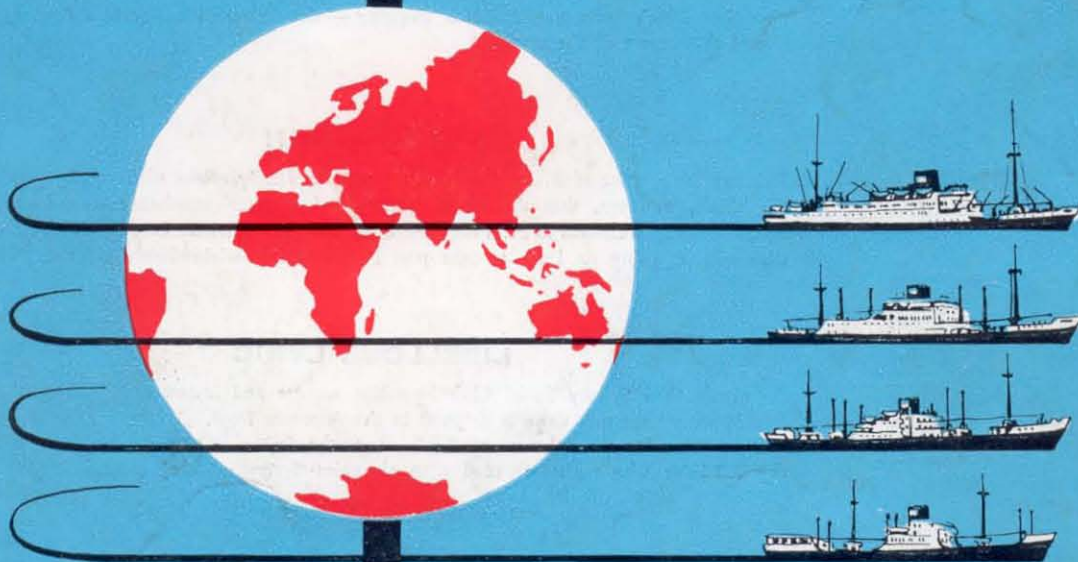




# *RIL* *post*

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



**KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.**

**Vol. XI. No. 9. September, 1964**

EDITOR:  
MRS L.M. PETTY

AREA CORRESPONDENTS:  
HOLLAND — K. GROENEVELD  
JAPAN — H. OKUDA  
PHILIPPINES — V. PAZ  
AUSTRALIA — B. POLAIN  
AFRICA — P.E. RABE  
S. AMERICA — G.T.H.M. SWEIJEN

SEPTEMBER 1964  
VOL. XI. NO. 9



# RIL Post

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

P. O. BOX 725

HONG KONG

**EARLY SPRING**  
which won Second Prize for  
Mr H. Fujiwara in the Kobe  
Photo Competition — page 176.



**Captain W.Z. Mulder**  
Ten years a contributor to *R.I.L. Post* — page 172/3.



*From the Editor*

## CARGOES

Along with dozens of other idlers, we have watched many cargoes being loaded and discharged. As mere landlubbers, we have often wondered which, of all the endless commodities, are the most awkward to handle, for various reasons. A vivid memory to us is the discharge of long, heavy, cast-iron pipes on to narrow drays, each pulled by two thin mules in the Egyptian port of Alexandria. The swinging of the brittle pipes and the narrowness of the small, rickety, wooden carts, combined with general lethargy and afternoon siestas, made this a very long drawn-out operation indeed.

We invite our seagoing readers to write in and give us their reasons — briefly — for finding a certain cargo difficult to handle, either by reason of its own nature, climatic or geographical conditions, or any unforeseen circumstance.

## GOING DUTCH

We have been taken to task by a most-senior R.I.L. Captain for our use of the word 'Dutch' rather than 'Netherlands'. Without going too fully into the pros and cons, we prefer to state that Dutch seamen and Dutch shipping — not to mention Dutch cheese! — have earned the respect of the world.

## CENTENARIAN

It is not the practice of R.I.L. Post to delve into the family affairs of Company personnel. We think, however, that the 100th birthday of a great-grandfather calls for special comment: congratulations to Fifth engineer L.W. Joziaase of mv STRAAT CUMBERLAND, who will be going on leave to take part in the family celebrations on 9th September.

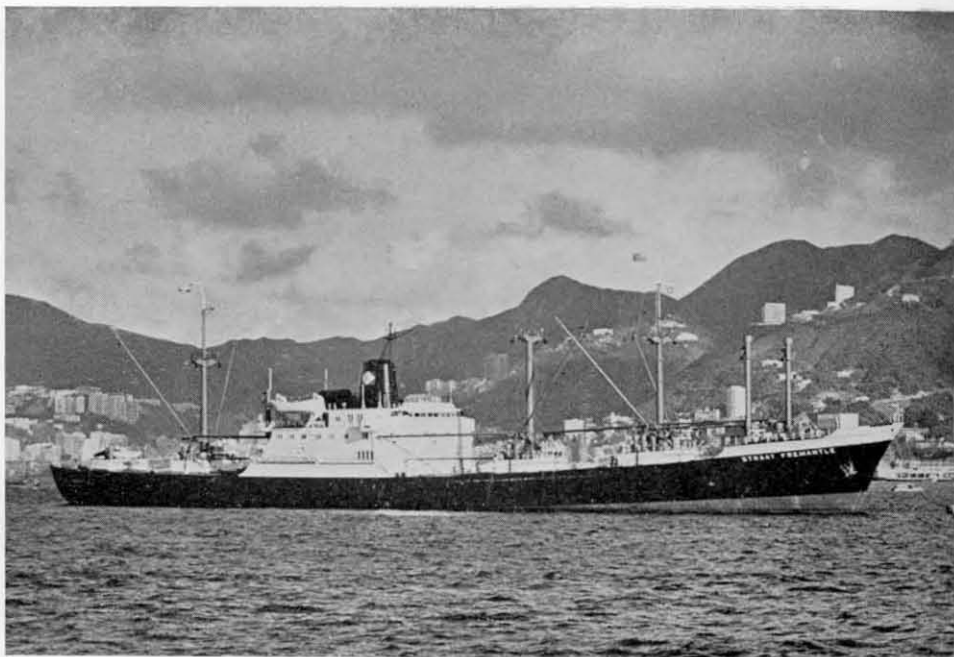
## LIBELLOUS LYRIC

As always, the Sydney Social Club Newsheet amuses and instructs us. From the 3rd July issue, we see that there is a 'poet' in the Accounts Dept. Whilst his verses are not quite suitable for the columns of R.I.L. Post, the Editor is prepared to show them to any R.I.L.'er who wishes to read a man's point-of-view of his female colleagues!

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

# FEWAS SHIPS

**m.v. Straat Fremantle**, nicely down in the water, is seen in Hong Kong on her coming-out voyage with a load of iron ore from Vitoria for Japan. The ship is now on her maiden FEWAS voyage, having left Japan on 21st August, and is expected to reach Africa a short sixteen days later.



## LOADING AT TEMA

**1150** tons of cocoa to be loaded for Japan — that was the task awaiting the **Straat Franklin** when the ship entered the port of Tema in Ghana at the beginning of July.

For the first time, the cocoa was to be loaded over two hatches by means of the newly-installed conveyor belt, whilst loading through the other two hatches would go on as usual by means of shore cranes and ship's derricks.

In the event, the loading took less than nine working hours, and Mr J.F.A. Houwing (H.W.A.L. Agent for

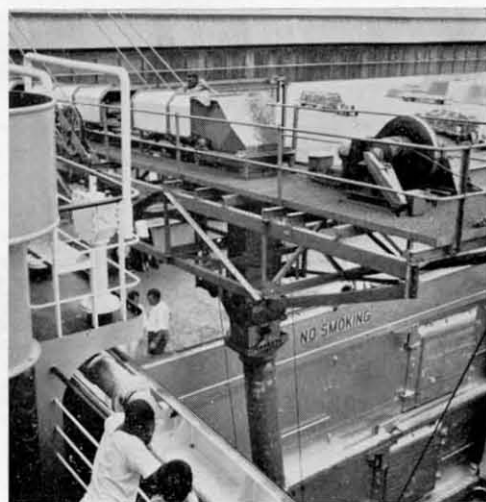
Ghana) was on hand to take these photographs for *R.I.L. Post*.

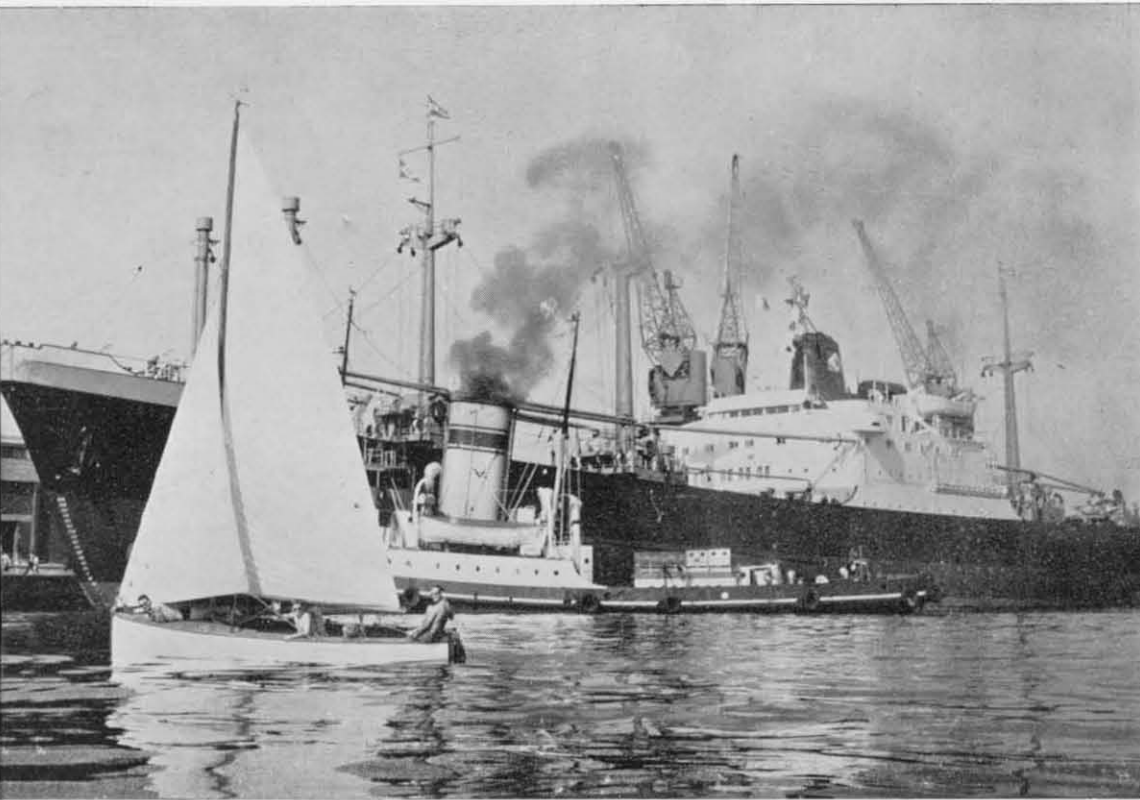
When the new conveyor is working at full capacity, each belt will be able to load at the average rate of 60 tons an hour. The installation is provided with an automatic counter and there are four outloaders in operation, which are controlled by telephones from the cocoa-sheds to the chutes. The telescopic chutes are at present being re-designed to enable all types of ships to utilize the new conveyor for loading cocoa.

Loading cocoa over 2 hatches by conveyor.



Close-up of conveyor.





DOUBLE

DUTCH

Elaine sails past Straat Franklin at Durban.

Here is our first photograph by Area Correspondent P.E. Rabé of the R.I.L. Yacht in Durban, 'Elaine', which was purchased just over a year ago, after much deliberation and consideration of various new and second-hand boats. This 18-foot Uffa Fox Ace Dinghy was eventually judged to be the best buy, having due regard to her sailing qualities, including racing, and the fact that she can accommodate up to five persons when cruising.

Captain B.A. Ashworth, who supervises sailing activities in Durban, starts off his account of ELAINE with a quotation from her logbook:—

*"Elaine's good sailing qualities were voiced by many an experienced yachtsman, who strongly recommended her for our needs, whilst her hull and fittings were surveyed by a qualified surveyor; we also obtained the views of a boat builder of many years standing. Both confirmed that "Elaine" was free from worm and only required minor repairs to have her in first-class condition.*

*For those who have sailed "Elaine" there need be no comment regarding her sailing qualities and the need to treat her with respect, but, for those who take the helm for the first time, do not be shy of spilling the wind, for she gathers speed fast, even in a light breeze, and seems to know her good reputation in winning the Combined Class in the 1962-63 R.N.Y.C. summer racing season, and coming second in the P.Y.C. summer racing season. During the season from October to April, a total of 136 boats of all classes took part in the series."*

He continues:

A few rules govern the sailing of "Elaine", one of which

is the recording of all sailings in the Log Book, showing the names of the crew, weather conditions and remarks regarding any damaged gear and accidents. This is no log entry:—

There was a young lady named Banker,  
Who slept whilst her yacht lay at anchor.  
She woke in dismay  
When she heard the mate say:—  
"Hi, hoist up the top sheet and spanker."

Thirty sailings are recorded with twelve of the staff taking part. We usually sail three up, of which two should be experienced yachtsman, this being advisable in the event of a South-Westerly "buster" which comes up with little warning, causing many yachts to capsize, whilst it is not possible to reef Elaine's main sail.

When purchased, Elaine was fully equipped with a set of terylene sails for racing and a set of cotton sails for cruising, plus two spinnaker sails. The main and jib sails total 200 sq.ft. and in a light wind with the spinnaker hoisted, giving her a good spread of sail, the craft

# A TRADE

## DOUBLE CROSS



Sibigo negotiates two bridges at Hobart.

This most unusual photograph shows the Sibigo on her way to Risdon (Tasmania) in June to load a quantity of zinc for Bangkok, in the S.P.S. The ship was actually photographed from a light aeroplane owned by Mr V.G. Reid of Hobart, to whom we are much indebted for permission to reproduce in *R.I.L. Post*.

The circumstances are somewhat out-of-the ordinary: Sibigo is just passing through the new Tasman bridge, which is to link Hobart with the Eastern Shore, and is approaching the old Hobart bridge which was removed

immediately after completion of the new bridge, on about 19th August. As can be seen, the Hobart bridge was of a pontoon type; when the centre pin was removed, each half of the pontoon was rotated about 90° by tugs and towed away to Geilston Bay. As we go to press, we understand that the engineers hoped to complete this neat operation in a few hours if weather conditions were right.

We are most grateful to Mr G. C. Cramp, Managing Director of our Agents in Hobart, Messrs William Crosby & Co. Pty. Ltd., for sending us this interesting information.

*(Continued from opposite page)*

surges along sizzling through the water; the sense of speed is terrific, whilst to hear the thrum of the sails and to taste the salt all adds to the joys of yachting. Although you may capsize and damage your rigging, it is well to know that the "Old Man of the Sea" never beats you so badly that you won't come back for more.

We are most proud of our owner's flag in the form of a miniature R.I.L. House Flag flown from the mast head, which serves as a reliable wind indicator. This flag is flown when racing, the Club burgee being flown on other occasions.

Yacht racing is held over the week-ends under the Burgees of the Island Sailing Club, Point Yacht Club and the Royal Natal Yacht Club, of which two of our staff are members. The following classes compete for the various Trophies: Deep Keelers, Finns, Flying Dutchman,

Spearheads, Sprogs, Rebs and the combined class, which is Elaine's class. These races are held within the Harbour. The off-shore racing held outside the Harbour is restricted to the 30-Square Metre and the Dragon class yachts.

Elaine is parked at the yacht mole only five minutes walk from our office, and, although we have no difficulty launching her, it takes three strong crew members to heave her up the slipway. However, a towing tractor may be hired for a small fee. The club is situated close to the yacht mole and here you can enjoy your after-yachting sundowner such as "Cloudy with Showers".

½ oz. Halion Vermouth	½ oz. Orange juice
3 dashes Curacao	1 oz. Gin

Forecast:—When it rains—pour."



*Chief Officer N. Dijns takes a bearing as the ship passes the New Hebrides group.*

## LANDFALL

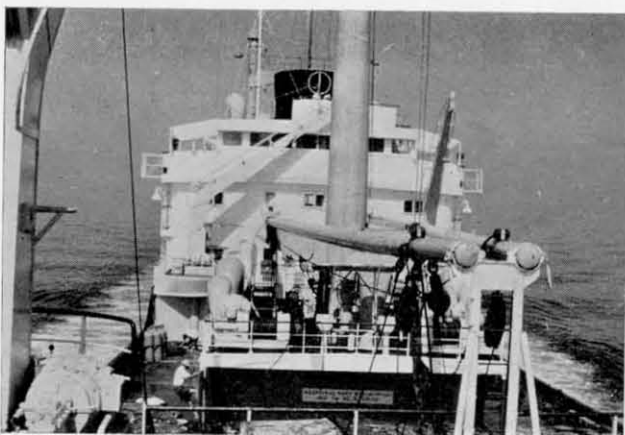
*By John Dyson, Passenger on board m.v. Van Cloon*

When sailing from Singapore to Fiji, a ship is often in sight of land. The hills of Java, the high, shapely cones of Sumbawa and Flores wreathed in mountain smoke, lie in the distance curtained by haze. The small coral islands of the Torres Strait seem to leap out of the sea ahead. One minute the horizon is hard to distinguish in the metallic sheen of sea and sky, and the next time you look up you see a low island covered in bright green foliage and ringed by white sandy beaches that are almost close enough to swim to. At the narrowest part of the straits, the islands are close enough for you to see huts under the palm trees, boats pulled up on the beach, and one or two dark-skinned natives silhouetted against the snowy whiteness of the sands. Within a couple of days, the south coast of New Guinea is in sight, and if you pass Port Moresby in the early hours of the morning you see the sunlight glinting on metal rooftops of the town, with the Owen Stanley Ranges towering behind. Again a few days of quiet steaming through the Coral Sea and the ship passes between two big islands of the New Hebrides group: close enough for people on board to

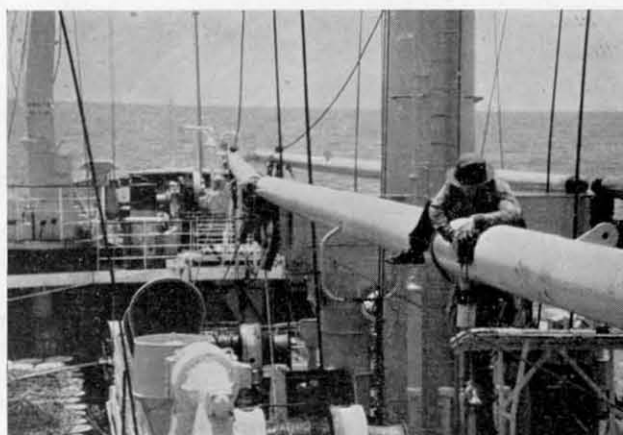
smell the heavy, sweet scent of tropical flowers and an occasional and elusive whiff of copra being cured in the sun at the plantation along the shore line. The channel is only a few miles wide, and through the ship's binoculars you can see red and yellow painted shacks of a mission station on one shore and of a copra plantation on the other. There is the white speck of a sail creeping along the shore. Trading boat? Mail man? District nurse? Missionary? — Or gun-runner? Smoke from cooking fires curls out of densely-jungled slopes leading to rocky beaches.

The chart on the navigator's table on the bridge is a constant source of pleasure to a traveller on a cargo ship. Being the only passenger, the officers are happy to let you look at it whenever you like, so long as you do not interfere with their business of guiding the ship through the tricky, six miles wide, channel between the islands. The island to starboard, you learn, is Pentecost, and the other is Ambrim Island. The settlement is called "o Lul Mission". As we steamed through, the officers took compass bearings on Malo Killi Killi Island and a point called Cape Wowo, to fix our position accurately.

*Steaming peacefully through the warm seas.*



*Work goes on the whole time.*

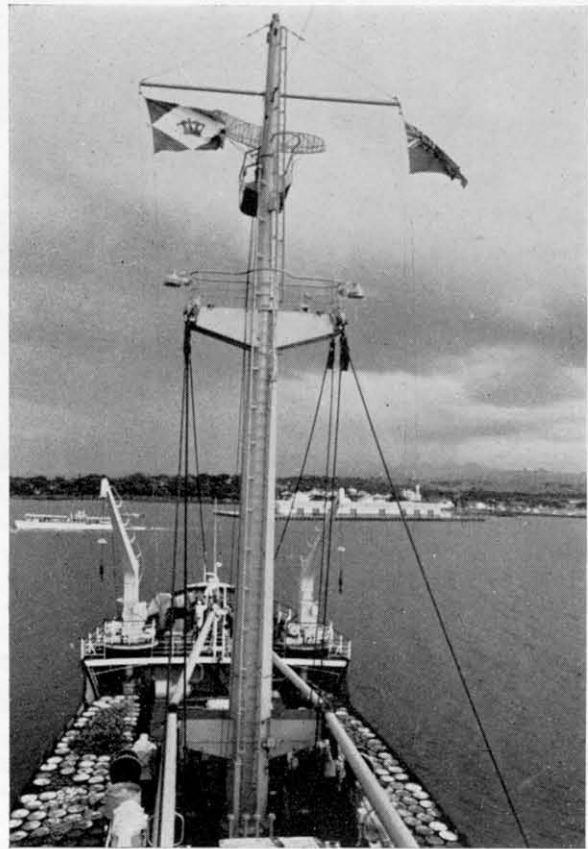


As I looked at these mysterious and exciting islands, Captain Kloots said I looked like a landlubber, aching to get ashore.

"I am", I said. "But not among the headhunters, thank you!"

On a cargo ship you feel as though you belong. A big passenger vessel is nothing but a floating hotel, and the "wonders" of the sea seldom extend beyond decorative sea-horses on bedspreads and shower curtains. During the day the officer of the watch shoots the sun with the sextant, and a few minutes later shows you the little cross on the chart marking the Van Cloon's position. When the ship is close to land, the charts are replaced once or twice a day, and the crosses stride from one chart to another with exciting speed. But voyaging across oceans and wide seas, charts of smaller scale are used, and the crosses seem to trickle across, loitering on their way. Before you know it, they are half way across and land is in sight again.

So it was as the Van Cloon left the Coral Sea behind and nosed out into the Western Pacific. We had been at sea about three weeks — I had long ago lost all trace of time — and Fiji was still three days away. Our glimpses of land so far had been tantalising, like the whiff of a gorgeous dinner to come to a starving man. All day, on the third day, I was on the bridge, probing the way ahead for the first sight of land. And suddenly, there it was. Land! It rose out of sea and sky, dead ahead, in the middle of the afternoon. I felt like dancing. I felt like running to the top of the mast, standing on my head, and running down again. On deck, the Chinese crew looked just as happy . . .



. . . Lautoka, here we come!

## R.I.L. ACTIVITIES

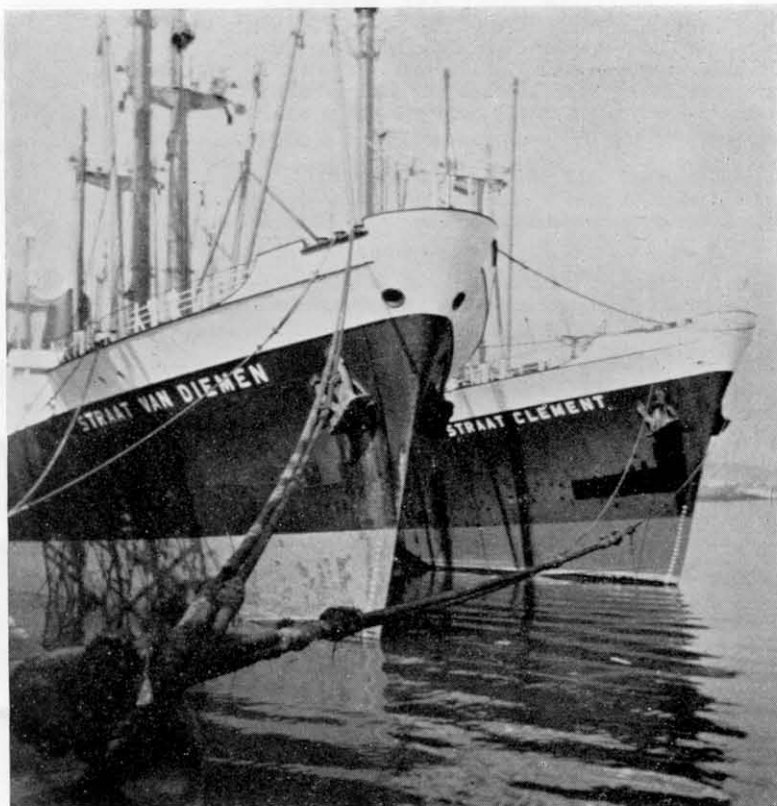
**m.v. Van Linschoten**, on completion of her present East Africa — Australia voyage, will return to Africa.

**m.v. Van Waerwijck**, loaded again in China ports in mid-August for Indonesia via Hong Kong and return.

**m.v. Straat Malakka**, after completion of her current CHIWAS round voyage, will proceed to Africa in extra employment via Manila and the Straits.

## ESAAS MEETS ASAS

In view of a berthing delay of five days at Lourenco Marques in July, it was decided that m.v. Straat van Diemen (ASAS) would omit this port on her westbound voyage. Her 1,000 tons of cargo for Lourenco Marques were transhipped at Durban in mid-July into m.v. Straat Clement (ESAAS). In order to accelerate transhipment, and in view of a full harbour at Durban, it was arranged to 'double-bank' the two vessels. This very good photograph was taken by Mr A.J. Dijkstra, who tells us that transhipment was completed in three days.





## SAILOR ASHORE

### SAO PAULO

(100 cruzeiro = fl.0.31 = HK\$.49)

Guarujá — sunny and glorious. (Photo: B. Kaufmann).

Here is the third article in our series, this time giving advice to those who wish to make a whole or half-day trip from the port of Santos in Brazil. Mr Mohamed Rajabally of São Paulo again passes on his own expert knowledge for the benefit mainly of sea-going staff:—

On taking a trip to Sao Paulo, you may want to put a suit on. Sao Paulo is really the nerve-centre (where business is concerned) of Brazil and about 70% of the men go around in suits, so unlike Santos.

You can get your bus ticket at downtown Santos, either at the "Cometa" bus line or the "Rapido Brazil". It will cost only Cr\$500 and there are buses leaving every fifteen minutes.

The trip itself takes about one and half to two hours and Sao Paulo is reached after travelling eighty kilometres on the "Anchieta" highway, past banana plantations, gorgeously flowered "ipe" and "manaca" trees, climbing the Serra do Mar range (from where you get a birds' eye view of Santos and neighbouring towns) and, once on the plateau where Sao Paulo is situated, past huge factories. The bus drops you in downtown Sao Paulo, at the Bus Terminal (Estacao Rodoviária).

In Sao Paulo, in order to save time, better make use of taxis, who charge the same as in Santos.

To get a view of the city from the top, the place to go is the "Banco do Estado" building. This skyscraper is one of the tallest in South America with some thirty floors and a huge television antenna on the top.

One of the most impressive places to go to in Sao Paulo is the so-called "Anhangabau" "valley". You can just stand on one of the four bridges criss-crossing the "valley" and get a good view of the traffic flowing past below and the dozens of office buildings standing guard on the rim of this valley. *Its dazzling and amazing.*

Restaurants abound in Sao Paulo and meals are cheap (average price for a meal in Sao Paulo — as well as in most Brazil — is Cr\$1,500, including tips).

Other sightseeing spots in Sao Paulo include the Ibirapuera Par, with its daring architecture, vast gardens and artificial lakes; the Congonhas airport, modern and one of the busiest in the world; the Zoological gardens (there are two of them); the huge Pacaembú football stadium, seating 70,000 people; the Butanta Snake Institute; the Horto Florestal which is a vast Botanical garden.

For your return to Santos, this can be done by taking a bus either at the Estacao Rodoviária bus terminal or Praca Clovis Bevilacqua or by engaging seats in the local "expressinhos" at Avenida Ipiranga, who operate fast cars, seating five, charging double the bus fare.

Another interesting place for a whole day's outing is Guarujá, otherwise known as the "Pearl of the Atlantic Ocean"; it well deserves this name.

To get there from the dock area, one must get on a "Ponta-da-Praia" bus or streetcar. You get off at the final stop and catch the ferry boat (one every five minutes) which will take you to the other side of the channel, i.e., Guarujá in about five minutes flat (or even less) and charge nothing.

Already in Guarujá, there are buses waiting to take you on to the beaches.

Guarujá is the foremost spot for the pleasure-seeking Paulistas and its beaches are usually crowded with hundreds of city-tired workers and "week-ending" business men.

They arrive each Friday evening and depart, sunburnt and deeply tanned on Sunday afternoons and even Monday mornings. It is the place where Sao Paulo girls come around to show off their latest models of bathing suits (although very little bathing is done; it is mainly a beauty pageant every Sunday morning) and the men, the latest models in sports cars.

Guarujá is indeed small compared with Santos, but its sandy beaches, shining white, touched by sunshine, and bathed by turquoise-green waters, are unequalled in Brazil and the "spot" for a million visitors yearly.

Aside from beaches, there are many scenic spots, green hills, and private beaches with just a strip of sand and sea-lashed rocks to the right and left.

In Guarujá, there are some good restaurants, expensive, and among them are the GRAND HOTEL and the SOBRE-AS-ONDAS (literally, Over-the-seas).

A side trip from Guarujá is that to the "Jequitimar", a resort some fifteen minutes by taxi from the centre of the town. There are no buses or streetcars, so you either take a taxi or walk.

It is almost an exclusive beach with a restaurant. A very special meal is served under the palm trees and this is certainly the best way to have a meal: under the shadows of huge trees, gazing at the ocean a stone's throw from where you are seated, and soft music seemingly coming from nowhere.

The food there is excellent (especially the fish dishes) and the drinks (the Dry Martini, Daiquiri and Tom Collins are top class!) are very well prepared.

The place is naturally expensive but the atmosphere is delightful and—alas!—who can think of a better way to end a wonderful visit to Santos?



## FAREWELL CHIEF ENGINEER VISCHER

Thirty-seven years of sea-going life have now been completed by Chief Engineer George Vischer, who was entertained by Managing Directors to a farewell luncheon on 23rd July. It was his last visit to Hong Kong, though he will not actually be leaving the Company until the end of October.

As always, our Catering Department had carefully prepared a special menu for the occasion, though we think that 'Bombe George' must have burst upon the company with something of a surprise!

In his address, Mr de Haan remarked that, although it was not usual — even for a shipping company — to compare ships with people, on this occasion he would like to point out that Mr Vischer started his sea-going career in s.s. Siberoet, a ship which no longer existed, and whereas the second ship of that name had been going for some time already, Mr Vischer himself appeared none the worse for wear!

Speaker continued with a review of Mr Vischer's career since 1927, referring also to his service in the Royal Navy (finishing as Lieutenant-Commander) and his spell in a prisoner-of-war camp. Mr Vischer joined R.I.L. in 1947 as Second Engineer, and was shortly afterwards promoted to Chief, in which capacity he had served on several ships but mainly on B.R.T. vessels.

He was known to all for his happy disposition and for his tactful discipline, factors which had endeared him to officers, crew, and passengers alike.

Mr de Haan concluded by thanking Mr Vischer for his long and faithful service to the company and by wishing him and his family the very best for the future.

Mr Vischer replied in his usual cheerful manner, thanking Mr de Haan for his appreciative words and saying that he was sure he himself had many bad qualities as well; for the moment, however, he wished to forget them, as he



*Mr Vischer (right) enjoys a joke with Mr Terwogt.*

was sure his family would remind him as soon as he settled down at home!

Mr Vischer continued with special mention of the friendly relationship between management, shore, and sea-going staff of R.I.L.; he held up this relationship as an example to all companies — whether shipping or not — of how work can be carried out efficiently in a pleasant atmosphere.

A farewell was usually considered a sad occasion, but he did not feel like that, because in fact his retirement was still a few months away and for him was to mean only a change of employer. He concluded by extending his thanks to every one, management, shore and sea-going staff, present and absent, for their friendly co-operation and for the personal friendships, which had made it possible for him to do his job as he should.

Finally, the Chief Engineer proposed a toast to the prosperity of R.I.L. and every one in it. Our good wishes go to him in his new ship-building career in Durban.

### AAN ALLE "TASMANEN"

In het rondschrijven van mei '64 werd gesproken over de aanbieder van een geschenk, dat ook op het toekomstige internaat bruikbaar zal zijn.

Nu weet U nog wel van Uw leerlingentijd aan boord van de "Tasman" dat daar twee sportsloepen waren, n.l. de "Tjitas" en de "Jan Niklaas". De "Tjitas" is minstens even oud als het internaat. Deze sloep werd namelijk bij de opening van het internaat geschonken door de toenmalige Java China Japan Lijn (tegenwoordig K.J.C.P.L.). De "Jan Niklaas" is van iets latere datum. Deze sloepen zijn evenals het oude schip, hoewel uitstekend onderhouden, oud en moeilijk meer te repareren.

De gedachten gaan dan ook uit naar het geven van een verstelijk geschenk aan Uw oude internaat in de vorm van een nieuwe sloep. Er zal voor dit doel ongeveer f 4800,- op tafel moeten komen.

Deze sloep zou toegezegd moeten kunnen worden op de grote dag van de reunie, n.l. 9 oktober a.s. 's middags tijdens de ontvangst op de "Tasman". "Tasmanen", wij rekenen op Uw steun dit prachtige doel te bereiken. Stort heden nog Uw bijdrage op giro no. 895491 van de Amsterdamse Bank N.V. te Delfzijl t.g.v. Comité 40 Jaar Internaat "Abel Tasman" onder vermelding "sloep Tasman".

Wat de reunie betreft, geven wij hierbij nog de volgende bijzonderheden:

*Vrijdag, 9 oktober.*

- 16.30 u. Ontvangst van de reunisten met hun dames op het internaat.
- 18.30 u. Opstellen voor het internaat voor de gezamenlijke wandeling langs de geillumineerde gracht naar de schouwburg.
- 20.00 u. Diner-dansant in de schouwburg.

*Zaterdag, 10 oktober.*

- 11.00 u. Rondtocht per bus door Delfzijl en omgeving.
- Hierop aansluitend een lunch, zo mogelijk op het internaat.

Houdt dus 9 en 10 oktober vrij en geeft U op. Maakt het zo veel mogelijk bekend aan de U bekende "Tasmanen".

Namens het Comité,

E.L. Vuursteen	Voorzitter
J.F. Roukema	Secretaris
L. de Vries	Penningmeester



1. After the excitements of Japan, passengers relaxed in the sun and just 'watched the waves go by'.



2. "Why bother to look at the waves?"

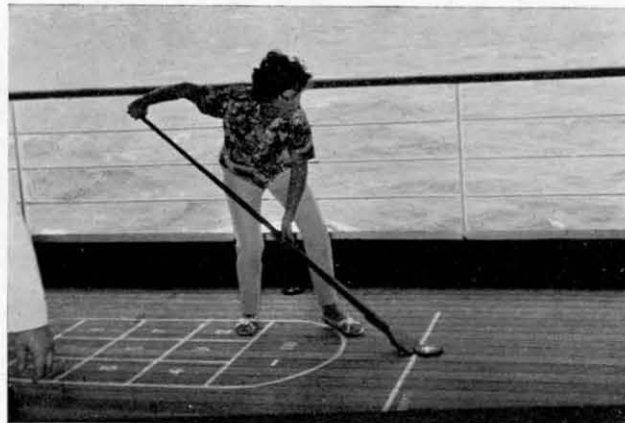


3. Three young officers, out for a breather, watched the new cameras being tried out.

4. Throughout the trip, the decks were cleaned down every morning . . . . .



5. . . . . which kept them smooth and clean for deck games, such as shuffle board.



**BI**  
**MAR**  
**TAKE**  
*Our young Austr  
their round-trip*

6. Barber Tung Cheung Kan (董長根) prepared a lady's hair for a festive night.



8. "Where there's a will, there's a way."! One gentleman used his initiative at a Chinese dinner, a new experience to many.

7. In the lounge, Purser Yip Pak (葉北) demonstrated that he could keep up with the teen-agers.





9. Four days' peaceful sailing brought Hong Kong in sight and a pilot on board.



10. In Kowloon Bay, the pilot shouted instructions as the Customs launch came alongside.



11. It's always a good idea to check the notice-board before going ashore.

*Bill and Margaret crowded as much sight-seeing as they could manage into five days.*

12. A fascinating crowded back-street.



13. One of the famous floating fish-restaurants at Aberdeen.



14. The view of the harbour from the Peak was an experience to share with friends.

**LL  
&  
GARET  
A TRIP  
IV**

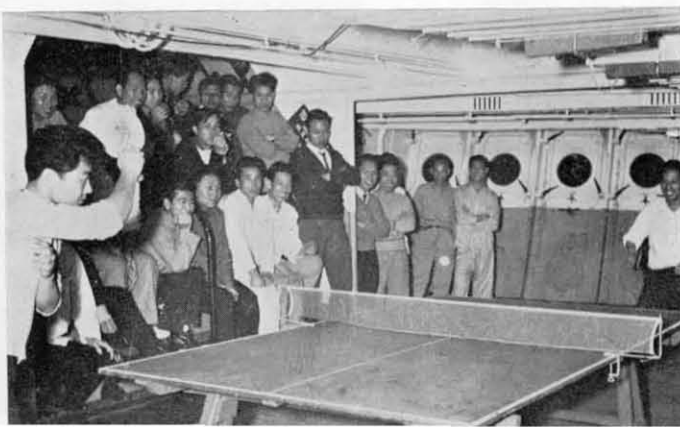
*lian couple continue  
m.v. "Tjwangi".*

15. It was pleasant to stroll in the sunny garden of the Repulse Bay Hotel before luncheon.



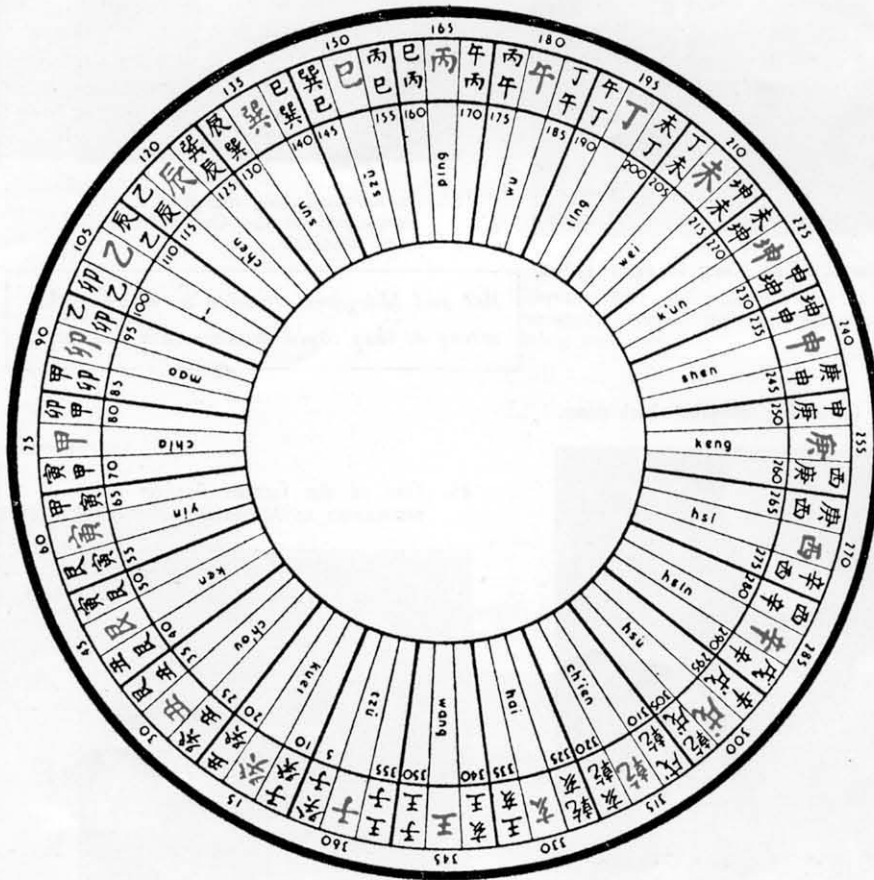
16. Bill took photographs of everything, including the well-known Shek-O beach.

18. All heads turned for a last look, as the ship slowly glided out of harbour, past R.I.L.'s Head Office at North Point, heading for the open sea.



17. On board, Steward Wong Pei Cho (王丕組) lost a hard-fought game of table-tennis to Hong Kong champion, Cheung Cheng Sing.





The essentials of a fifteenth-century Chinese compass card (with Arabic numerals added for reference) as reconstructed by W. Z. Mulder, *T'oung Pao*, vol. 37 (1944), pp. 1-14.

Just over ten years ago, Captain W.Z. Mulder retired, after more than thirty years' service with the Company. In addition to his sea-going duties, he had found time to study the Japanese and Chinese languages, and had acquired a Master's degree in the History of the Arts in the Far East.

For over ten years, *R.I.L. Post* has benefited by the erudite knowledge of this indefatigable man, who has regularly written our interesting book reviews, as well as on a great variety of subjects. Now he combines his oriental knowledge with the 'know-how' of a seaman, to produce an account — which even a landlubber can appreciate — of a:

## CHINESE COMPASS

In the February issue an article appeared on the subject mentioned above; in it was indicated that the compass depicted had nothing whatever to do with the sea. Indeed, but what does a Chinese compass that is used for navigation look like?

Some twenty years ago when war was raging all around us I used to rest my bones in the library of the Sinological Institute at Leyden. Professor Duyvendak, just prior to obtaining board and lodging in the Oranje Hotel at Scheveningen, had unearthed a Chinese work from amongst the thousands in the depot and dropped it in my unsuspecting lap, with the remark that I should do something about it!

For a sailor, the work certainly was one to do something about.

Its title was *Wu Pei Chih* (武備志), Notes on Military Preparation; it was offered to the throne in 1628 and its author was Mao Yuan-i.

Part of it contains combined charts and sailing-directions, which according to the experts are believed to be based on material and information collected during Cheng Ho's voyages (see *R.I.L. Post* vol. V No. 10 August 1958).

The sea charts as such could not be used as we do but the sailing directions written on the charts were easy to

follow. The usual text was: sailing from A and setting a course X, after Y watches, the ship makes B.

A watch was 2.4 hours and there remained to be figured out how many miles it contained.

Now in another work on travels to foreign countries we had found that "in measuring sea-tracks, 60 li constitutes a watch" and that would mean 20 sea-miles. And, however much we admired Cheng Ho and his voyages, we could not possibly imagine his vessels averaging 8 knots for any length of time. So we set out well-known tracks on a modern chart and soon found that 10 sea-miles for the watch was much nearer to the truth.

The courses given presented another type of difficulty: some were given in one simple cyclical character and there could be no doubt about them. The 360° was divided into 24 parts and indicated by a cyclical character. Others were given in 2 characters, always two neighbouring cyclical characters; that aroused my suspicions, for no sailor, and certainly not a navigator of Cheng Ho's ability, would prescribe a course-to-sail within 30°!

Still other courses were indicated in cyclical characters preceded by the ordinary character *tan* (丹), meaning red or vermilion. Here was a mystery.

For a long time we went hunting through all that had been written on the Wu Pei Chih by eminent sinologists

but their explanations could not satisfy the latent seaman in me. So, having all the time till V-E Day, I culled the courses given throughout the Wu Pei Chih sailing directions and entered them on a drawing of the circle divided into 24 sections of 15° each. And then it dawned on me that the two-character courses plus the tan-character courses were 5° sections of the 15° cyclical divisions.

In due course I had to publish this phenomenal discovery in a learned journal (T'oung Pao 1944) and never heard of it again. Until last year, when a friend of mine drew my attention to a book published by the University of Malaya Press, entitled "The Golden Khersonese" by Paul Wheatley, in which the author wholly agreed with my explanation and printed "the essentials of a fifteenth-century Chinese compass card (with Arabic numerals added for reference)".

There remains to be told that I checked several sailing directions on modern sea-charts. Naturally the courses given were magnetic courses and with the material at my disposal in those days I could not possibly find out the exact variation in the beginning of the XVth century. But we had a variation chart of that part of the world and simply assumed that the annual increase or decrease had been constant over the five centuries. So an estimated variation was figured out, applied to the course given and the "true" courses plotted on a modern sea chart. Amazingly enough we safely navigated from Nanking to the east coast of Africa and never hit a rock or an island! Or maybe not so amazing after all?

## LETTER TO THE EDITOR

*"The face of the world map has changed so quickly over the last few years, and so regularly, that now and then one has to study it to keep up-to-date. In our old 'Bos' Atlas, we have had to make several alterations over the years. We consulted this old reliable atlas when we read 'Sunrise' in the so-much-appreciated R.I.L. Post of July, a magazine that in content and photographs can compete with our Dutch 'Blauwe Wimpel'.*

*Was the Van Cloon sightseeing on her way from Singapore to Fiji, with Sumatra's north coast on the starboard bow, the sun coming up straight ahead? Or have the names of the big Soenda islands in Indonesia been changed again, so that we must again alter our Bos atlas? There have been many migrants from Java to Sumatra; did they also take the names of their native soil with them, as our forebears did to America and Australia, or was it just a slip of the printer?*

*We hope to be able to receive the R.I.L. Post for a long time to come".*

(Signed) D. Minnema  
Master, m.v. Straat Lombok.

Of course, Captain Minnema is quite right and we should have said *Java* instead of *Sumatra*. Our faces on re-reading "Sunrise" have a fine rosy glow! . . . . Ed.

## TEN YEARS AGO

1st September, 1954

### WHY IS A SHIP A "SHE"?

*Because: When in port there are always gangs of men around her; it takes a lot of paint to keep her good-looking; coming into port she very often goes to the "buoys".*

(Note: boats not to be called "she" are the mailboats).

(Condensed from "Haal op Gelijk")

This has probably been printed over and over a million times, but perhaps this is the first time you will read it. Here is the latest version we have seen:—

A ship is called a "she" because there's always a great deal of bustle around her—because there's usually a gang of men around her—because she takes a lot of paint to keep her looking good—because it is not the initial expense that breaks you, it's the upkeep—because it takes a good man to handle her right—because she shows her topside, hides her bottom, and when coming into port always heads for the buoys.



## MR ALTMAN CELEBRATES 25TH ANNIVERSARY

An informal gathering was held on 15th July in the office of the General Manager for Australia & New Zealand to celebrate the completion of twenty-five years' service by Mr L. Altman (Freight).

Those present included senior staff members and Mr Altman's oldest friends in the organisation, who have worked with him for many years.

On behalf of Managing Directors and staff Mr de Loos congratulated Mr Altman on his anniversary and presented him with a pair of silver candelabra, and Mrs de Loos gave Mrs Altman a bouquet of flowers.

Mr Altman thanked Managing Directors and those present for their gift. He said that the past years had been happy ones in the office and he wished the Company success in the future.

## A WELCOME ASHORE

These happy smiles (were they saying 'Cheese?') are from members of the R.I.L. Social Club in Sydney at a recent Bowling Social. The acting President, Mr G. Schmidt, tells us that the Club is eager to establish a close relationship between ships' officers and shore; to this end, therefore, all ships in port at appropriate times will be notified when a social function is in the offing, and for a small sum can take part.

Here's an opportunity to enjoy yourself, ships' officers. Make the most of it!



## SHORE LINES

*As a good many readers guessed, the photograph on our July back-page was of the moat surrounding the Imperial Palace, Tokyo. The luck of the draw falls to Baron F.O. van Randwijck (HK HO VZ), who collects the prize of an R.I.L. letter-opener. We shall be awarding one of these each month from now on.*

*Through a complete oversight, we omitted to mention last month that June's winner was Mr Ian Gifford (Sydney). We did not forget, however, to see that he received his award!*

## PERSONALITIES

**Mr F. Terwogt**, Managing Director, left Hong Kong on 7th August for Home Leave via South America.

**Mr P.V.C.E. Liebenschutz**, retiring Manager for Hong Kong & China, and Mr A.N. Bouvy (who will take over as new Manager in October) left Hong Kong on 26th August, accompanied by Mr K.L. Lee, for a two-weeks' visit to China.

**Mr P.A. de Loos**, General Manager for Australia & New Zealand, made a brief business trip to Hong Kong in mid-August.

**Mr M. Matsuo**, Chief of the Inward Canvassing Dept. of our Tokyo Office, went on an extensive orientation trip to East, South and West Africa at the end of June, with the special object of meeting leading representatives of Japanese firms. He returned to Tokyo via Amsterdam and Hong Kong.



Mr Matsuo leaving Haneda Airport (see above)

# LOG BOOK



P. & O. - ORIENT TEAM.



(From left to right) *Back Row:* R. Beale, G. Schmidt, W. Blanchard, J. Connolly, M. Treby, L. Muir. *Front Row:* R. Spinks, L. Roodhouse, W. Ho, A. Priestley, D. Priestley. (Photos: G. Schmidt)

## TELL ME WHY

*From the Sydney Newsheet:—*

“ Last Sunday afternoon (27th June) our team experienced their first but honourable defeat by P. & O.-Orient. We started with 9 players and our opponents succeeded in scoring their first point. After about ten minutes play our very efficient goalie, Mr Wyndson Ho, arrived (got lost in the park) and a loudly protesting photographer, Mr George Schmidt, was told to take off his shirt and start playing as eleventh man. With a full team, R.I.L. now pressed P. & O.-Orient very hard indeed as traditionally the case between our companies.

Considering the discrepancy in training it is still a marvel that the final score was 3 to 1 in favour of P. & O.-Orient. For this we may thank players like Mr Ron Spinks (Freight), who scored our only point, ably assisted by Mr Len Roodhouse (Freight), Mr John Connolly (Accounts), Mr Alan Priestley (our Captain) and also Messrs Wally Blanchard and George Schmidt (both Freight) who were famous for their “get in the way” technique!”

Was it really lack of practice, or were R.I.L. overcome by the ‘fashionable’ haircuts of the opposing team? Yeah! Yeah!

## STRAAT COLOMBO CONTRIBUTION

We hear from Captain Cijssouw of the *Straat Colombo* that the sum of HK\$360 was collected on board recently and donated to the Salvation Army in Hong Kong for their work in helping needy people. This was the result of an American auction of the ‘Ships of the Week’ photograph published in the June issue of *R.I.L. Post*. Congratulations!

## ARTIST AFLOAT



That talented painter of water-colours, Boatswain Kwok Bing 郭炳, has again held an exhibition of his paintings, this time on board m.v. “Tegelberg”. It is now nearly thirteen years since Mr Kwok Bing first started a sea-faring life. What was once his profession has been his spare-time hobby aboard nine R.I.L. ships since 1950.

## FAMILY NEWS

### New Arrivals

To Mr J. Teffer (Sydney) a daughter, Patricia Helena, on 14th July.

To Mr F.C.A. Gemke (HK HO TD) a daughter, Paula Anneliese Maria, on 23rd July.

To Mr E. van Daa:selaar (Sydney) a son, Evert Gerard Willem, on 30th July.

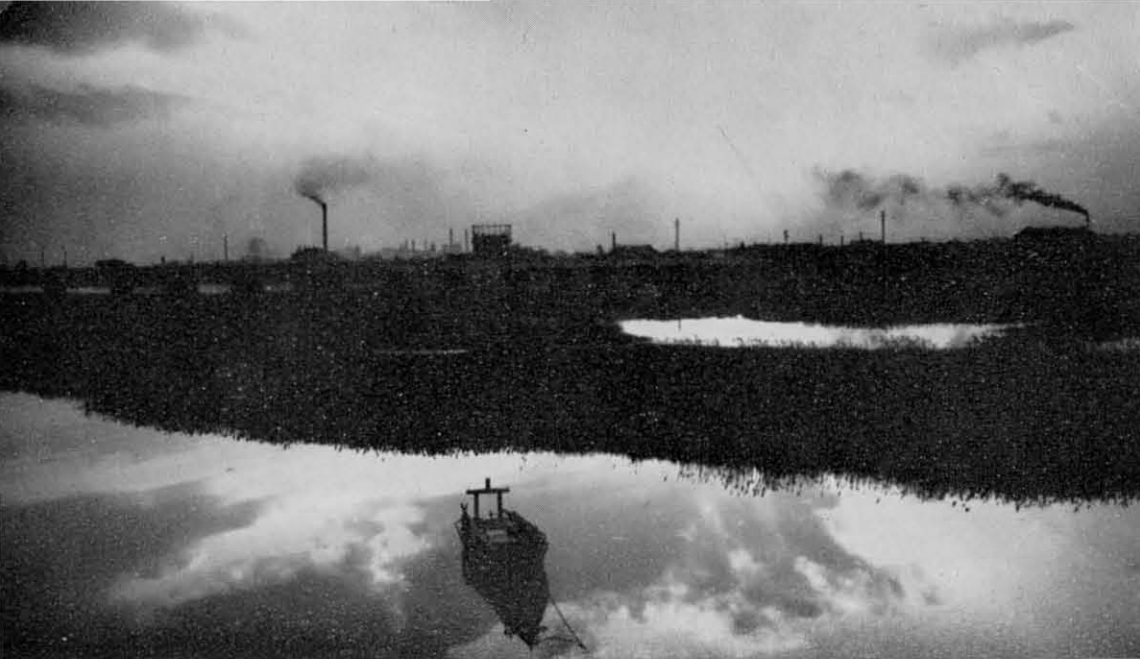
To Mr W.F.J. Frowein (HK HO PCT) a daughter, Diane Suzanne Marie, on 18th August.



## ANOTHER WINNER

In the June issue we announced the winners of our Anniversary Photographic Competition. One of them was Mr S. Asano of R.I.L.'s Yokohama office. Here he is, receiving his gold watch from Mr J.J. van Steenberg, Manager at Yokohama, amidst the smiling faces of his congratulatory colleagues.





TWILIGHT

H. Fujiwara

### KOBE PHOTO CONTEST

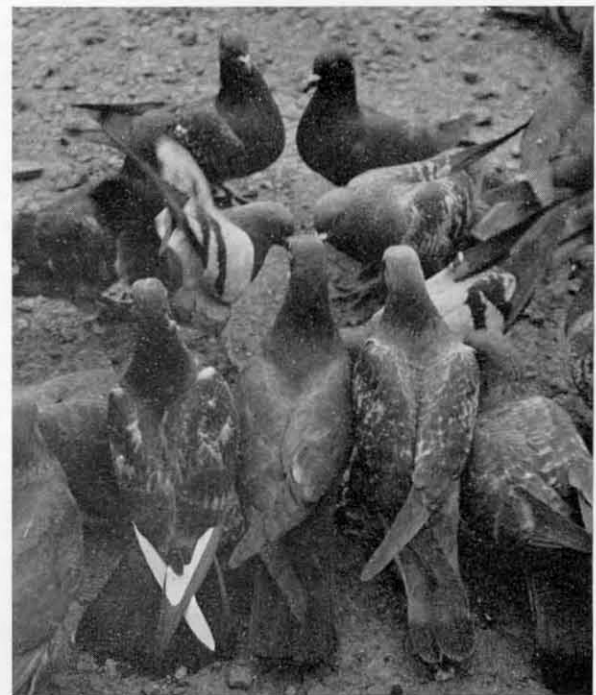
Once again members of the R.I.L. Kobe Photo Club have had a contest, with the following results:—

- 1st — Mr H. Fujiwara
- 2nd — — do —
- 3rd — — do —
- „ — Mr N. Koizumi
- 4th — Mr K. Ajita
- 5th — — do —

We reproduce three of the excellent winning photographs on this page.

#### IN A TEMPLE

N. Koizumi



K. Ajita

#### NEGOTIATION

As Mr Fujiwara has come First in three consecutive contests, he now takes possession of a cup donated by Mrs Okano, a former telephone operator of our Kobe Office.



# POSTINGS

On 1st September, 1964

<i>m.v./s.s.</i>	<i>Captain</i>	<i>Chief Engineer</i>	<i>Head of C.D.</i>	<i>Boatswain</i>	<i>No. 1 Fireman</i>
m.v. RUYS	E.M. Drukker	G. Vischer	B.A.C.H.G. van Zutphen	Lau Chung 劉鐘	Lam Lin 林連
m.v. TEGELBERG	H. Klein	J.G.H. Verkerk	P. Smit	Tang Kee 鄧祺	Lam Kow 林九
m.v. BOISSEVAIN	H.A. Scheybeler	Th. Kuiken	Li Moon Chung 李滿忠	Yiu Kwong 姚光	Cheng Lau Man 鄭劉文
m.v. TJITJALENGKA	W.A. Giel	D.M.A.J.v.d. Gugten	K.A.W.M. Verkerk	Cheung Ming 張明	Leung Yung 梁容
m.v. TJILUWAH	S. Jochems	P.C. Spuybroek	Tsui Fook 徐福	Leung Tim 梁添	Lam Fook 林福
m.v. TJIWANGI	J. Kuiken	G.J. Doves	Yip Pak 葉北	Wong Chung 黃松	Chan Leung 陳良
m.v. STRAAT BANKA	Th. Terhorst	A.P.C. Reynhoudt	A.P. Eekhout	Ho Woon To 何煥圖	Liu Hin Ming 廖顯銘
m.v. TJINEGARA	L. Rademaker	J. Dirkse	Shum Ling 岑齡	Leung Yung Kan 梁容根	Cheung Sai 張細
m.v. STRAAT BALI	W. Ineke	M.G. de Wever	Tsang Hin Fai 曾憲輝	Chan Keung 陳強	Tang Kau 鄧球
m.v. STRAAT MOZAMBIQUE	N. Kroone	A.J. Pouw	Yip Wing Kai 葉榮佳	Lec Wah 李華	Lam Kam 林金
m.v. STRAAT MAGELHAEN	A.J. Zonnevrijlle	M.G. Beunder	Chan Yim Hing 陳炎興	Leung Ling 梁寧	Lam Chung 林祥
m.v. STRAAT VAN DIEMEN	J.H.W. Voigt	W. Bakker	Ling Yau 凌有	Cheung Wah 張華	Lam Ping 林平
m.v. STRAAT RIO	W.F.H. Gerken	J. Pronk	Wilkiam Doo 杜威謙	Chan Shui Fook 陳水福	Leung Hoi Kwan 梁海坤
m.v. STRAAT FREETOWN	Th. Rose	J.P. du Bois	Lam Kee 林祺	Poon Pak Hung 潘柏洪	Choy Ying 蔡英
m.v. STRAAT FREMANTLE	D.C.M.v.d. Kroft	A. Vink	Shum Wai 岑維	Leung Dai Shing 梁帶勝	Yuc Fat 余發
m.v. STRAAT MALAKKA	H. Muys	F.L.Th.M. Pietersma	Chan King 陳景	* Leung Wah 梁華 (hospitalized)	Keung Chee 姜熾
m.v. STRAAT SOENDA	W. Lautenbag *	A. Geurts	Chan Lam 陳林	Chan Kee 陳其	Lam Chiu 李劍
m.v. TJIBANTJET	E.P. Helleman	J. Mos	Lam Yiu Bun 林耀彬	Lec Cheong 李昌	Lee Wah 李華
s.s. TJIBODAS	J.G.M. Spijker *	P.A. Zwart	Yip Ho Hung 葉河孔	Chan Chuen 陳銓	Lau Kwai 劉桂
s.s. TJIPONDOK	L.P. Weststrate	P. Tigchelaar *	Wong Shan 黃山	Tsang Suey 曾水	Lam For Hing 林火興
s.s. TJIKAMPEK	H. Pronk	J.P. Kalma *	Lo Cheung Hung 羅張鴻	Lai Loy 黎來	Tong Kow 唐九
m.v. STRAAT COLOMBO	L.A. Cysouw	J. van Boven	Loh Soy Fong 樂瑞芳	Ho Kwan 何坤	Cheung Kwai 張貴
m.v. STRAAT CLEMENT	P. de Roode	J. Birza	Mak Kam Kwong 麥淦光	Wong Moon 黃滿	Liu To Hing 廖土興
m.v. STRAAT CLARENCE	D. Procee	H.M. Deggens	Lam Kin Ting 林建庭	Leung Ngau 梁牛	Chan Sing 陳勝
m.v. STRAAT CHATHAM	J.D. Jelijs	F.M.H. Beckers	Ngai Chee Kin 魏志堅	Cheung Ding 張丁	Lec Sang 李生
m.v. STRAAT CUMBERLAND	Th.G. Weemaes	P. Reuvers	Au-Yeung Wai Shing 歐陽偉成	Cheung To 張桃	Chan Chun Ming 陳振明
m.v. TJIPANAS	B. den Hoed *	H.B. Visser	Lec Hin Fan 李顯勳	Lai Fook 黎福	Tse Tak Wah 謝德華
m.v. STRAAT JOHORE	W.H. Schröder	H. Spruyt	Tong Yuet Tim 唐悅添	Lec Kwok Hing 李國興	Lam Siu 林少
m.v. STRAAT SINGAPORE	C. Dekker	C. Schavemaker	Shum Lin Sze 岑連師	Leung Kan 梁根	Cheung Chai 張齊
m.v. STRAAT TORRES	G.W. de Bruyn	J.H.M. van Miltenburg	Tsang Choy 曾才	Leung Yun Choy 梁潤才	Lam Sui Hing 林少興
m.v. STRAAT COOK	W. Micog *	J. Stoop	Kan Yip Fai 簡葉輝	Lec Ng 李伍	Liu Kwai Yuen 廖桂元
m.v. TJILIWONG	S.Tj. Doornbos	C. Krul	Foo Chun Choy 傅進財	Yiu Shu Sum 姚樹深	Lam Chuc 林柱
m.v. TJIMANUK	J. Verburg	A.E. Saman	R.F.V. Ribeiro	Kwok Mee 郭美	Lam Yan 林仁
m.v. TJITARUM	G. Verkerk *	C. van het Maalpad	Lock Yan 駱恩	Kwok Tai Yau 郭帶有	Choy Bing 蔡炳

\* Acting

## IN MEMORIAM



謹以沉痛之情宣佈班地理譚包君於七月二十五日在香港廣華醫院逝世之消息。

譚君享年四十歲，於一九五八年加入本公司「德基保」輪為幫厨，並歷任本公司客輪辦房部要職，其最後服務於「芝渣連加」輪為班地理，於

本年六月因病在南非依利沙伯港留醫，並於去月乘機返港。

查譚君生前工作忠誠勤謹，今一旦去世，殊沉痛惜。

本刊對其遺妻寄與無限同情。

It is with much regret that we have to announce the death of **Pantryman Tam Pau**, aged 40, on 25th July at the Kwong Wah Hospital, Hong Kong, after a long illness.

Mr Tam joined R.I.L. in 1958 as Asst. Cook on board the "Tegelberg" and had worked in various capacities on board the Company's passenger ships ever since, finishing as Pantryman on board "Tjitjalengka". He entered hospital in Port Elizabeth in June and was repatriated by air to Hong Kong a month later.

Mr Tam was a quiet conscientious worker who gave loyal service to the Company. Our deepest sympathy goes to his wife.



We announce with much regret the death in Hong Kong on 11th August of **Mr Ng Chak Wa** (吳澤華), aged 74, after a short illness. Mr Ng Chak Wa will be remembered by many because of his close connection with the Company from 1917 (when he worked for the Compradore firm Sum Pak Ming, serving the old Javaline) until his retirement in 1958, when he was one of the two partners of the Javaline Chinese Office. In that year he was made a Chevalier in the order of Oranje Nassau. He was a prominent citizen of Hong Kong, an Unofficial Justice of the Peace, for a number of years Vice Chairman of the Tung Wah Group of hospitals, and in a similar capacity served the Chinese General Chamber of Commerce.

Our deepest sympathy goes to his wife, to his seven sons (all of whom hold executive positions in Hong Kong), to his five daughters and eleven grandchildren.

## PERSONNEL

### TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain P.H. Zweers, Master of m.v. Straat Banka went on home leave.  
 Captain Th. Terhorst, Master of s.s. Tjikampek was posted to m.v. Straat Banka.  
 Captain H. Pronk was posted to s.s. Tjikampek following home leave.  
 Captain A.J. Winkelmolen, Master of m.v. Tjibantjet, went on intermediate leave.  
 Captain E.P. Helleman was posted to m.v. Tjibantjet following home leave.  
 Captain G.J. Noë, Master of m.v. Straat Singapore went on intermediate leave.

Captain C. Dekker, was posted to m.v. Straat Singapore following home leave.  
 Captain G.v.d. Spoel, Master of m.v. Tjimanuk went on home leave.  
 Captain J. Verburg was posted to m.v. Tjimanuk following intermediate leave.  
 Chief Engineer B. Kragt of m.v. Tjiwangi was posted to Sydney Supts.  
 Chief Engineer G.J. Doves was posted to m.v. Tjiwangi following home leave.  
 Chief Engineer G.J.C. Bevelander of m.v. Straat Mozambique went on home leave.  
 Chief Engineer A.J. Pouw was posted to m.v. Straat Mozambique following home leave.  
 Acting Chief Engineer G.G. Peck of m.v. Straat Torres was transferred in his substantive rank to m.v. Tjibantjet.  
 Chief Engineer J.H.M. van Miltenburg was posted to m.v. Straat Torres following home leave.

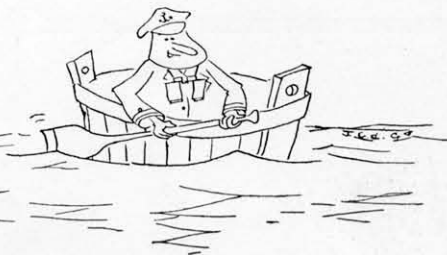
## SHIPS OF THE WEEK

On 16th July, messages were recorded at the 'Hotel Gooiland', Hilversum, by relatives of officers serving on

board s.s. Tjipondok as "Eastship" (left) and m.v. Boissevain as "Westship". The messages were then relayed to the ships concerned.



# PERSONNEL



## NEW PERSONNEL

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

Mr G.B. Carree	4th Officer
„ F.C. Leliard	„ „
„ W.A. Vincente	„ „
„ L.J.P. Hilckmann	„ „
„ E.H. Carpenter Alting	Employee
„ F. Pannekoek	„



Those who returned are:

Mr J.M. Jansen	2nd Officer	posted to
„ M.F. Spiessens	3rd „	s.s. Tjibodas
„ G. Bos	3rd Engineer	m.v. Tegelberg
„ A.J. Bongers	„ „	m.v. Tjipanas
„ J. Hooymayers	„ „	s.s. Tjipondok
„ H.J.M. Peters	„ „	m.v. Straat Bali
„ F.F. Feleus	5th Engineer	m.v. Tjitjalengka
„ P. Geertse	„ „	m.v. Tjibantjet
„ J.C.M. Noordermeer	„ „	s.s. Tjipondok
„ J.v.d. Neut	„ „	m.v. Straat Clement
„ G.H.J. van Echten	Adj. Chef	m.v. Straat Rio
„ J.C. de Geus	Employee	HK HO
„ Chr. Moes	„	Durban
		Yokohama

## SUCCESSFUL EXAMINATIONS

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

Mr F.A. Herkenhoff	Chief Officer	I	30.6.64
„ C.E. Herbig	2nd „	Th.I	17.6.64
„ C.v.d. Knaap	„ „	II	2.6.64
„ K. Römelingh	„ „	Th.I	3.6.64
„ R.J. Vleerbos	„ „	I	29.5.64
„ F. van Groll	3rd „	Th.I	10.6.64
„ T.R. de Groot	„ „	II	3.6.64
„ Th.G. Ronkes Agerbeek	„ „	II	25.6.64
„ C.C. Schoe	„ „	Pr.II	26.6.64
„ M.F. Spiessens	„ „	II	4.6.64
„ E. van Went	„ „	Th.I	3.7.64
„ D.F. van Woerdekom	„ „	II	19.6.64
„ J.C. Meulenberg	Chief Engineer	C	18.6.64
„ J.H.M. van Miltenburg	„ „	C	19.6.64
„ H.J.G.A. Otten	2nd „	Th.C	25.6.64
„ J. Coppoolse	3rd „	B	30.6.64
„ R. Feyten	„ „	B	15.6.64
„ H. Noort	„ „	Th.C	2.6.64
„ A.J. Odink	„ „	B	26.6.64
„ H.J.M. Peters	„ „	B	2.7.64
„ R. Bouckaert	5th „	A	12.6.64
„ B. Spits	„ „	A	12.6.64



## TRANSFERS SHORE STAFF

Mr R.J. Jonkhoff (Acting H. Employee) was transferred from HK HO to Sydney Superintendents.  
Mr T.E. Henkemans, Employee, was transferred from Buenos Aires to HK MH.



## LEAVING (OR LEFT) SERVICE

Mr G. van Aggelen	4th Officer	own request
„ M.L. Havelaar	3rd Engineer	„ „
„ H.C.A. Quintus	„ „	„ „
„ J. Pasveer	5th „	„ „
„ M.C. van Hall	Employee	„ „



## IN MEMORIAM

Mr A. Plug in Durban on 3rd July. Mr Plug entered the service of J.C.J.L. in 1937 and retired in 1957 as Chief Officer.

## LEAVE

The following personnel went on leave:

Mr F.L.S. Dreyer	2nd Officer
„ M. van Dorsen	3rd „
„ Z. van Voorthuizen	„ „
„ R. van Willigenburg	„ „
„ P.J.M.v.d. Ende	4th „
„ L.G.F.L. Glaubitz	„ „
„ H.E. Weert	„ „
„ H.J. Schaap	3rd Engineer
„ B. Sprokkereef	4th „
„ E. Teulings	„ „
„ U.C. van Baal	5th „
„ W.L. Idsinga	„ „
„ L.W. Joziassie	„ „
„ N.v.d. Meyden	„ „
„ S. Oosterhoff	„ „
„ Th.G. Reisinger	„ „
„ J. de Vries	„ „
„ G. de Vries	„ „
„ W.K. Mink	Adj. Chef



## 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 - September". 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 October 15th. The winner will be announced in the November issue.

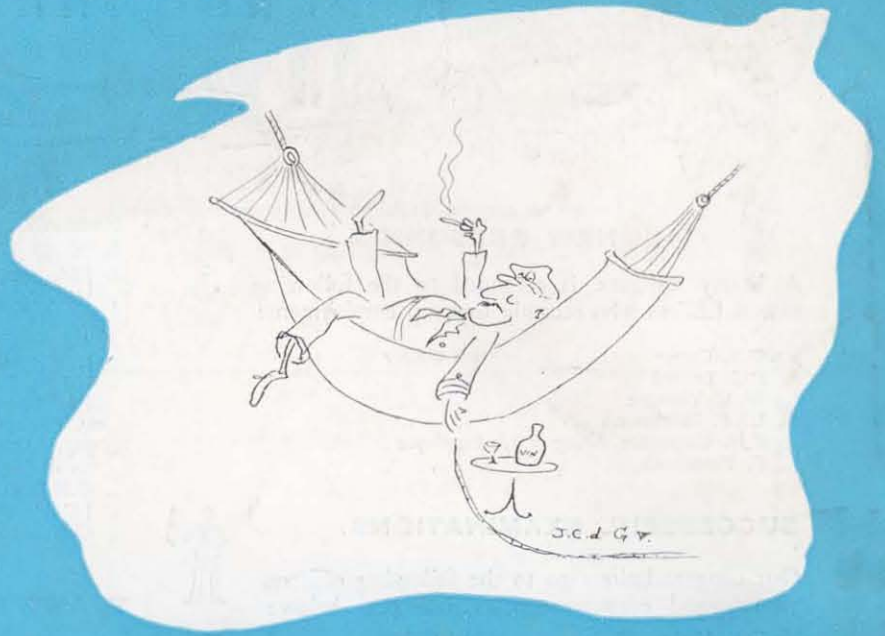
See page 174 for the winner of July's Competition.

A LANDLUBBER'S LEXICON

**"Lazy Guy"**

is a rope or tackle by which a boom is held down so that it may not swing about in rough weather.

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



**SHORE LINES**

(see inside back cover)

