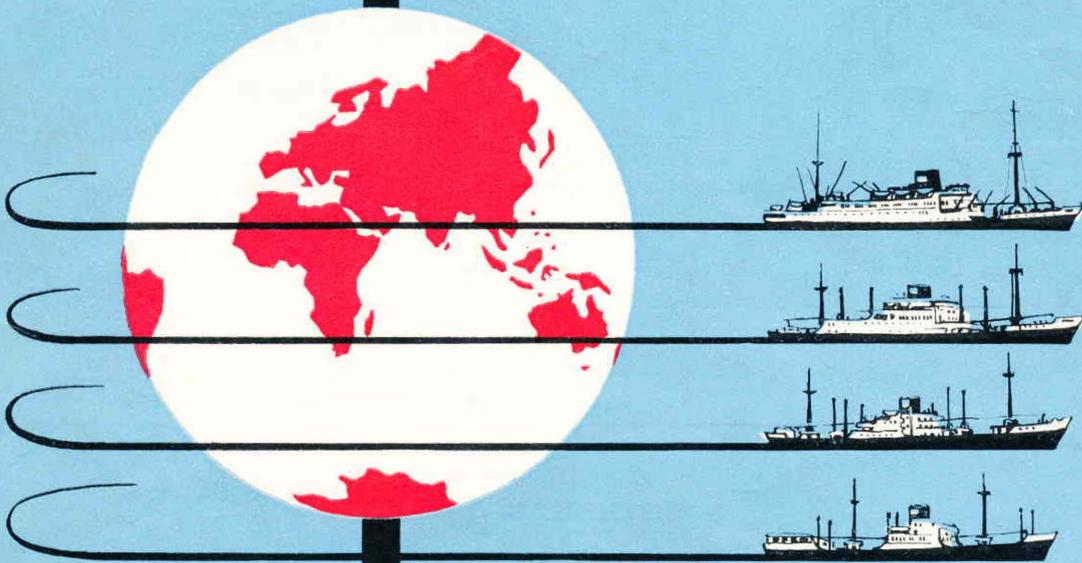




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. V. No. 7. May, 1958

EDITORIAL COMMITTEE:
J.C.P. VAN DIEPEN, EDITOR
MRS. P.H.N. DE KOCK, ASST. EDITOR
DR C.J. DE LANGE
W. K. MINK
J. VERSTEEG
LAM YUK YING
TSE DICK UAN



RIL *post*

P. O. BOX 725
HONG KONG

VOL. V NO. 7

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

MAY 1958

TWO ROYAL BIRTHDAYS



H.M. Queen Juliana of the Netherlands, head of the state of which R.I.L. ships are proudly flying the flag, celebrated her 49th birthday on April 30th.

H.M. Queen Elizabeth II, ruler of the British Commonwealth of Nations, parts of which are linked by the R.I.L., and at a remote corner of which R.I.L. maintains a Head Office, celebrated her official birthday on April 21st.

QUEEN ELIZABETH ON VISIT TO NETHERLANDS

Three-day state trip

For the first time in three centuries a reigning British Monarch paid a state visit to the Netherlands.

Royal Salutes were exchanged by the escorting frigate H.M.S. Grenvill and HR.MS. Zeven Provinciën.

As the Royal Yacht Britannia, with H.M. Queen Elizabeth and H.R.H. Prince Philip on board, approached Ymuiden,

Royal Netherlands Airforce planes flew overhead, dipping in salute.



The official photograph taken on the occasion of the Royal State-visit.

An inspection of a guard of honour, provided by the Netherlands Fusilier Guards, began a crowded three-day programme for the two Queens.

The Netherlands Ministers and Commonwealth Ambassadors were presented by Queen Juliana to the British Queen.

An enthusiastic reception was accorded the Monarchs as they drove through beflagged Amsterdam and later when they waved from the Palace Balcony. It was unfortunate that Prince Bernhard, suffering from influenza, could not be one of the Royal party.

In a brief ceremony, Queen Elizabeth bestowed the Order of the Garter on Queen Juliana and created Prince Bernhard a Knight Grand Cross of the Order of the Bath.

The Queen then bestowed on Crown Princess Beatrix the Grand Cross of the Royal Victorian Order.

In return, Queen Juliana bestowed on Queen Elizabeth and Prince Philip the Grand Cross of the Order of the Netherlands Lion.

In the Royal Palace at The Hague, Queen Elizabeth awarded decorations to over 100 Dutchmen, including Premier Dr W. Drees and the Foreign Minister Dr J. Luns who received the Grand Cross of the Order of St. Michael and St. George.

During the three days, Queen Elizabeth visited many places including the Asscher Diamond Factory, the Rijksmuseum, the "Age of Shakespeare" exhibition, a family in a block of modern Rotterdam flats, and attended Banquets in Amsterdam and The Hague, and a civic reception in Rotterdam.

Queen Juliana and Prince Bernhard were entertained to a farewell dinner on board the Royal Yacht Britannia shortly before she sailed for England.

The air rang with the cheers of Dutch citizens for the Royal couple standing on the deck.

So ended a historic visit cementing more firmly the amicable relations between the two countries.



During one of the gala receptions in the royal residence.

* * *

R.I.L. ACTIVITIES

m.s. Straat Torres

The engine which as reported in our April issue had a breakdown, was duly repaired at Singapore and vessel sailed from Singapore on April 22nd for Australian ports.

m.s. Van Heemskerck/m.s. Van der Hagen

m.s. VAN HEEMSKERCK was delivered in the Netherlands on April 5th and is being worked from Europe to South Africa with a cargo of cars on the Holland Africa Line berth. Vessel is due to arrive at Cape Town on April 29th,

whereafter she will sail to Japan in ASAS assistance.

m.s. VAN DER HAGEN's delivery is being slightly delayed and vessel is now not expected to leave the Netherlands before the middle of May. Similarly to m.s. VAN LINSCHOTEN and m.s. VAN HEEMSKERCK, vessel will be worked to South Africa with a cargo of cars.

s.s. Nias

Vessel was redelivered to Owners at Yokohama on April 4th.

m.s. Houtman

Installation of reefer requirement – at Singapore – is expected to be completed early May. Vessel will thereafter be worked from Singapore/Malaya – etd May 10th – to South Africa.

Subsequent employ will be in New Zealand Africa Service (NZAS).

Introducing the sisterships:

m.s. VAN LINSCHOTEN
m.s. VAN HEEMSKERCK
m.s. VAN DER HAGEN
m.s. VAN SPILBERGEN

m.s. VAN LINSCHOTEN and m.s. VAN SPILBERGEN were built in Holland by "Gusto" at Schiedam; m.s. VAN HEEMSKERCK by "De Merwede" at Hardinxveld and m.s. VAN DER HAGEN by "Bijker" at Gorinchem. All four vessels were built for account of the K.P.M. and will be commissioned in the "R.I.L./K.P.M. combination".

Their main particulars are:

Gross registered tonnage	5921 ton
Nett registered tonnage	3071 ton
Length overall	419'
Breadth overall	57'
Depth	31'
mean summer draft	25'
balespace	310.000 cft incl. deeptanks

These sisterships are of the open/closed shelterdeck type but are/will be delivered as closed shelterdeckers.

The vessels are classified with Bureau Veritas, highest class.

They have accommodation for 12 passengers in 3 double cabins and 3 single cabins with extra Pullman-beds.

The ships have four holds, two in front of the engineroom and two aft with two tweendecks in hold I, II and III and one tweendeck in hold IV.

The lower hold III is divided in four deeptanks for the carriage of vegetable oil, molasses, latex or dry cargo, (with a total capacity of 600 tons of palm-oil).

The deeptanks can also be used for water ballast and have been especially adapted for the carriage of condensed milk in tins for which purpose the heating coils can be connected to a warmwater circuit.

In this way it is possible to control the temperature and relative humidity of the hold to prevent sweating of the tins at the discharge in tropical climates.

There are altogether 9 derricks (four of 3 tons, four of 6 tons and one for heavy lifts up to 15 tons).

The vessels have two light metal lifeboats with accommodation for 193 persons.

For the prevention of fire the ships have been equipped with a Saval CO₂ fire extinguishing and smoke detecting installation.

m.s. VAN LINSCHOTEN was delivered on March 15th, and m.s. VAN HEEMSKERCK on April 5th, 1958.

m.s. VAN DER HAGEN and m.s. VAN SPILBERGEN are to be delivered on or about the middle of May 1958 and at the end of July 1958 respectively.

The main engines are built by Gebr. Stork Engineering Works in Hengelo and are of the 6 cylinder single acting two stroke type equipped with exhaust gas turbo charges. The engines will develop 4800 s.h.p. giving the ships a service speed of 14.5 knot fully loaded.

Government of Ryukyu Islands Presented Gifts to m.s. Tjisadane



On March 19th, during m.s. TJISADANE's stay in Naha, Okinawa, the Government of Ryukyu Islands presented gifts with inscription "Presented by the Government of Ryukyu Islands" in Japanese characters to the Master, Purser and Chief Chinese Purser of this vessel in appreciation of the excellent service and hospitality rendered on board by the ship's staffs to the emigrants to Bolivia, who travelled from Okinawa to Santos on m.s. TJISADANE's previous voyage.

A small ceremony took place in the lounge of the vessel and the presentation was made by Mr Genshun Izumi, Director of Social Affairs Dept., representing the Chief Executive of the Government.

The photograph was taken after the ceremony.

SUCCESSFUL TOWAGE TRIP

As announced in the last issue of the *R.I.L. Post*, m.s. STRAAT TORRES developed engine trouble on March 12th and had to be towed by m.s. TJINEGARA to Singapore.

When the engine broke down the ship was off the Sumatra coast, with depths of over 200 fathoms, making anchoring at that moment impossible. However, fine weather made immediate assistance unnecessary.

As a result of the prevailing northerly wind and an eastward flowing current the ship drifted slowly towards the coast and anchored on March 17th in shallow water near Ug. Pösangan to await the arrival of m.s. TJINEGARA.

Through the radio, the Masters of both vessels exchanged messages about the method of towing to be employed. It was decided that the chain cable of m.s. STRAAT TORRES would be connected to a heavy wire from m.s. TJINEGARA, a method of towing often successfully employed.

Meanwhile all preparatory work was done, so that no time would be lost in making the connection.

When rendering services to a disabled ship, both Masters have to come to an agreement of some kind before towing commences. Lloyds' standard form of salvage agreement is often used for this purpose, in which case the amount of remuneration is left to arbitration.

Since the m.s. TJINEGARA and m.s. STRAAT TORRES belong to the same owners, this procedure was not required.

m.s. TJINEGARA arrived on the scene on March 17th at 7.30 p.m. After anchoring close to m.s. STRAAT TORRES, the motorboat was lowered for communication. First of all a 3" rope was hauled on board m.s. STRAAT TORRES, followed by a 8" Manila rope, followed by a heavy wire which was shackled on to the chain cable of the m.s. STRAAT TORRES. The anchor had already been removed from the chain.

The chain cable was led over the windlass and through the hawse pipe in the ordinary way, so that the length of the chain could be adjusted as required.

On board m.s. TJINEGARA the heavy wire was taken with a turn round a pair of bitts, then round the aft deck house, and made fast to a pair of bitts on the other side. To prevent chafing the wire was wrapped with canvas where it passed through the so-called Panama-lead. (see photo).

After making the connection about 5 shackles of chain were paid out to avoid a sudden tightening of the tow rope.

These operations were accomplished after sunset under favourable weather conditions.

About 2 hours after the arrival of m.s. TJINEGARA both ships weighed anchor to commence the actual towing.

However, 20 minutes later the wire parted and a new connection had to be made, which took about one hour. Again the wire parted, but the third time everything went well and in the early hours of March 18th the tow was on its way to Singapore.

The tow rope then consisted of a heavy wire and seven shackles of chain cables.

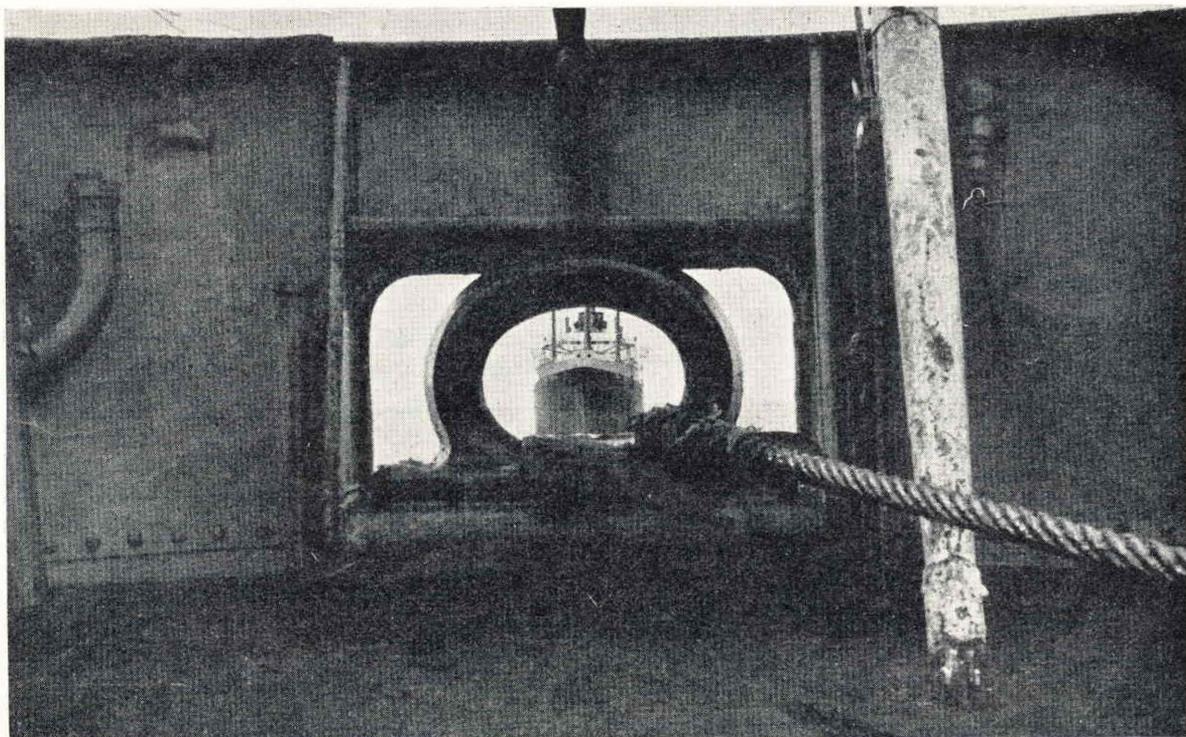
During this trip speed had to be reduced on two occasions on account of showers, whilst the length of the chain cable had to be shortened on approaching shallow waters.

On March 21st the tow arrived outside Singapore, and in the vicinity of the Ajax Shoal m.s. STRAAT TORRES was taken over by two tugboats which brought the vessel to an anchorage in the roads.

The total distance of the tow was 485 miles and the average speed appr. 6½ knots.

Some of our readers might get the impression from this statement that the towing of one ship by another is a fairly simple operation. This however, is not so, and we might end by saying: "A difficult job well done".

PICTURE OF THE MONTH



This most original picture was taken by Mr J.L. van Schoondrager, Second Off. m.s. TJINEGARA to whom goes the prize for the "Picture of the Month".

m.s. STRAAT TORRES can be seen right through the Panama lead of m.s. TJINEGARA when she was towed to Singapore.

S O S

Nothing, perhaps, in connection with shipping has captured the imagination of the public more than the International Distress Call – SOS. To most people, SOS conjures up an immediate and vivid picture: a sinking ship, lashed by tempest winds and raging seas; the crew standing by the lifeboats; and a rescue ship, summoned by the despairing wireless call for help, battling through the storm to render assistance.

Oddly enough, this popular conception is usually authentic – but very few people realise how and when the signal SOS came into being. There are several interpretations, all quite untrue and without any foundation, of what SOS stands for. The most popular of these are “Save our souls”; “Save our ship”; and “Send our Succour” – SOS, in fact, was not meant to be interpreted as any such phrase, being suggested quite by chance at the first Radio Convention for Safety of Life at Sea in 1906.

Prior to this date, the International Distress Call was CQD. This signal had been evolved by the radio operators of the period, most of them ex-railway telegraph operators who had come to sea in the newly opened field. They took to sea with them a general call which was used on the railway telegraph lines when it was required to clear the circuit for an important message. This signal was CQ – still used today and meaning a general call to “all ships”. Subsequently the letter D was added and CQD became the Distress Call. There is no apparent explanation why this was done. One theory is that the letter D represented the word “Danger”, and a popular idea was that CQD meant “Come quick danger”, but this has never been confirmed.

However, at the Radio Convention, it was suggested that as CQD so closely resembled the general call CQ, confusion may occur and a genuine distress may not be identified. It was therefore decided to dispense with CQD as the Distress Call and suggestions for a more suitable substitute were invited.

One delegate proposed that NC, the flag distress signal, should be used, but this was rejected after discussion.

Then a representative of a German concern, the Slaby-Arco Company, suggested that the Convention adopt his Company's collective call-sign – used when communicating with all or any of his Company's ships – as the Distress Call. This signal was SOE.

The proposal was met with favourable comment. Then a delegate stated that as the letter E was represented by only a single dot in morse, it was very likely that this characteristic may be obscured or blotted out by static or interference – so why not substitute, say, the letter S – making the signal SOS?

The idea was accepted at once. Here was an unmistakable, rhythmic, urgent call, that would shock even the most lethargic of operators into tense expectancy.

Thus the existence of this famous signal came into being and SOS – not S.O.S., as so often seen incorrectly printed; the call's characteristics are run together and sent as an unbroken signal – was adopted as the International Distress Call.

However, the old-time radio operators were not bound and policed by rules and regulations as their colleagues are today. They refused to accept SOS – and CQD lingered on, unofficially, as the Distress Call.

Binns used CQD when his ship, the White Star liner REPUBLIC, collided with the Italian immigrant liner FLORIDA in dense fog off Nantucket in 1909. The small, modest wireless operator does not appear to have met with the official wrath at his violation of Radio Regulations by ignoring SOS. He was lauded and cheered in New York and, whilst enjoying a Broadway show, he was “spot lighted” in the audience and dragged on to the stage – from which he finally escaped, pursued by the applause of the audience and a bevy of giggling chorus girls. Upon his arrival in England, he was offered £100 per week to tour the music halls as “CQD Binns” – an offer which he declined.

Doubtless, CQD may have continued to usurp SOS as the Distress Call for quite some time if it had not been for the greatest shipping tragedy the world has ever known – the TITANIC disaster.

The details of this tragic sinking are well known to all – but suffice to say that Phillips, the chief radio operator of the TITANIC, used SOS for the first time, in addition to his CQD calls. After that date, 1912, CQD quietly disappeared from the annals of marine wireless – and SOS, at last, was firmly established.

(From the Nautical Magazine)

*
* * *

WHAT IS HORSE POWER?

There is very nearly as much confusion about the measurement of energy output of the machines which power a ship as there is about the measurement of a ship for tonnage, and the different ways in which this is done. Some people might say that the measurement and understanding of horse power is a matter solely for the naval architect or the marine engineer. On the other hand – particularly at the present time when the speed and size of ships are increasing almost daily – it is of great value to have a real knowledge, not only of the way in which power is measured, but also of the different “kinds of power” which there are – e.g., indicated, brake, shaft, effective and nominal horse power. Perhaps one day we shall assess the power of a ship by the number of reactors with which she is fitted and shall then be able to refer to reactor power.

In the meantime, one of the best known horse powers – if we may speak in such terms – is *indicated horse power*, which is a means of noting the output of a reciprocating engine, whether steam or internal combustion. It is the power developed by the steam or gas in the cylinders and is a measure of the pressure in lbs. per square inch, multiplied by the area of the piston, multiplied by the

NO DOCTOR AT SEA

By

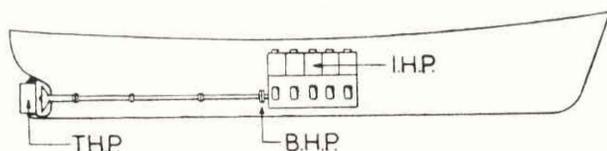
HAROLD W. CHARLTON

length of the stroke, multiplied by the number of revolutions per minute, divided by 33,000 — this latter being the equivalent of one h.p. in foot-pounds/minute. Indicated horse power takes its name because of the instrument called an indicator, attached to the cylinder when power is being measured, which reproduces graphically, a curve showing the fall of pressure within the cylinder during each stroke.

Large steam reciprocating engines are nearly always referred to as being of so many indicated horse power, but in point of fact, the totality of this is not available for turning the shaft since friction of the moving parts absorbs about 10% of the indicated horse power and, in a diesel engine according to the make or design, the losses may be even greater.

The power actually available at the shaft coupling is known as the *shaft* or *brake horse power*. The term, "shaft horse power," is used to measure turbine output and takes into account the friction losses in the double reduction gear box. Marine diesel engines are not normally fitted with brakes but at one time a simple brake on the flywheel was employed for measuring the power output of the engines.

Dynamometers, used when diesel engines of all types and sizes are on test, are usually referred to as brakes. The losses due to reciprocating parts, or to gearing in the case of a turbine, are not the only ones. The friction of the bearings in the shaft tunnel and in the water-tight gland where the shaft passes through the sterntube, reduce the available power by 2% to 4%, depending upon the types of bearings and glands employed.



If the thrust of the propeller, in pounds, is multiplied by the speed of the ship, in feet per minute, and divided by 33,000, the result is *thrust horse power* or the actual effective horse power and this, as simple calculation will show, is not much more than half the original indicated horse power.

Lloyd's Register of Shipping, to note the power of ships in its register book, formerly used the term "nominal horse power." This was calculated from certain measurements of the engine and boiler pressure, but had no relation whatever to the actual power developed by modern marine prime movers. It has now been replaced by what is known as the machinery numeral. The nominal horse power was in some respects similar to the horse power used to describe a car engine. For example, a car normally rated at 10 horse power has, in actual fact, a brake horse power of about 30 at maximum revolutions.

(The Burntisland Group Journal)

In this age of National Insurance and State Medicine there still exists a community of men to whom perforce the practice of medicine and surgery by qualified practitioners, is denied. These men sail seas in their calling and can often be as long as three weeks between ports and without a doctor.

Only on ships with over ninety-eight of a crew do the Merchant Shipping Acts compel a doctor to be carried. On vessels with smaller crews it is the duty of the Captain to attend the sick and injured, and his only qualifications are a St. John's Ambulance Certificate, experience in the hard school, and patience and perseverance. Should however, the patient not respond to treatment and become seriously ill, the Captain can radio a ship carrying a doctor and ask for advice, or similarly he can radio some shore-radio station for advice under the International Health Organisation.

When all else fails, the Captain is justified in deviating from course to make the nearest port when the sick man can be hospitalized and given expert attention, or alternatively, he can endeavour to rendezvous a vessel with doctor and have the sick man transferred at sea.

Although I am the Captain of a ship without a doctor on board, I am never given the title of 'doctor.' This title is reserved traditionally for the ship's cook. Why, I never did learn, but suppose that it has something to do with the way the soup is doctored with herbs and spices.

I am thankful that before the crew are allowed to sign on, they are given a medical by the Shipping Federation doctor, when the obviously unfit are turned down. Unfortunately, the examination can only be cursory as often during the course of a single morning, a Federation doctor may have dozens of men to examine, and men with chronic complaints and diseases are passed fit for sea; they are along for treatment and/or laying up, soon after the ship leaves the United Kingdom.

All or most illnesses are described clearly in the *Ship Captains' Medical Guide* and once a diagnosis has been made, the described treatment can be given.

The *Medical Guide* has been formulated by a committee of medical, surgical and pharmaceutical experts, men of high standing in the esculapean world. It is most lucid in its purport.

Medical and surgical supplies and instruments are carried according to a prescribed list as laid down by the Merchant Shipping Acts, and a chemist must certify before the vessel leaves for foreign ports, that the medicines and instruments are in fact on board. A ship must also be equipped with a hospital, containing one or more beds according to the number of crew.

Seamen on the whole, remain a healthy body of men, the sea air being usually bacteria free. However, when in tropical heat and trading to countries in the Middle and Far East, sickness is more pronounced.

Heat exhaustion at one time was called sunstroke, when collapse was caused by exposure to the sun, but it has now been decided that it is the heat rather than the sun which causes the collapse, and heat exhaustion in the engine room has the same symptoms and requires the same treatment as that caused by the heat of the sun. Heat exhaustion takes its toll amongst the engine-room staff when in the tropics, but even so, white men seem to stand the heat better than coloured men.

It is difficult to persuade the crew of the value of taking salt tablets when perspiring heavily, even after pointing out that loss of salt in the system will accelerate collapse.

During recent years, venereal disease amongst crews has shown a marked decrease, no doubt due to the advent of the sulpha-drugs and penicillin. The odd case of gonorrhoea crops up now and again, and usually responds to the new treatment. Sounds rather callous, but I do not dislike giving penicillin injections; plunging the needle into the fleshy buttocks. Perhaps it is because I am a darts player.

The Chief Steward is normally my assistant in medical matters. Consulting hours are mornings nine to nine-thirty and evenings six to six-thirty. Colds, constipation, and minor ailments are attended to without my participation, but I deal with all patients having pains, rashes and spots, and fever; also all accident cases.

Most of the patients recover completely, thanks to nature, the *Ship Captains' Medical Guide* and the wonder drugs. I am touching wood when I say that never in my fifteen years as captain, nor in my thirty years at sea, have I had a death on board, excepting of course the fatalities of war.

It is natural that being only an amateur doctor, wrongful diagnosis has been made, but luckily without serious consequence.

During the war years on a passage from Archangel to England, we had two Russian lady passengers. Two days out, one did not appear for lunch and I heard that she was sick. The weather, I thought, for we were rolling violently. I visited her and she lay on her bunk pale and languid.

"Sick," she complained with hand on tummy and expending her one word of English. I was professionally taking her pulse and temperature when the other lady looked in at the door and smiled. She only knew two words of English. She looked at her compatriot.

"Baby," she said almost scornfully.

I glared at this unsympathetic intruder for I knew all too well how horrible sea-sickness could be. "She is very bad." I retorted, and the lady shrugged her shoulders and left.

Off the Orkney Islands, the sick lady developed severe tummy pains and I sensed then it was more than mal-demer. I was standing gazing seriously at the patient when the other lady again looked in at the door. She shouted this time.

"She baby!"

Then it dawned upon me, the patient was with child and in labour. I smiled sheepishly at the onlooker. I headed the ship for Kirkwall 20 miles away and just in case, studied the one-page child-birth section of the *Medical*

Guide. It dismissed briefly the cutting of the umbilical cord and the dealing with the after-birth. To my great relief Kirkwall was reached in time and the pregnant lady was transferred to motor-boat and taken to hospital. The baby, a boy, was born next morning while we were still in port.

On another occasion the diagnosis was wrong, but I was at least able to absolve myself partially from blame. It was in fog and I was held to the bridge making Auckland N.Z. The Chief Steward reported to me that Ali Mohamed, an Arab stoker, had ruptured himself and could not go on duty in the engine-room. As I could not leave the bridge, I told the steward to study the *Guide* and endeavour to return the protrusion and apply a truss. About an hour later he returned to report that he had been successful.

Next morning we berthed at Auckland and on request, the doctor boarded on arrival. Was my face red?

"Captain," he said to me, removing his pince-nez after examining the patient, "this is the first time I have seen a truss applied to an abscess."

Medical treatment on board ship is not without its humour. One of my severest cures resulted in a laugh for all except the patient. He was the Radio-Officer and supplied his own diagnosis; the steward supplied the treatment without consulting the "doctor." Eczema on his tender parts was the complaint of the officer and the steward supplied him with a bottle of iodine and instructed him to paint it on with a brush before he went to bed.

That evening I was writing in my cabin when I heard agonizing yells from the Radio-Officer's cabin which adjoined mine.

I rushed in wondering if he had been brutally attacked. He stood howling before the washbasin and splashed the water about the offended parts.

"The bloody steward!" he yelled.

It certainly cured his eczema.

Malingers are very few and get no sympathy from their shipmates. They are usually given the benefit of the doubt, and if they are shamming, isolation, a light diet and no tobacco soon brings them to work again.

I do not suppose *all* ships will ever carry doctors. There would never be sufficient to go round, but I think it very necessary that someone, say the Chief Steward, should have some medical training and hold a diploma of such a course.

One of my officers has suggested that trained hospital nurses would be ideal for the positions of Medical Attendants.

Male nurses possibly; females could set a problem. One female and forty men and the red hot breeze of a tropical moonlight night could bring more work for the "No doctor at sea."

(Nautical Magazine)

Chinese Wisdom for Daily Consumption

君子坦蕩蕩，小人長戚戚。

The superior man is satisfied and composed; the mean man is always full of distress.

THE SHIPS OF THE WEEK



The above pictures were taken in the Grand Hotel "Gooiland" at Hilversum on March 13th, when recordings were made for the broadcasts to the m.s. STRAAT MOZAMBIQUE and m.s. TJIMENTENG. The following guests were present: in the right picture Capt. J.H. Wilmink (back row standing third from left) and Mr A.W. Taylor Parkins (fifth from left). Front row, first from left sits Mrs Taylor Parkins and next to her Mrs Wilmink.

On May 23rd, 1958, the broadcasts will be directed to s.s. TJIBADAK as Eastship and m.s. RUYS as Westship.

The Eastship will be in Indonesian waters on that date while the Westship in Durban.

The list of état-major contained the following names on the day this issue had to be sent to the printers:

	<i>s.s. Tjibadak Eastship</i>	<i>m.s. Ruys Westship</i>	
Captain	P.H. Zweers	H. Prins	Chief Engineer J. Stoop
Chief Officer	W.J. van Houten	J.H.W. Voigt	2nd " J.C. Meulenberg
2nd "	W.C. Jenezon	C.S. Nol	3rd " D.J.B. Valk
3rd "	W.H. Dopheide	M.J. Taal	Electrician —
4th "	M.L. van der Arend	M. Krul	4th Engineer F.C.A. Gemke
" "	—	R. Textor	" " —
1st Radio Officer	J.J. Batteljee	A.B.S. Comender	5th " Th. Kwak
2nd " "	—	R.E. Rademaker	" " —
Surgeon	—	C.J. van der Lee	" " —
			Appr. " M. Koek
			" " —
			Purser —
			Ass. Purser —
			" " —
			Chef de Cuisine —
			Stewardess —
			M.G. Beunder
			L. van Brakel
			C.J.J. Willemsen
			H. van der Meulen
			H. Paasse
			R. Smink
			G.E. Godschalk
			J.S. Muis
			M.A.H. Ritmeester
			L. Swier
			J. van der Zee
			H.J. van Horik
			J.B. van der Vegte
			J.J. Leurs
			P.L. van Onselen
			P.J.A.M. van der Ven
			F. Barink
			C.A.K. Savy

BOOK REVIEW

*L. Aletrino: Zes Wereldgodsdiensten,
Scheltema & Holkema N.V. f.8,90*

Om met een afgezaagde standaarduitdrukking te beginnen: dit boek voorziet in een lang gevoelde behoefte. Niet dat er niets was om iets te weten te komen over de behandelde godsdiensten doch dit was slechts te vinden in grotere — en uiteraard meer gespecialiseerde — werken, die naast hun formaat en prijs dikwijls een ontstellende vooringenomenheid vertonen, hetzij dat schrijver of redacteur de vreemde religie slechts van het christelijk standpunt uit vermocht te benaderen hetzij dat de schrijver geheel in het vreemde opging en zijn eigen (en onze) culturele achtergrond uit het oog verloor.

Aletrino is hiervan geheel vrij gebleven, behandelt elke ook voor hem vreemde religie met een sympathieke benadering en geeft zoveel mogelijk weer wat in wereldliteratuur over het onderwerp heeft kunnen vinden. Voor

onze lezers die op weinigen na te midden van volkeren leven wier religieus denken en leven hier wordt weergegeven in zeer goed leesbaar nederlands, geeft dit boek ongetwijfeld méér dan voldoende om zich wat minder af te vragen: waar hangt dat nu weer mee samen?

De schrijver, redacteur van het Algemeen Handelsblad, heeft dit boek kennelijk geschreven met de snelheid en "verve" waarmede artikelen voor een dagblad geschreven worden; dit maakt dat het prettig leesbaar is en vlot loopt. De specialist en de expert geeft het echter gelegenheid op oppervlakkigheden en misvattingen te wijzen al heeft volgens het Voorbericht de schrijver zijn tekst aan een aantal deskundigen getoond. De in de tekst aangehaalde werken zijn meest verouderd en voor deze ene keer zijn wij blij dat geen bibliografie is toegevoegd.

(Contributed).

PUZZLE-RAGE IN THE NETHERLANDS

Our readers may be interested to hear how a veritable puzzle-rage has taken possession of the Dutch people, who are said to be solid and unimaginative, but have a secret passion for gambling.

The first symptoms of this "malady" manifested themselves about the middle of 1956. At that time one of the weekly periodicals started the publication of a so called "coinword"-puzzle (a kind of crossword) named "Head or Tails". Every week an amount of Dfl. 500,— was put up for the correct solution. If more than one correct solution was sent in, the prize of Dfl. 500,— had to be shared by the winners. When there were no winners, the "pool" was added to the next week's pool and so on, so that it happened more than once that "pools" rose to more than Dfl. 10.000,—. As soon as anybody succeeded in winning such an enormous pool the newspaper published his (or her) name, photograph, personal circumstances and many other details in a large lay-out on the front-page! It is easy to understand that lots of people liked to win the pool of "Head or Tails", especially as no fee was required. The only thing one had to do was to buy the magazine and cut out the diagram. Many ten thousands of solutions reached the office of the newspaper in question. Since each out of about 20 of the required puzzle-words gave 2 or 3 possibilities, one can imagine how many diagrams had to be filled out to cover all possibilities in order to be sure to win the pool!

It often happened that a competitor (probably a member of a puzzle-club) bought more than 300 papers for only one puzzle.

By introducing this puzzle the magazine achieved its aim and doubled its circulation.

Other newspapers followed the example of "Head or Tails". Puzzles named "Double or Quits", "Pit or Pool" and others sprang up like mushrooms. Several times the law — which condemns the gambling element — tried to catch the puzzle-editors, but so far in vain. The sly editors know how to forestall a suppression of this kind of puzzle. With the assistance of pool-winners as witnesses for the defence they succeeded in proving that when all possibilities are thoroughly investigated it is possible to deduce the correct solution!

A big soap-concern saw an opportunity to boost its sales by publishing weekly puzzles. Together with each solution the lid of a soap package had to be sent in. Since these pools were administered honestly, practically every one tried his luck and bought a package of soap, with the result that the stakes went skyhigh. Every week the Managing Director was driven in a big limousine to the lucky winner(s) and handed over the prize in person, which all added to its popularity.

Besides the already existing puzzles several important papers started a few months later the regular publication of "sentence-puzzles", which have become very popular. Names of these puzzles are: "Who Knows, Who Wins"; "Thinking is Winning"; "Word-pool" etc. These puzzles consist of 10 sentences; in each sentence one word is left out. One can choose between two given words to be indicated "one" and "two", whereas a "three" is to be inserted when both words can be fitted into the sentence. Arithmetic proves that to be sure of the prize $310 = 59.049$ solutions should be sent in!

It is very difficult — not to say impossible — to state whether "one", "two" or "three" has to be inserted in the solution. If you are convinced (after mature consideration) that a "two" has to be stated in the solution-column, it frequently happens that the puzzle-editor wants a "one" or a "three". It is most remarkable that the editor can always state his reasons (one week after the publication of the relative puzzle). However we don't always believe him

The "pools" of these puzzles contain the entrance-money (Dfl. 1,— for 4 solutions).

The few winners were again reported with a great deal of fuss and publicity on the front-pages so that the Dutch people took more and more a fancy to puzzling.

A notorious "puzzle-director", originally a common clerk with a low income, now the wealthy proprietor of a complete puzzle-office, launched the "Look yourself rich"-puzzle in many newspapers. Twelve pictures were published, each with two captions of which the first, second or both referred to the picture; consequently 3 possibilities to be stated again in the solution with "one", "two" or "three".

To be sure of the prize one would have to fill in $312 = 531.44$ columns!

The result of this puzzle was very exciting for the Dutch people and for the puzzle-dictator himself! The first "Look yourself rich"-prize was Dfl. 254.000,— for only one winner. (By the way: taxation is taking more than 60% of this prize).

From this moment the fences went down. People who dreamt of getting rich quickly appeared on the "puzzle market" with sentence- or picture- puzzles; sometimes daily papers published 5 different pool-puzzles!

Owing to severe competition the pools went down, not slowly but fast! Moreover the puzzle-minded people woke up to the fact that "correct" solutions have very little to do with intelligence; they are totally at the discretion of the organizers.

Furthermore it appeared that the prizes are mostly a very small proportion of the total turnover.

Recently a new kind of attractive word-puzzle has appeared. Here are given some names of these puzzles: "The Golden Word"; "Intelligence Wins"; "Money for Good Words". The idea of these puzzles — like scrabbles — is to form words of the highest possible value. The value depends on the letters used (e.g. A=4, B=5, C=1, D=3 etc.). Mostly there are required 5 words of 10 letters or 10 words of 5 letters. Since the highest score wins the pool, the element of "gambling" is eliminated.

The puzzle-rage has of course its reverse. Good family-men have turned into puzzle-maniacs and neglect their families. Even during the night they pester their wives with questions like: "Do you know a ten letter word commencing with an A. which contains 5 T's?"

Statistics have proved that much time — especially in governmental offices — is lost in puzzling.

To all appearances, however, the puzzle-rage in the Netherlands will die a natural death; according to the latest news the rage is now turning to Belgium, where "pool-puzzling" is still unknown.

(Contributed)

We are told that the author of this article is a keen puzzler himself and has the same uncanny gift for difficult words as he has for booking passages off the beaten track.

PERSONALITIES

High Honour for Mr A.A.J.B. Masseur

News has reached us that Mr A.A.J.B. Masseur, formerly R.I.L. Agent in Kobe, has been created Chevalier de l'Ordre de Léopold II by the Belgian Government in recognition of his services rendered as Consul for Belgium in Kobe, which honorary post he held from March 1954 to December 1957.

The distinction was bestowed on Mr Masseur by the Belgian Ambassador in Tokyo on February 24th, 1958. Unfortunately we only learned of this distinction when our April issue was already off the press. Although belated, we wish to offer Mr Masseur our sincere congratulations.

*
* * *

De Ruyter Medal for Mr J.C. Papenhuyzen Wireless Operator of Radio Holland

On March 25th, 1958, the Netherlands Consul in Melbourne, Mr M. Schoo, presented the silver DE RUYTER Medal, a decoration awarded by Her Majesty Queen Juliana to the Radio Officer of m.s. STRAAT JOHORE, Mr J.C. Papenhuyzen for his meritorious service, exemplary devotion to duty and moral courage in very adverse circumstances during the grounding of m.s. TJBANTJET on September 22nd, 1957.



Presentation of the Medal.

Left to right—Chief Officer Mr P.J. Millaard, Mr H.B. Oliphant (Director—John Sanderson & Co. (Shipping) Pty. Ltd., Melbourne), Mr J.C. Papenhuyzen, Captain C.H. Gosselink, Mr M. Schoo, (Netherlands Consul), Chief Engineer Mr N. M. Beets.

Present at the short ceremony in the Netherlands Consulate in Melbourne were the Melbourne Agent for Royal Inter-ocean Lines, Mr H.B. Oliphant, Capt. Gosselink of m.s. STRAAT JOHORE and a deputation of ship's officers. Furthermore the Assistant Naval Attaché, Lieutenant C. Sinke, R. Neth. N., the Chief Emigration Off. Mr J.H.M. Scheeren, and the Consulate's Chancellor Mr H.A.G. Schillings.

The *R.I.L. Post* extends its heartiest congratulations to Mr J.C. Papenhuyzen.

The "De Ruyter" Medal

The "De Ruyter" medal is the highest award in the nautical field and is in fact, a Royal Award established by Royal Decree dated March 23rd, 1907 on the occasion of the commemoration of the birth of Michiel Adriaanszoon de Ruyter, Lieutenant Admiral General of Holland and West Friesland, born at Flushing on March 29th,

1607, "as a badge of honour for skippers, mates and other members of the crews of mercantile and fishing ships and other persons who have distinguished themselves through meritorious deeds for Netherlands Shipping".

The medal can be awarded in gold, silver and bronze. Ed.

On 18th April, 1958, the Managing Directors were hosts to a small gathering of R.I.L. officials at the Hong Kong Club, on the occasion of "eating farewell" to Captain H.J. Steenberg and Miss A. Martis, both of whom departed from Hong Kong last month on home leave prior to retirement.



Captain H.J. Steenberg joined the K.P.M. on June 8th, 1925 as 4th Officer, and has thus completed a service-record of almost 33 years, ending it by "acting" Marine Superintendent for the past 10 months. Mr A.H. Veltman thanked Captain Steenberg for his long and loyal service to the Company and wished him and his family Godspeed for the future, which they intend spending in West-Australia.



Miss A. Martis has been secretary to the Managing Directors (and particularly to Mr J.H. Warning), as from February 15th, 1946, when after having been with Philips

for 16 years she joined in Djakarta (Batavia). When thanking Miss Martis for her "share" in building up the Company after the war, Mr A.H. Veltman said that, although it was not customary to give presents, but knowing how popular she was and how many friends she had made within the Company's community, he had decided to assist her in opening all the letters she would receive by presenting her with a jade letter-opener.

Both Captain Steenbergen and Miss Martis thanked Mr Veltman for his kind words and for the good wishes for the future.

The accompanying photographs speak for themselves.

The *R.I.L. Post* wishes Captain Steenbergen and Miss Martis long life and happiness and "till we meet again".

On March 16th, Mr **Ie Tjing Han**, member of the Special Staff in Tg.Perak completed 25 years of service with the Company, which was officially observed on March 15th, 1958.

Mr Han started his career as a junior clerk in the Outward Cargo Dept. and is now entrusted with the supervision of the Outward Cargo and AZ Dept. in Tg.Perak.

Besides Mr C.E. Kroese (R.I.L.'s Agent in Surabaya), Mr A. Kisjes, Mr Kwee Kian Hien (Manager C.P.K.) and Mr Oemargiri (Chief Customs), the entire Tg.Perak personnel, members of the Surabaya Agency, Chinese Passage Office and Veem Djawa Tengah Staff were present.

Mr Tjoa Khee Hway welcomed Mr Ie Tjing Han and conveyed the congratulations of the Managing Directors and of the General Manager for Indonesia.

Mr Tjoa proceeded to comment upon the many years of Mr Han's faithful service with R.I.L. and voiced the appreciation felt by the Company, after which he presented him with the traditional gift of a wristwatch.



A speech was also delivered by Mr Kroese, who expressed his regret that Mr Han's wife was unable to join the gathering.

In return, Mr Han thanked Mr Tjoa and Mr Kroese for their kind words, and those present for attending, and requested Mr Tjoa to convey his thanks to the Managing Directors for the handsome memento.

Mr Han then was toasted by everybody and cool drinks and snacks were consumed in a festive atmosphere.

NEW PERSONNEL

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

Mr G. IJtsma	4th Officer	18-3-58
„ A. Smid	„ „	24-3-58
„ J.I. Blondeau	Appr. Engineer	24-3-58

EXAMINATION RESULTS

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

Mr W. Ineke	2nd Officer	I	14-5-58
„ A.J.M. Michielsen	„ „	I	11-3-58
„ J. Verburg	„ „	I	14-3-58
„ H.v.d. Meer	3rd Officer	Th.II	7-3-58
„ D. Roos	„ „	Th.II	6-3-58
„ A.J.C. Veltman	„ „	II	19-3-58
„ C. Krul	3rd Engineer	B	13-3-58
„ J.A.W. Aartsen	4th „	A	27-3-58
„ G.G. Peek	„ „	A	18-3-58
„ R.K. Meerwaldt	5th „	A	24-3-58
„ H. Noort	„ „	A	26-3-58
„ C.F.v. Overbeeke	„ „	A	12-3-58
„ P.K. Raap	„ „	A	12-3-58
„ J.A. Bremer	Purser 2nd Cl.	„	„Cours de Service”

LEAVING (OR LEFT) R.I.L. SERVICE

Mr R. Fernandes	3rd Off.	Mr W.J.v. Smeerdijk	4th Eng.
„ H. Siliakus	„ „	„ J. Tomassen	5th „
„ H.J.M. Tummers	„ „	„ R.T. Wimmer	S. Surgeon

LEAVE

The following personnel went on leave:

Mr W.F.H. Gerken	Ch. Off.	Mr L.H.F.v. Luyken	5th Eng.
„ E.P. Helleman	„ „	„ J. Kroon	Instr./Chef
„ P.A. Loeff	3rd „	„ W. Boogerman	„
„ F.M.H. Beckers	2nd Eng.	„ J. Dekker	„
„ J. de Beer	3rd „	„ P. van Vliet	„
„ H.J.G.A. Otten	„ „	Capt. H.J. Steenbergen	„
„ J. Verdonk	„ „	Miss A. Martis	„
„ J. Boone	4th „	Mr P. van Schaardenburg	„
„ C. Gielis	5th „	„ J.Th. Roosegaarde Bisschop	„

Those who returned are:

Mr Ch.J.C. Poelman	Captain	posted to m.s. TJNEGARA
		(Correction on 1/4)
„ D.C.M.v.d. Kroft	Ch. Off.	„ „ m.s. STR. BALI
„ W.H. Schröder	„ „	„ „ m.s. STR. BANKA
„ W. Ineke	2nd „	„ „ s.s. TJIBODAS
„ J. Verburg	„ „	„ „ m.s. TJIMENTENG
„ J.R. Meijer	Ch. Eng.	„ „ s.s. TJIBODAS
„ L.v. Brakel	2nd „	„ „ m.s. RUYS
„ W. Bakker	„ „	„ „ HK HO
„ C. Krul	3rd „	„ „ m.s. STR. BALI
„ A.E. Samen	„ „	„ „ m.s. STR. MALAKKA
„ J.A.W. Aartsen	4th „	„ „ m.s. TEGELBERG
„ F.J. Bruil	„ „	„ „ m.s. STR. BANKA
„ J. Schat	„ „	„ „ m.s. STR. JOHORE
„ D.v. Klingeren	5th „	„ „ m.s. STR. MOZAMBIQUE
„ C.F.v. Overbeeke	„ „	„ „ m.s. STR. BANKA
„ J.A. Bremer	Purser 2nd Cl.	„ „ m.s. MAETSUYCKER
Miss C.C.v. Kempen	Stewardess	„ „ m.s. TJITJALENGKA
Mr J.D. Koch	Surgeon	„ „ m.s. TJISADANE
„ J.J. Edelman	HK HO	
„ H. Egberink	HK HO	
„ K. Dirkzwager	Durban	
„ F.W. Le Poole	Kobe	
„ C.A.A.J. Sinninghe	Damsté	HK MH