	生	生
(	(	(	(	(	(	(	(	(
三	四	五	水	水	水	水	水	更
伙	伙	伙	手	手	手	手	手	子
)	)	)	)	)	)	)	)	)

在海上的老習慣,是對於無論任何求救的信號,必予幫助,而士打茂三碧這次實在已做到了,給予他人真正需要的幫助。

## FAREWELL CAPTAIN EZENDAM



Captain Ezendam enjoys a quiet chat with Mr Terwogt (l.) and Marine Superintendent Versteeg (r.)

On 10th April, another of R.I.L.'s senior Captains came to Hong Kong to say Goodbye and was entertained to a farewell luncheon by Managing Directors. This time, it was Captain J.R. Ezendam, who has served for 33 years, first with J.C.J.L. and latterly with R.I.L.

In his speech, Mr Terwogt referred to this long service, and recalled that Captain Ezendam had spent most of the war years in Japanese captivity; he served as Second Officer on board the old s.s. Tjisaroea when that ship was seized by the Japanese.

Captain Ezendam was promoted to Captain in 1955 and had since brought out two new ships from Holland, m.v.

Straat Singapore and m.v. Tjimanuk. Much of his time had been spent on the South America-Far East run, aboard m.v. Straat Bali and m.v. Straat Rio.

Speaker then paid tribute to the Captain's ability to maintain good discipline, to his all-embracing interest in everything that concerned the running of his ship, and finally wished him a happy retirement.

In his usual philosophical manner, Captain Ezendam replied that he looked back with much pleasure on his years with the Company, but that the time had come to give way to the younger generation, who would carry on as usual. He concluded by drinking a toast to R.I.L.

## SHIP OF THE WEEK

m.v. Straat Banka was fortunate to be chosen as "West Ship", very much at the last moment, for an unexpected broadcast from relatives on 13th March.

Here is a photograph of the relatives of the chosen officers, taken when the recording was made in the Grand Hotel "Gooiland" at Hilversum. The Straat Banka was near Cape Town and Radio Nederland relayed the messages on to the ship from Holland.





R.I.L.'s Manager in Manila, Mr H.C.G.L. Ribbink, watches Mrs Paz fasten her husband's new watch.



"The Veterans" — Messrs V. Francisco, A. DeLeon, Paz, J.E. Tapang and L.A. Millares, all of whom have long-service records in Manila.

## MR PAZ'S JUBILEE

Our Area Correspondent in Manila, Mr Valentin E. Paz, recently celebrated his 25th Anniversary with the Company. It was on 1st March, 1939 that Mr Paz joined the Eastern and Philippine Shipping Agencies — as R.I.L.'s Manila office was called at the time.

As, this year, 1st March fell on a Sunday, the event was celebrated on 29th February. At noon, Mr Paz arrived with his family at a transformed office: "snack-bar cum cocktail-lounge", as the Manager reports. Mrs A. Fajardo (Passage Dept. typist) presented a corsage to Mrs Paz, and some time was spent reviving old memories.

Everyone then gathered round to hear Mr Ribbink reviewing Mr Paz's long career with R.I.L., which had been broken only by the war. He had specialized in Passage matters, and appreciation was expressed of his unending

patience with passengers and of the way in which he managed "to send them on a round-trip to South America, though their original intention had only been a quick trip to Hong Kong and return"!

Congratulatory telegrams from Managing Directors and many friends were read by Mr J. van den Broek, and then Mr Ribbink presented the inscribed jubilee watch.

In his reply, Mr Paz expressed his appreciation of the memento and his satisfaction at reaching this milestone in his career. He concluded by proposing a toast to the prosperity of R.I.L. in general and to Manila in particular.

Some memorable photographs were taken; as can be seen in the one above, the veteran ranks of R.I.L. Manila are swelling!

### FAMILY NEWS

#### Weddings

In Durban, Mr G.J.W. Meijnen to Miss G. Calderwood on 30th March.

In Hong Kong, Mr Chan "Nico" Hok Tsing (HK HO CD) to Miss Cheung Sup Ng, daughter of Mrs Cheung Kam Yuk (HK HO Stores) on 13th March.

In Hong Kong, Miss I.M. Tjon A Hen (HK HO Typ.) to Mr C. Cheung Koon Yue on 2nd April.

#### New Arrivals

To Mr C.A.A.J. Sinninghe Damste (HK HO PCT) a daughter, Michelle Pauline, on 19th April.

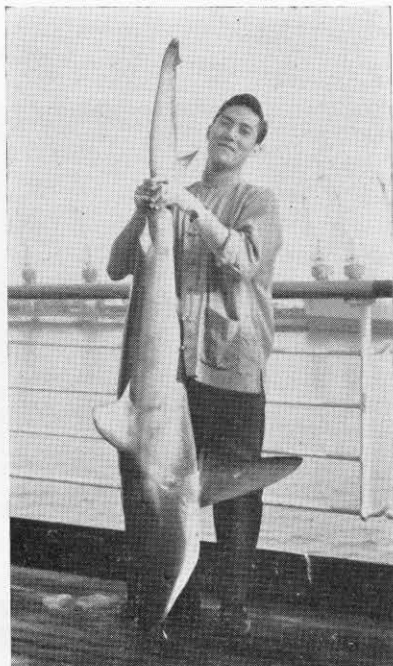


### SHORE LINES

*It is obvious that not many of our readers are familiar with South America, for there were no correct answers to the March competition!*

*In fact, the picture was of the harbour of Santos in Brazil, viewed from the top of the funicular railway on Monte Serrat.*





*What Do  
They Do  
.....?*

Here is another man's spare time occupation:

Mr Lai Hing Yu, Apprentice Cook/Steward aboard m.v. Tegelberg, threw out a line whilst the ship was lying at Port Elizabeth and up came this enormous catch — 6' 5" of shark, weighing 103 lbs.!

## COMPANY

### JOHANNESBURG WINNER

With the cooperation of R.I.L., who donated a double, first-class ticket for a return cruise from South Africa to Japan, the Houghton branch of the Johannesburg Women Zionist League have again very successfully organised a competition for their annual fund-raising campaign.

At an enjoyable saki party — where R.I.L.'s Passage Agents in Johannesburg, Messrs Holland Afrika Lijn, very nicely arranged for the room to be decorated with R.I.L. publicity material — the names of the fortunate winners, Dr. & Mrs H.E. Reef, were drawn by Mr J.F. Egberink, R.I.L.'s General Manager for Africa.

Our picture shows Mr A.L. de Jong, (our Manager in Johannesburg) and his wife sharing a dish with Mr Egberink and Mrs Faye Goldstein, the very active chairman of the Houghton branch.

### ALIVE AND KICKING



(from l. to r.), Back: 4th Off. Smalt, 5th Eng. Joziassie, 5th Eng. Geervliet, 4th Eng. Kollenburg, Fitter Wong Kam Hung, ? , Sailor Lai Kin Chung. Front: Carpenter Lee Kam Wah, 3rd Off. Vogel, 2nd Eng. van Mourik, 2nd Off. Coops, Ch. Std. Au-Yeung Wai Shing.



Captain Mieog makes a good save as the Straat Cumberland attacks.



(from l. to r.), Back: Ch. Eng. de Groot (Umpire), Capt. Mieog, 2nd Eng. Frenks, 3rd Eng. Kruger, 4th Off. Swemer, App. Eng. van Hulst, 2nd Off. Algra, 5th Eng. Luyk, 5th Eng. van Twist. Front: Storekeeper Li Ching Shun, Qtr. Master Lung Wai Sze, Steward Hui Lun, Steward Yue Chi Kan.

Third Engineer Camphorst: you asked (in the March issue) for football results — here are some!

Chief Engineer M. de Groot, who describes himself as "looker-on, trainer-manager" of the Straat Cook football team, has sent us these match results:—

"24.10.63 at Colombo:	vs. St. Joseph College	lost 2-1
26.10.63 ,, ,,	,, m.v. Darmstadt	won 2-3
2.11.63 ,, Trincomalee:	,, Ceylon Navy	lost 9-1
3.11.63 ,, ,,	,, Trincomalee United	lost 4-1
(as you can see, landlubbers are far too strong for ship teams)		
28.12.63 at Melbourne:	vs. m.v. Straat Cumberland	draw 2-2"

From this last match (which was umpired by Radio Officer M.J.E. van Lawick from m.v. Straat Cumberland) we are able to publish the nice photographs taken by Storekeeper (Eng. Dept.) Kwok Hon Wing.

There was one more match against m.v. Straat Clarence at Colombo, but Mr de Groot forgets the date and result. He comments, however: "This was more a 'water-ballet' than a soccer match, because it was pouring with rain, but both teams had great fun".



## “ WELCOME ”

In the Maori fashion, to the New Zealand section of the PATA Conference in Sydney recently – see page 89.



## AUSTRALIAN CATERING EXPOSITION

61-65 Wentworth Ave., Sydney — Telephone: 211-3636

*“The committee wish me to record our appreciation of the fine exhibits kindly loaned to us for our 1964 Exposition.*

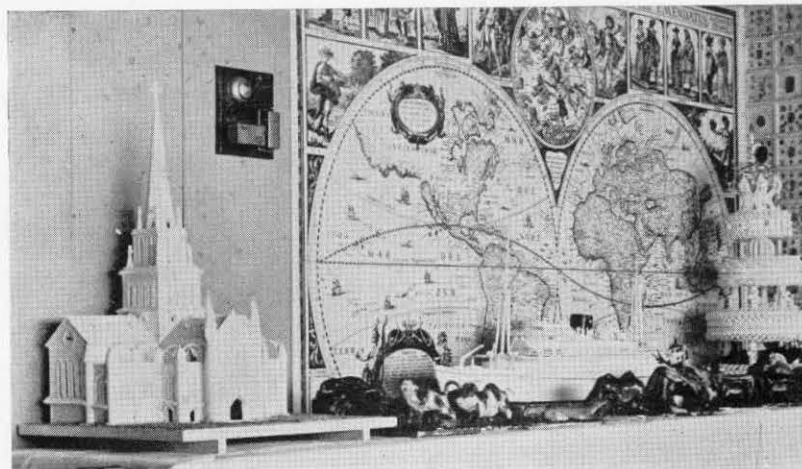
*As you are aware, we were unable to class them as entries but they were arranged as a special Table d'Honneur in the Troubadour Room thus giving pleasure and provoking favourable comment from all our visitors.*

*The judges of the competitions wish to associate themselves with this letter of commendation and compliment your company on having such great culinary skill available. Please convey these congratulations to the chefs.”*

This letter was received in our Sydney office from the President of the Australian Catering Exhibition held in Sydney early in March, and refers to the beautiful and elaborate exhibits sent in by Mr Liu Siu On, Pastry cook on board m.v. Tjiluwah, and Mr Jim Tai, Acting Chef de Cuisine on board m.v. Tjinegara.

Unfortunately, the dates of the Exhibition did not fit in with the ships' calls at Sydney, so no perishable exhibits could be shown in the competitive classes. Despite this, Mr Tai's exact facsimile (with lighting) of St. Andrew's

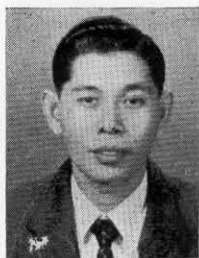
Cathedral, Singapore, and Mr Liu's model of Tjiluwah (6 ft. long with lighting), 4-tier wedding cake, and life-like models of animals were gratefully accepted by the Committee. During the prizegiving, the President of the A.C.E. made special mention of the great skill of these chefs.



## IN MEMORIAM

It is with much regret that we announce the death of three of R.I.L.'s sea-going personnel:

謹以沉痛之情，宣佈三名海員逝世之消息。



林隆君，二手生火員，享年卅四歲，於一九六四年二月二十一日在香港嘉諾撒醫院因病逝世。

林君於一九四九年加入本公司為海員，曾在本公司轄下多艘輪船任職，其最後服務之船為「芝本鐸」，林君生前和霽可親，今不幸逝世，吾人深為嘆息。

**Mr Lam Loong**, No. 2 Fireman, died in Canossa Hospital, Hong Kong, on 21st February after a long illness.

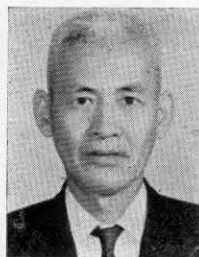
Mr Lam, aged 34, joined the Company in 1949 and served on board many ships before finally joining ss. "Tjipondok". He was well-liked by everyone, and had qualities of leadership which would have taken him far.



梁來君，享年六十歲，於一九六四年二月廿五日在香港嘉諾撒醫院逝世。

梁君遠於一九三二年加入本公司轄下之「芝順大利」輪為侍應生，戰後曾於「芝利華」輪服務多年，因工作勤謹而被擢升為侍應生頭目，梁君為一正直及忠於職守之海員，在其任職期內，甚為搭客及工友所喜愛。

**Mr Leung Loi**, aged 60, died in Canossa Hospital on 25th February. Mr Leung, who joined the Company as long ago as 1932, when he was a cabin boy aboard the old ss. "Tjisondari", worked on board many ships but spent the greater part of his service on board mv. "Tjiluwah", where he finally became Head Waiter. He was a loyal and conscientious employee, well-liked by both passengers and fellow crew-members.



廖水君，享年六十歲，於一九六四年三月七日在粉嶺醫院逝世。

在本公司檔案中，廖君紀錄甚為特出，因其由一九三九年起已開始，在「芝渣連加」輪服務，歷任生火員及燈見等職。查廖君生前為人正直遠觀今一旦云亡，其克苦耐勞之服務精神，將永遠為吾人懷念。

**Mr Liu Suey**, aged 60, died in Fanling Hospital on 7th March, after repatriation from Durban in December.

Mr Liu had an exceptional record, having served on board mv. "Tjitjalengka" as Fireman and Donkeyman ever since 1939, including the war years. He was a conscientious, cheerful man, much liked by everyone.



**Mr L.C. Admiraal**, aged 80, in Holland. After a distinguished career with K.P.M., Mr Admiraal worked for our Company for five years in the late 1920's, when he established the Passage Department in Batavia. In later years he gave shipping courses to R.I.L.'s trainees in the Netherlands, and many of our Home Staff have benefited from his rich shipping experiences.

Mr Admiraal will be mourned by many and will be remembered as a hardworking, painstaking man of the old school with brilliant ideas.



We announce with great regret the death in Amsterdam of **Mr L.W.J. Stevelink** on 19th March at the age of 61. Mr Stevelink entered the K.P.M. as a member of their Sea-going staff at the age of 23, worked for many years in Indonesia (where he was interned during the war) and in 1948 transferred to the K.J.C.P.L. as Adjunct Chef. For reasons of health, he returned to Holland and was employed in the Claims Department of our Amsterdam office. There, his specialised study of law finally resulted in the book "A Treatise on the Hague Rules", the English translation of which now has world-wide circulation. This led to Mr Stevelink's appointment as the only non-legal expert in the "Sea-Law Committee" of the Netherlands Shipowners Association — a great honour.

Mr Stevelink succeeded Mr Marsman on the "Permanent Sub-Committee of Interchange" and attended many international conferences in European capitals. He was a hard worker, much respected by his colleagues, and will be mourned by many.

Our deepest sympathy goes to all his family.



謹以沉痛之情宣佈吳羽仲翠女士於一九六四年四月三日在香港逝世之消息。

吳羽仲翠女士享年四十六歲，於一九五八年加入本公司洗衣部及布草房為女職工，任職期內，工作勤謹負責及樂於助人，今一旦云亡，其家屬及親友將對其永遠懷念。

It is with deep regret that we announce the death of **Mrs Ng-Yu Chung Tsui**, aged 46, in Hong Kong on 3rd April after a prolonged illness.

Mrs Ng-Yu had worked as a Laundry-woman and Seamstress at HK HO since 1958. She was a kindly, hard-working woman who was always ready to help those around her, and she will be much missed by her family and many friends.

本刊對彼等之遺族，尤其是廖君之弟現任職於本公司士多部之廖振聲君（前為管事），寄予無限同情。

R.I.L. Post sends its sympathies to all the bereaved families, and especially to Mr Liu's brother, Mr Liu Chun Sing (ex Chief Steward) who is an employee at HK HO Stores Department.



# PERSONNEL



## NEW PERSONNEL

A hearty welcome is extended to the following new R.I.L.'ers who recently took up employment:

Dr M.J. Broderick	Ship's Surgeon
„ Wang Shih Fu	„ „
Mr G. Schra	Employé



## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain J.R. Ezendam, Master of m.v. Straat Rio, went on home leave prior to his retirement.  
 Captain W.F.H. Gerken, was posted to m.v. Straat Rio.  
 Captain G. van Altena ex HK HO ND went on home leave.  
 Captain W. H. Schröder, was posted to m.v. Straat Johore following intermediate leave.

## SUCCESSFUL EXAMINATIONS

Our congratulations go to the following officers, who passed examinations as indicated below:



Mr G. Daman	3rd Officer	Th.II	20- 2-64
„ B.J. Kosse	„ „	II	„ „
„ R. Lindemans	„ „	Th.II	6- 3-64
„ J. Veeneman	„ „	II	20- 2-64
„ A. Veldman	„ „	Th.II	27- 2-64
„ W.H.C. Wijnhorst	„ „	Th.II	„ „
„ J.A.M. Kooltjes	3rd Engineer	B	20- 2-64
„ A.J.G. Strengholt	„ „	B	„ „
„ A.P.D. Biesters	4th „	B	17- 2-64
„ H.J. Broerse	5th „	A	9- 3-64
„ H.G. van der Mei	„ „	VD	28-10-63
„ H.A. Schreurs	„ „	A	26- 2-64
„ A.A. Verdoorn	„ „	A	„ „

## PROMOTION

Our congratulations go to Apprentice Engineer H.G. van der Mei who was promoted to 5th Engineer as from 28th October, 1963.



## TRANSFERS SHORE STAFF

Drs R.B. Lenterman, Wnd Adj. Chef, from HK HO to Tokyo.  
 Mr T.M. Pöttker, Employé from HK HO to HK MH.



## LEAVE

The following personnel went on leave:



Mr Ch.A. Budde	Chief Officer
„ B.W.P. Mensinga	4th „
„ D. Meyer	2nd Engineer
„ P.J.M. Buysrogge	Electr./3rd Engineer
„ J.C. Koomen	4th Engineer
„ P.M. Schönberger	5th „
Dr K.F. Hordijk	Ship's Surgeon
Mr H.C.G.L. Ribbink	Adj. Chef
„ A.M. Lommen	Specialist
„ J. Frieszo	H. Employé

Those who returned are:

Mr P. Cox	Ch. Officer	posted to	m.v. Tegelberg
„ A. Veldman	3rd „	„	„ Straat Soenda
„ G.G.J. Witkamp	„ „	„	„ Straat Cumberland

## LEAVING (OR LEFT) SERVICE

Mr L. van der Knoop	4th Engineer	own request
„ W. Hoogdendoorn	5th „	„
„ J.C.M. Lint	„ „	„



We regret to announce that Apprentice Engineer J.A. Otten has been reported missing on board s.s. Tjibodas, whilst at sea on 27th March.

## SHORE LINES

On the back cover is a photograph of a place well-known to many R.I.L.-ers. If you think you can recognize it, please write to the Editor, heading your entry "Shore Lines - May". The reader who names the place correctly will be given a prize. Shore staff of the area concerned may not enter.

If more than one correct solution is received, lots will be drawn to decide the winner.

Each reader may send One Entry Only, which must reach the Editor by June 15th. The winner will be announced in the July issue.

See page 95 for the result of March's Competition.



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## A LANDLUBBER'S LEXICON

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### "A Crowbar"

is an iron bar with a wedge-shaped end, used as lever.

*(Illustrated by Mr J.C. de Geus—On Leave)*



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### SHORE LINES

(see inside back cover)

