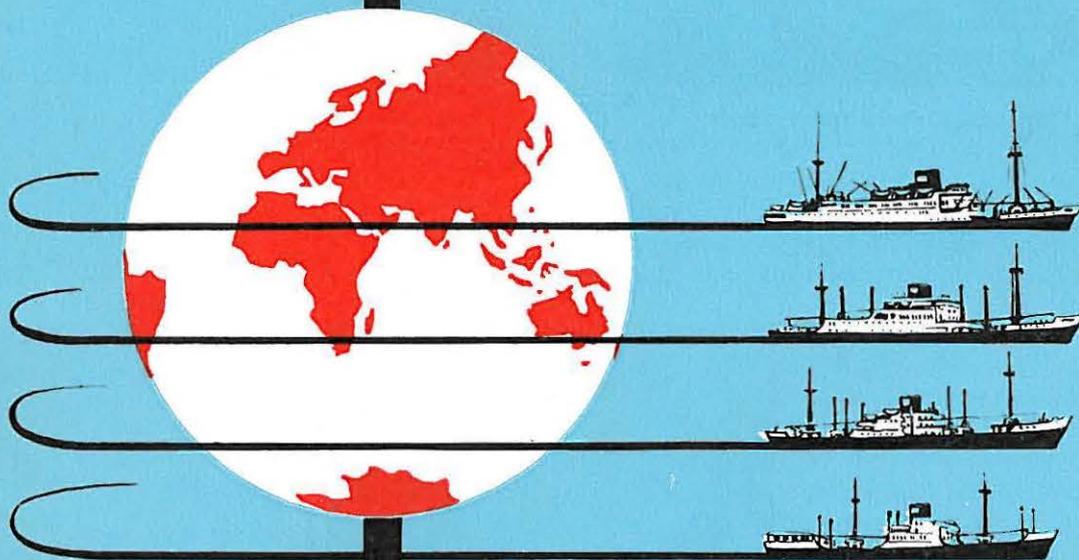




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VII. No. 2. February, 1960

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RIL Post

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VOL. VII. NO. 2

ROYAL INTEROCEAN LINES

FEBRUARY 1960

ROYAL BIRTHDAYS



H.R.H. Crown Princess Beatrix
 31st January, 1938



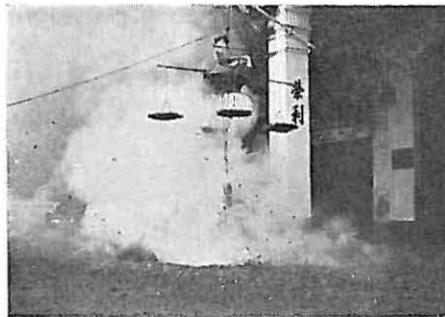
H.R.H. Princess Margriet
 12th January, 1943

(Photographs M.C. Meyboom)

恭 喜 發 財

The Chinese Lunar New Year was celebrated this year on January 28th.

With the traditional setting-off of firecrackers, the *R.I.L. Post* wishes its many Chinese readers long life, prosperity and all the very best for the coming year.



歡渡己亥之歲，
 喜迎庚子豐年；
 爆竹一聲除舊，本刊
 敬賀各讀者來歲；
 事比旭日，
 壽競彭公。

SHIPPING — WHAT FUTURE?

Some time ago a friend of mine whose business is flourishing on the crest of the economic boom of Western Europe asked me: "And how is shipping faring these days?"

Now there was an unmistakable note of mischief in this question and although my friend is not a particularly dumb character, it struck me that so many people know so little of the fortunes and misfortunes — and the why's — of our business, or call it our profession.

In trying to give a somewhat plausible answer to the question why, when such a large cross section of business in many parts of the world is booming, shipping is not exactly in fine fettle, I must of necessity take some short-cuts and even perhaps occasionally tread on the toes of some of our economic experts, because in reality the problem is of course not that simple that it can be dealt with in a few words.

If I do tread too heavily or too coarsely on anyone's toes, do feel free to write to the Editor and — who knows — an interesting correspondence may evolve.

We must go back then to the time immediately following the second world war. The privations of war and the tremendous destruction brought about by battle and bombs required an immense effort by the merchant fleets of the world to supply the utmost necessities to wartorn areas.

Alas, the war had been as heavily contested at sea as on the land and the losses in seagoing merchant tonnage had been grievous. Even the huge wartime replacement programme of the U.S.A. and Great Britain had only been barely sufficient to supply the needs of their military logistics by the end of the war.

And so, whilst shipowners with the often meagre remnants of their fleets tried to return to their legitimate business, their biggest and most urgent need was for new vessels.

It is no surprise therefore that the immediate post-war period saw an expansion of the shipbuilding industry in many a country. However, the shipyards in some of the big shipbuilding centers such as Holland, Japan and Germany had been largely destroyed during the war and required extensive reconstruction before one could even think of expansion.

There were other problems to overcome; finance to name one, limited the expansion thrust of even the most progressive shipowner. Nevertheless, a momentous newbuilding program, designed firstly to replace lost vessels and then the outdated ones, was put into operation.

Meanwhile, slow but important steps forward were made on the path of economic recovery, requiring increasing quantities of cargo of every description to be carried over the four seas.

As the means were becoming available to shipowners from profits, from Government grants and insurance payments for tonnage lost during the war, they began to think in earnest of the big expansion.

from the editor

You may have noticed that our last two issues had four more pages than usual. This is thanks to the steady stream of copy reaching us from all quarters. This issue again has the extra four pages and with your help we hope to keep it up!

In this, our February number you will find among other things the first of a series of interesting articles by Capt. W.Z. Mulder on the historical relations between Japan and the Netherlands, two pages with pictures of *Life on Board* (more are welcome), our regular column *Spray* by Capt. W.F.H. Burger and last but not least an article on the outlook for shipping.

May we remind you that contributions, which you would like to see published in a certain issue of the *R.I.L. Post*, should reach us not later than the 15th of the month preceding that issue? Thank you.

The thirst for shipping space was apparently without an end. The Korean war in 1950 and thereafter the Suez incident during which periods merchant tonnage was nearly as scarce as during the war of '39-'45, fatefully magnified the light of the candle to unrealistic size. Charter hires tipped new heights and quick profits brought some operators to expand their fleets beyond proportion.

As in so many economic processes the action of the individual developed into a snowball; as shipyards refused orders and owners had to wait for years before their orders could be executed, existing yards were enlarged and new ones sprang up: it all helped to build a false boom.

Unfortunately we live in a world of economic cycles and even though progress is never really halted, the economy occasionally does object to the pace of progress.

This was what happened in 1957 when a slight economic recession set in; belts were tightened, less was bought and less was sold, cargo became less plentiful at first, scarce thereafter. In the meantime shipyards were reaching their peak delivery capacity and whilst less cargo was being shipped, more vessels became available to carry these smaller quantities.

Charter levels dipped, then fell and when obtainable freight-rates touched the cost level, shipping hit its own depression.

Continued on next page.

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I feel guilty of having passed so lightly over the first few hopeful years after the war and what somebody has already called "the glittering fifties". This was the period during which economic recovery was followed by a prosperity of large sections of the world unknown in pre-war days.

They were the years of T.V., it was the period of the emergence of economically justifiable nuclear energy, of jet-powered passenger flights, of rockets and realization of the envisaged possibilities of orbiting bodies and moon-probes; they were also the years when for the first time we saw films on wide screen and heard recorded music in three dimensions. It was the time of the birth of the transistor, which made radios at long last compact enough to be carried around in one's pocket, and opened the skies for the electronic computer, our brains of progress.

It was – not surprisingly – the period when shipowners decided on research for the nuclear-powered merchant vessel, still a dream of the future, but we have learned that today's dream is the reality of tomorrow. This is perhaps the best omen that in shipping nobody really despairs of the future.

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We must return now to where we left off. After the fortunately shortlived economic recession of '57/'58, business began to pick up again. Relaxation of political tension – only a short while ago a sign for depression – now played its part in returning confidence to the world at large. Integration of countries into economic entities and fusion of big and smaller manufacturing and business concerns, strengthened economic stability.

But such had been the phenomenon of shipbuilding that the tonnage available for immediate employ still exceeded by far the flow of cargo. Operators thus often had to lay up vessels and in the automatic process of adjustment the oldest and most uneconomical units were disposed of and ended their careers on the scrap heap.

And thus shipping is again trying to find its own equilibrium in adherence to the law of supply and demand. If shipping is not now fully sharing in the upheaval of so many other industries and of trade in general, there is also no cause for alarm. One never knows what is in store, but let it suffice to say that in shipping circles as in the trading community there is confidence in the future.

If it rains sometimes, the sun is certain to break through again. And ships will continue to sail the seas in storm as in shine.

(Contributed by a R.I.L.'er).

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Two years ago – October 7th, 1957 – the keel was laid of the passenger-liner *FRANCE*. The Owners, the Compagnie Générale Transatlantique, and the yard, Chantiers de l'Atlantique (Penhoët-Loire) at Saint Nazaire, are doing their utmost to equalize the enormous success of the old *NORMANDIE* (built in 1930). The length of the ship will be 1035 feet, which will make her the longest passenger-liner afloat. Her tonnage will be 55,000 tons and she will have accommodation for 2000 passengers, 500 in the First Class and 1500 in the Tourist Class.

She will be able to make the trip from Le Havre to New York via Southampton in 5 days, so her speed will average about 31 knots.

Models of the *FRANCE* have been tested in the experimental tank of the French Navy in Paris.

The construction presents many problems. The ship is made of so-called pre-fabricated sections. The weight of these parts is about 60-70 tons a piece. To speed up the building, these parts are made in big halls and when they are ready, huge cranes are carrying them to the ship under construction on the yard – into the open. This way of building is giving another interesting problem. Especially during the summer, when we had a lot of sunshine, the hull on the yard showed a certain expansion by the rays of the sun. The compartments, made indoors, were constructed under much lower temperatures.

Assembling during day-time proved to be impossible because of this expansion, so most of the assembling had to be done during the night-hours.

The total weight of the *FRANCE*, when she is launched, will be 35,000 tons, making her the heaviest ship which has ever left the yard. The weight of the *NORMANDIE* was 30,000 tons.

The *FRANCE* will have four propellers with four blades each and her engines will develop 160,000 H.P. Four stabilizers will keep her steady in rough seas and the builders expect that with these stabilizers her rolling will be minimized to 2 degrees over both sides. All cabins will be air-conditioned and the passengers will find every possible comfort on board this very luxurious vessel.

The launching will take place on May 11th, 1960.

In the second instalment of "Spray" (January issue) I told you that the new British Liner, the *ORIANA* will be able to make the – much longed for – transverse movement. Now I read that, to be able to make this movement athwart, a tunnel with openings in both sides of the foreship will be constructed. In this tunnel a special propeller will be installed. The other new ship, the *CANBERRA* will be equipped with the same installation. It will be interesting to read how this new system will work when the ships are completed.

W.F.H.B.

R.I.L. PHOTO CONTEST



Contributed by Mr T. Niwa of R.I.L., Kobe

On December 12th, while an exciting baseball match was fought out between the Kobe and Osaka teams, within the R.I.L. Kobe office, Photo Club members had a good time over the semi-annual Photo Contest 1959.

Out of over fifty "masterpieces", after prudent mutual voting the following prize-winning pictures were picked:

- 1st - prized picture:
 "Wall"
 by Mr Y. Morishita
- 2nd - prized picture:
 "Vagabond"
 by Mr K. Onishi
- 3rd - prized picture:
 "Pigeon"
 by Mr K. Ajita

Mr Y. Morishita, who joined the club this November, succeeded in hitting the bull's eye with a well depicted shot of the modern Kobe City Hall seen in subtle contrast through air-raided wall in the foreground. But for this photographer's sensitivity, this ordinary crumbling wall would have been overlooked.

Time-honoured mustache and beard, poverty-stricken wrinkles and grime on the face of a vagabond clad in

his "Sunday clothes" patched and darned, appealed to Mr K. Onishi, the 2nd prize winner. He caught the profile in the right angle at the precise shutter-speed. The hut beside the dweller is made of drift-wood and planks of flat packing cases for fish. This is a way of life, too.



The former leader Mr K. Ajita's "Pigeon" won the third prize. Dozens of pigeons, some cooing, some silent (you will have to take the photographer's word for this), some tottering, some flapping down, in the mild sunlight of late fall suggest a peaceful atmosphere. This experienced cameraman succeeded to catch the right moment of contrast between the moving and the static by taking the picture in counterlight, with high-speed shutter.

Many other pictures, although not "winners", are none the less attractive, and gave the judges a tough time deciding. After the contest, all winners looked very happy to receive their prizes offered by Mr C. van Doggenaar, Mr J.Ph. R. Bisschop, Mr Ph. Bangert and the R.I.L. Kobe Photo Club.

“ BEGIN ENDE VOORTGANGH ”

By Capt. W. Z. Mulder

Beginning and progress of events, meaningful to those of us who have witnessed the celebrations on the occasion of 350 years authorized trade and relationship between Japan and the Netherlands.

First of all we may have wondered that it has been that long already. Indeed, with improved means of communication Japan is no longer a far away, strange country and yet it once was *terra incognita* for our forebears. We presume that, no matter how much one's interest in and knowledge of Japan may be heightened by a sojourn or frequent visits, the history of those days long gone by will be of interest to our readers.

It is only natural that the first trade-contact was made by a ship, natural because Japan is an island country and evident because practically all our contacts with countries overseas in those days were made by daring seafarers backed up by enterprising merchants or a government still unconcerned with elections and the colour-chart of the latters' results of same.

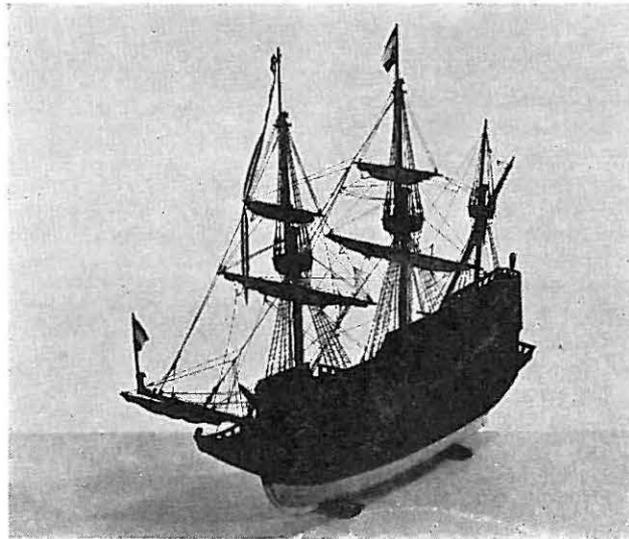
In this particular case it was the “Compagnie van Van der Haeghen en Van der Veken” which fitted out four ships to undertake a voyage. The usual “Emplooi-brief” as it is called today, mentioned: “A voyage to The East Indies for trading purposes to return with spices”. But the secret instructions were: “To proceed to Brazil and thence through the Straits of Magelhaen, following the coasts of Chili and Peru, to cross the Pacific to The Philippines and thence to China and Japan. Upon completion of trading operation to return by the Cape of Good Hope and make the voyage round the world.”

We are not concerned with the long and arduous voyage through the Straits under the leadership of the admirals Mahu and de Cordes but our interest focusses on the events after reaching the island of Santa Maria on S. lat. 37° when it became obvious that the ships “Trouw” and “Geloof” would not join the “Hoop” and “Liefde” there and a change of plans was indicated. There remained two countries to choose between: the Moluccas or Japan. Admiral de Cordes conferred with his vice-admiral Jacob Quaeckernaeck of Rotterdam and the two English pilots William Adams and Timothy Shotten – especially shipped on account of their world-wide (1) experience – and Japan was chosen. The decision was based on previous information provided by Dirck Gerritz of Enckhuysen who had

been there in the service of a Portuguese ship and by Jan Huygen van Linschooten's book which gave sailing directions to and from Japan (he had likewise visited Japan aboard a Portuguese ship), and the decision was made easier by the fact that the only trade-goods they carried consisted of woollens which they figured would find a better market in the latitude of Japan.

On April 19th, 1600 the “Liefde” struggled into the bay of Sakai-ura near Oita (then still called Funai), the “Hoop” having been lost in a gale.

The “Liefde” was confiscated and so was its cargo. The two dozen survivors, nearly all in a bad state, were taken ashore and nursed back to health. William Adams, Melchior van Santvoort and Jan Joosten van Lodensteyn became advisers to the Court of the *shōgun* and were given titles and manors; Adams especially is much advertised in English works on the period. But apart from a slight attack of chauvinism, we cannot say our compatriots did so badly. It was only nine years later that their combined efforts induced the powers-that-were in Bantam and Patani to send two ships to Japan in order to trade regularly with that country. And so, when the “Roode Leeuw met Pijlen” and the “Griffioen” arrived at Hirado in 1609, letters were exchanged and the first “trade-permit” was granted to the Hollanders to continue trading with Japan. A “Factory” was established in the island of Hirado and Hendrick Brouwer became its first “Opperhoofd” (Manager), soon to be superseded by Jacques Specx who gave his



Model of the “Liefde” made by Mr J.W.F. Werumens Buning for the Maritime Museum “Prins Hendrik”.

name to the seastrait separating the island from Kyūshū.

But regular trading proved to be a difficult matter. Events in the Indies sometimes proved too much for their planners and much to his chagrin the “Opperhoofd” saw no sail over his horizon in 1610 to be criticized for this by the authorities whom he had so eloquently talked into giving the “trade-permit”. In 1611 the “Brak” reached Japan from Patani and did some trading. Peter Segers went with her and stayed at Hirado. In 1612 the “Hazewind” repeated this performance. In 1615 the “Enckhuysen” arrived from Holland. She carried an insignificant cargo but this was offset by the landing of two heavy ships' cannon for the *shōgun* to use against his enemies. The same year “Jacatra” and “Zwarte Leeuw” arrived with similar cargoes. In 1617 the “Zwarte Leeuw” was still on that run, this year accompanied by “Galjas” and “de Hoop”, a reconverted “prize” taken from the Portuguese.

We should not forget to mention that although there was a beginning which looked like "normal" trade relationship there also was plenty of friction. This was partly caused by the attitude of our forebears of considering any Far Eastern country as their lawful prize, only to be contested from the Portuguese and Spaniards. Much to their surprise, and from the documents of the period that have been handed down to us, more often to their disgust, some of the original inhabitants preferred to remain on their own and under their own masters or Government. Such was the case in Japan and the early pioneers in the trade had as much trouble to convince "Head Office" of the soundness of their proposals based on local knowledge as they had to explain to their hosts that "Head Office" was not as bad as it sounded from letters and reports.

These early years were marked by several incidents caused by unauthorised acts from various skippers and officials. In the latter class belongs the 1626 Pieter Nuys affair in Taiwan with repercussions in Japan and in the former the landfall of the "Breskens" in 1643 for crew members to refresh themselves. In both cases the difficulties could be ironed out but not until after negotiations stretching over a year or even more and a suitable present to the *shōgun*.

In 1637 the Japanese authorities demanded the help of the ships' guns from the "Rijp" to quench an insurrection and even though it is highly dubious whether these cannon, which they were forced to land, were ever used, we have been in for a lot of criticism ever since.

A few years later the French-born "Opperhoofd" François Caron landed a German-born gunsmith, Hans Wolfgang, in Hirado in order to teach the Japanese to cast mortars. One of those can still be seen in the Ueno Museum. We are now nearing the end of the early period. To understand the Japanese attitude towards the Hollanders we are compelled to mention their predecessors in the trade.

The first European to visit Japan in the first half of the XVIth century was a Portuguese and from then onwards the Portuguese had brought their cargoes *and* their missionaries to Japan. In 1549 Franciscus Xavier, the well-known missionary visited Japan. The Spanish did the same thing when they followed close on the heels of the Portuguese; the former from their base at Manila, the latter from their base at Macao. Only the Hollanders confined themselves to trade, pure and simple. It is small wonder that the Japanese who at the beginning of the XVIIth century were going through a difficult period internally, did not want an unnecessary foreign religion to interfere with their domestic problems and they cut Christianity out. This meant the competition had to go and although the transfer of the Dutch "Factory" from Hirado to the small artificial island of Deshima in the bay of Nagasaki entailed much trouble and expense, it meant we could stay and trade, not freely but on certain conditions enforced by the Japanese Government.

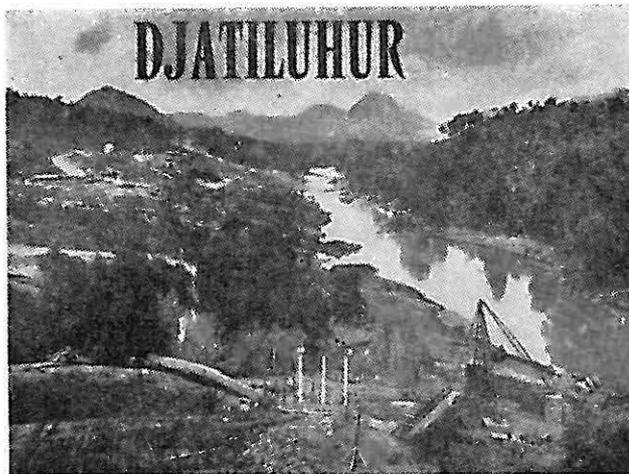
This removal occurred in 1641 and it would be over two centuries before we moved again.

(To be continued)

TJITARUM RIVER BLOCKED BY BIG DAM

R.I.L.'s three new Tji-type vessels m.vv. TJIMANUK, TJILWONG and TJITARUM bear the names of rivers in the province of West Java.

The river Tjitarum nowadays has especial significance for Western Java as a big dam is being constructed in this river, the so-called Djatiluhur project.



The dam will create a lake whose water will be used to supply power for a hydro-electric plant which is to serve Western Java's North coast and the industries which are expected to move into this area.

The water which is stored in the lake will be used to irrigate the rice fields of the Western Java's North coast – already a traditional rice producing area – and the yield is expected to increase with about 300.000 tons per year which again means an enormous saving of foreign exchange.

The dam will also regulate the waterflow in the river Tjitarum and floods will thus be prevented.

The project which is carried out by French engineers is expected to be ready in 1964.

(Contributed by R.I.L., Djakarta)

OPEN LETTER

May I use the medium of your magazine to thank all who have so generously contributed to the magnificent farewell gift presented to me on my retirement from the Company?

The Tientsin rug, which was chosen, is of a chartreuse green colour, size 9' x 12'. It will have pride of place in my future home in Sydney.

I am fortunate indeed not to have to sever connections with you all completely – despite my retirement – as I have been entrusted with looking after the C.D. affairs in Australia.

Much to my regret I have not been able to greet all my friends on leaving Hong Kong; to those whom I missed I wish "Good Health, Good Luck and Long Life".

J. J. EDELMAN.



LIFE O

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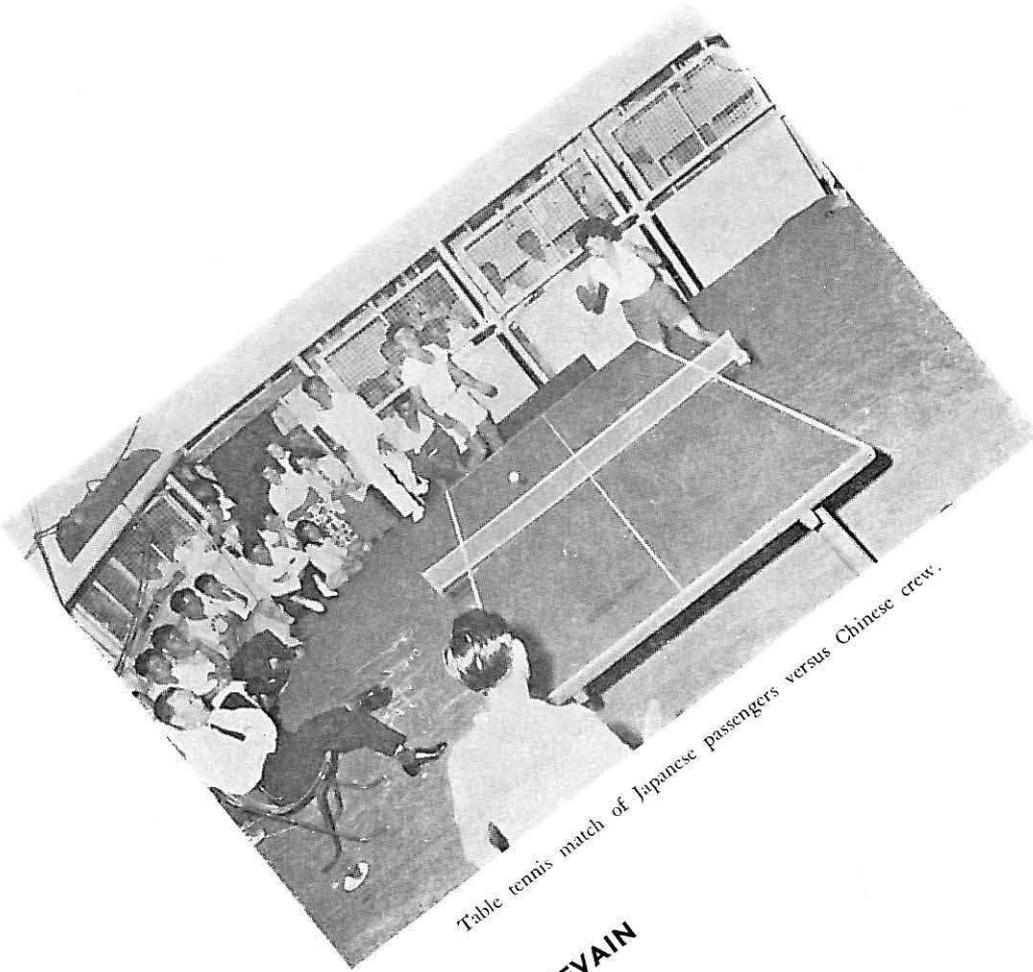


Table tennis match of Japanese passengers versus Chinese crew.

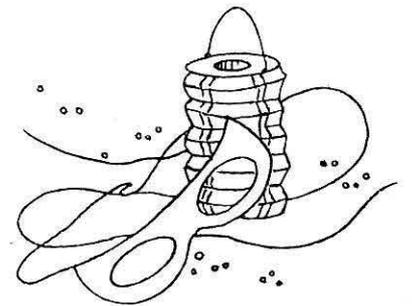
BOISSEVAIN



A demonstration of Chinese cooking is given to ladies of the Japanese Women Welfare Union by the Chinese food cook Lo Kee.



Proudly showing off his "creation" of a ch Chan Kai, flanked by Mr A. Dumais, Chief S

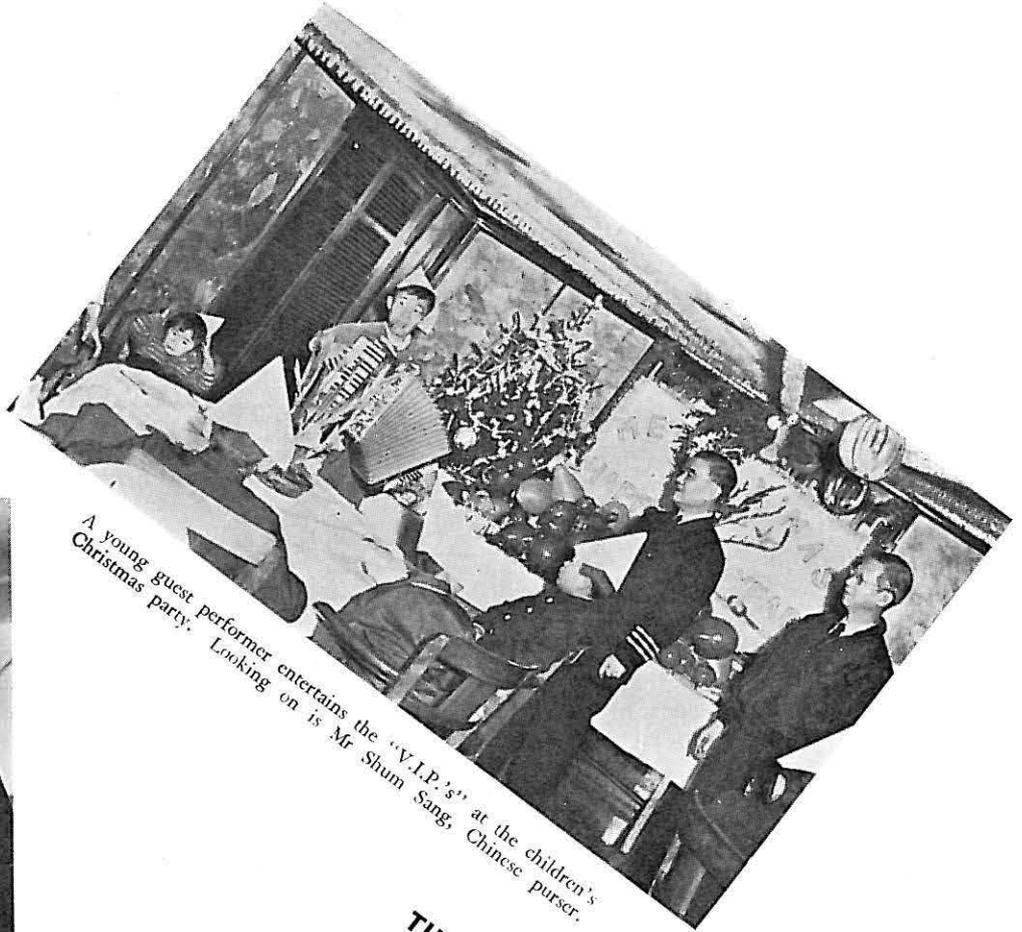


BOARD



("Auckland Star Photo")

entirely of icing sugar, is Chief Cook
 and Mr Lee Kwan Ming, App. Storekeeper.

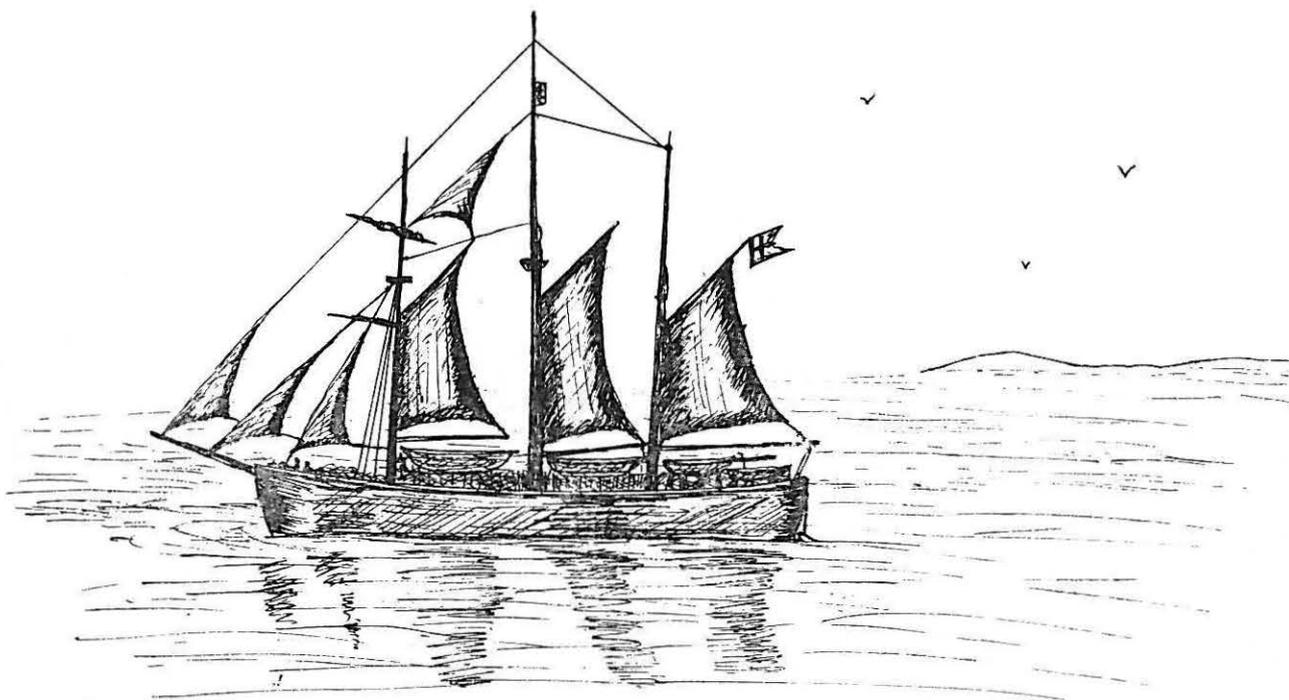


A young guest performer entertains the "V.I.P.'s" at the children's Christmas party. Looking on is Mr Shum Sang, Chinese purser.

TJISADANE



"Happy New Year 1966"



“ F R A M ”

By Mr J.H. Hendriks Jansen

Some years ago, when visiting Oslo, Norway's Capital, we saw a museum which most probably is unique in the world.

The only object in it is a wooden ship called FRAM; her exploits 50 to 60 years ago stirred the world's imagination.

The vessel is 39 metres long, her breadth is 11 metres, her displacement with full load was about 800 tons.

FRAM was especially constructed for expeditions to the Polar regions. The idea to build her was conceived by the famous explorer Nansen.

FRAM of course is a very broad vessel compared with her length. Plumply rounded off, her lines were shaped in such a way that, if caught in ice fields, she would not only "sit comfortably", but when pressure became stronger would be lifted out of the ice.

Great strength was achieved through ample use of heavy timber reinforced with iron. The ship's sides in this way became a solid mass of hardwood 70 to 80 cm. thick; inside she was reinforced in every conceivable way by heavy beams.

The accompanying sketch of FRAM under sail, shows that she was schooner rigged; she had an auxiliary engine of 220 h.p., which could give her a speed of 5 to 6 knots.

On her first voyage from 1893 to 1896 under the command of Nansen, she drifted in the ice from the New Siberian Islands across the Polar Sea to the area between Spitsbergen and Greenland.

She reached a latitude of nearly 86° degrees north and despite violent battering, the designers (who at the time when the plan emerged, were considered ripe for the

asylum) could upon her return, proudly announce that she was undamaged.

After a second voyage to the Northern Polar regions, FRAM sailed for the South Pole in 1910 and reached latitudes further south than any ship had been before.

On this voyage she had the famous explorer Amundsen on board, who with four men reached the South Pole on December 14th, 1911, where they stayed for 4 days.

After more than two years Amundsen and his party arrived safely back in Norway.

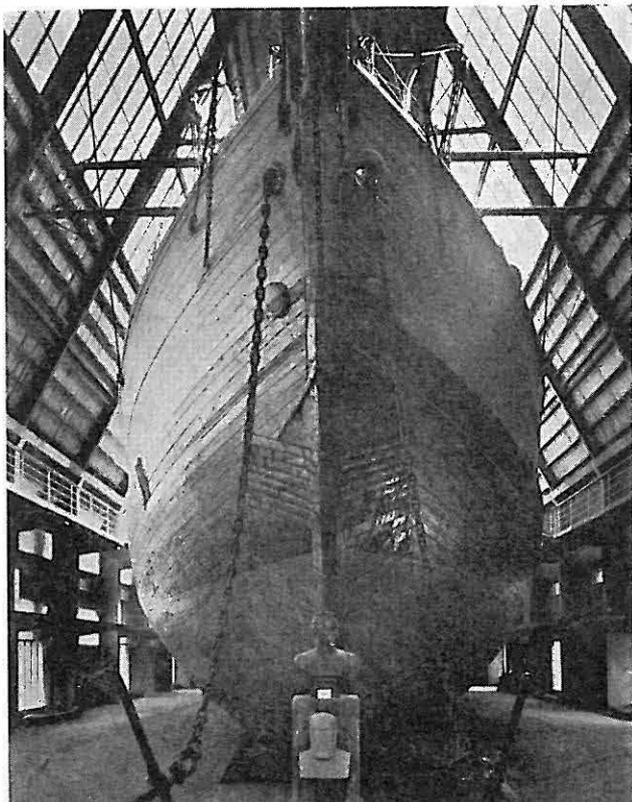
On this voyage FRAM called at two ports in R.I.L.'s sphere of interest, namely Buenos Aires and Hobart.

The exploits of FRAM and her gallant crew were greeted with great enthusiasm, so that it was decided to make her a national monument.

The vessel was pulled ashore near Oslo, whereafter the museum, in which she still stands, was built around her. The publications in the days when FRAM sailed the oceans, state that she was especially designed with the health and well-being of her crew in mind.

Although not comparable with modern standards, FRAM in her days must indeed have been a comfortable ship, which is borne out by the fact that, although her second voyage took no less than four years, the men on board came through unscathed.

A visit to the vessel is a very interesting experience. Many objects used at the time of her expeditions, such as navigational instruments, bearskins worn by members of the expedition and even plates and towels with the name FRAM on them, are still being preserved on board.



The "Fram"

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* * *

TOO MANY COOKS SPOIL THE BROTH

Undoubtedly, many of you have heard this proverb, but like every proverb there is an exception. The exception is shown in the picture.

When the month of December approached the C.D. department of Head Office heard vague hints that so-called "Boterletters" and "Kerst Kransen" be made in the kitchen of H.O. for sale to all R.I.L. personnel in Hong Kong.

For the uninitiated: "Boterletters" (almond roll) and Christmas rolls are eaten in Holland during St. Nicolas feast (5th December) and during Christmas time, respectively.

The C.D. department undaunted took up the challenge and the result was that for St. Nicolas 300 lbs. of almond roll was made and for Christmas 400 lbs. of Christmas roll.

The result of the Christmas roll effort you can see in the photograph.

We will let you in on a secret however: Only two of the above cooks are actually the bakers who made the rolls.

It may well be that had the others also worked on the rolls, these might not have become the success they were; so actually the photo does not prove the exception to the rule, or does it?

Contributed by J.J. Edelman.



On January 1st, 1960, Mr Guilherme Martinelli, Director of the Santos branch office of Sociedade Anonima Martinelli, reached a milestone in his career.

On that day Mr Guilherme, as he is known to everybody, was 40 years with S. A. Martinelli, R.I.L.'s General Agents in Brazil.

It was the founder of the firm, the late Mr Jose Martinelli, who towards the end of 1919 asked his then 23 year old nephew to go and work for him in Santos for six months. By that time young Guilherme, having rounded off his education with four years in two well known institutes in Switzerland, had already had several years' experience in banking. The six months for his uncle's firm were to have preceded work for a Canadian bank at Recife.

Evidently Mr Guilherme quickly adjusted himself to shipping and earned his uncle's confidence, so that he already became Director of the Santos branch a few years after his arrival.

Knowing Mr Guilherme we realize that he would prefer us not to dwell on the subject of all his good qualities.

However it should be put on record that all who know him and who during his long career had the pleasure to work with him, have the greatest appreciation for his keen personal attention to everyone's problems and his highly developed awareness of duty towards the interests he has been so faithfully serving for such a long time.

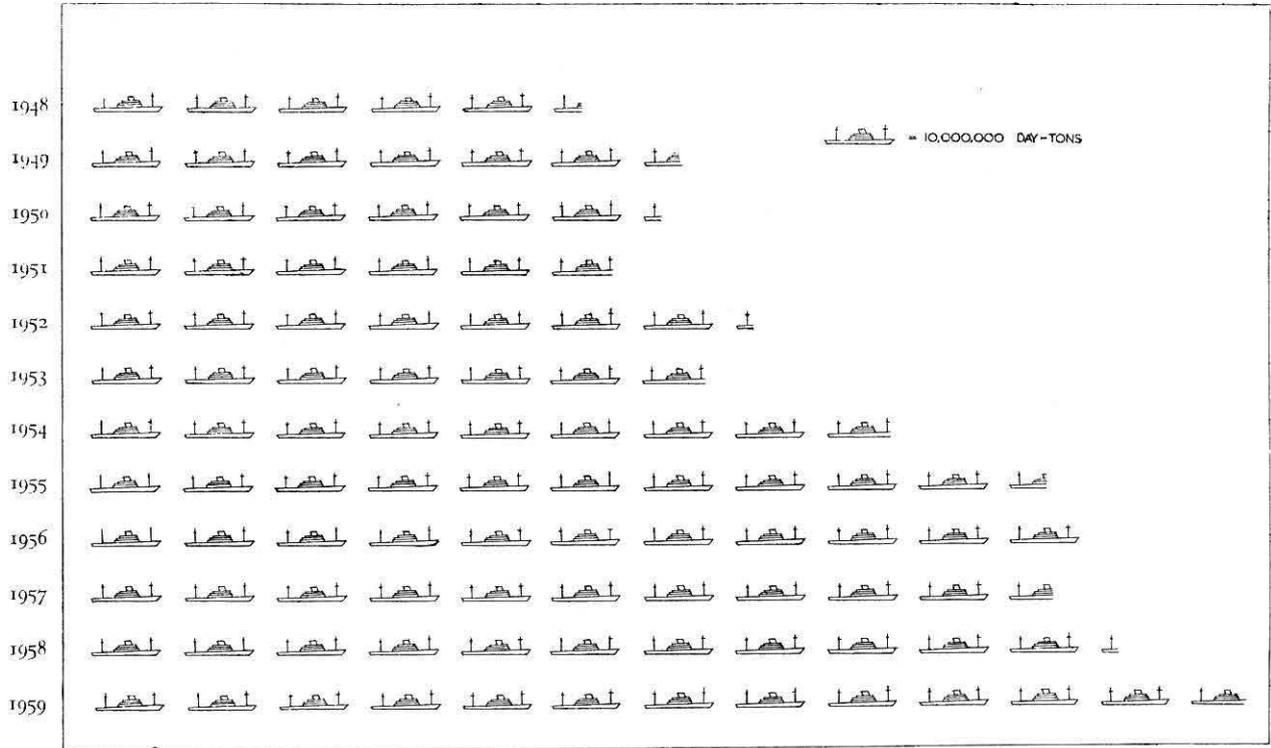
May he continue to do so in good health for many years.

J.H.H.J.



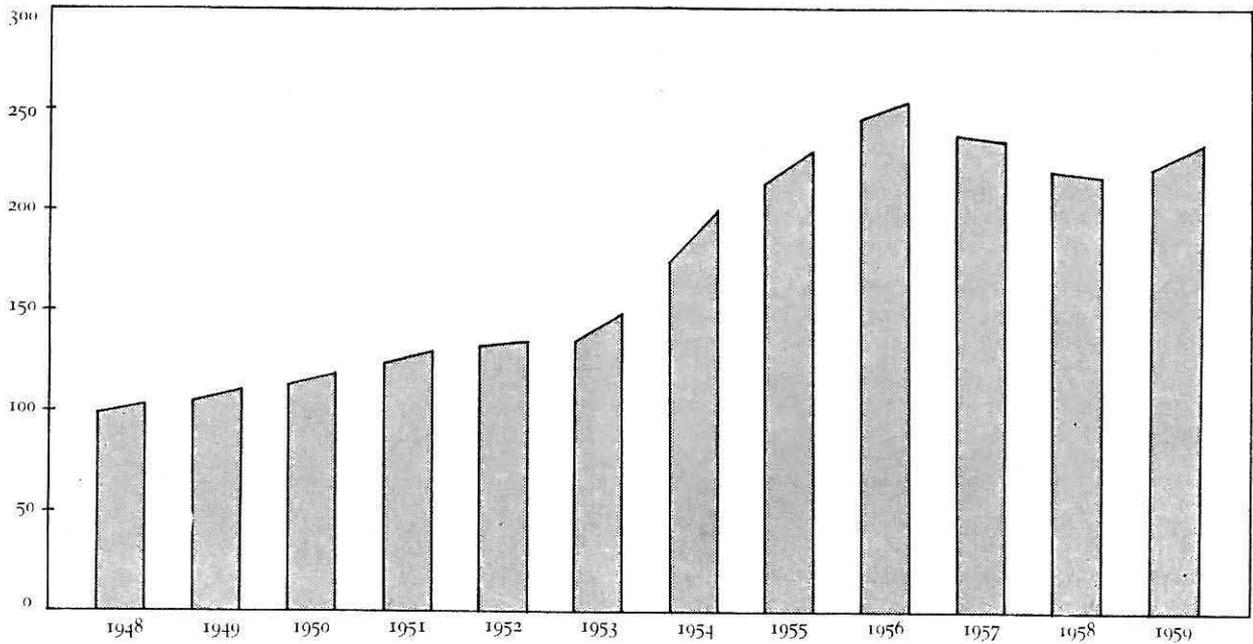
GROWTH OF ROYAL INTEROCEAN LINES

THE FLEET

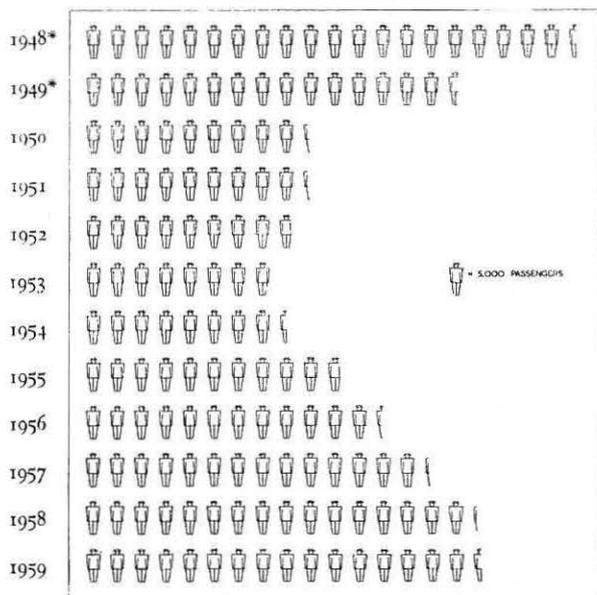


CARGO CARRYINGS

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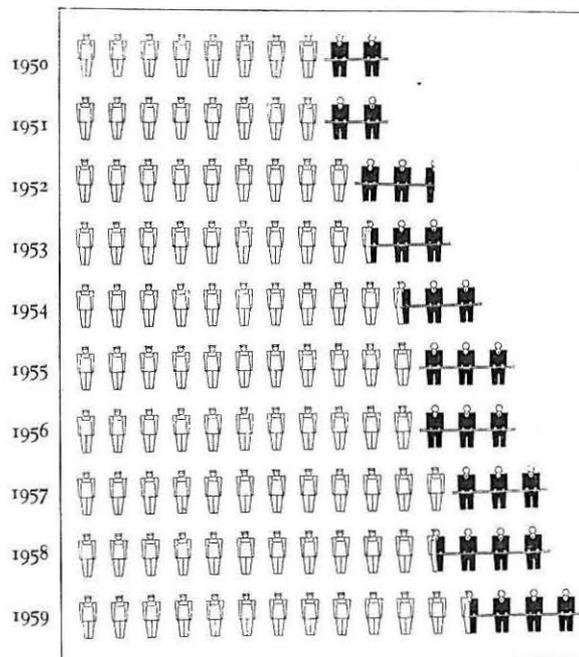


PASSENGER TRAFFIC



* Including postwar repatriation traffic.

FLOATING AND SHORE STAFF



Index numbers 1/1/1950=100

R.I.L. ACTIVITIES

Tonnage

When m.v. RIGI was delivered into R.I.L. charter at Vitoria on 30/12/59, the total number of vessels in R.I.L. employ reached the new high of 51 units, with an aggregate SWD of almost 400,000 tons.

m.v. Straat Rio

m.v. STRAAT RIO was successfully launched at Rotterdam on January 23rd.

m.v. Tjitjalengka

The photograph shows the suction cutter KINTOKU MARU in the action alongside m.v. TJITJALENGKA, when the latter vessel was still aground near Nagoya. As reported in our January issue, the TJITJALENGKA was refloated on December 16th. She underwent dry-docking at Yokohama, where it was ascertained that no bottom damage had occurred. The ship left Yokohama on January 14th. Until further notice TJITJALENGKA will be employed between Indonesian ports and Hong Kong to assist in the passenger traffic on this route. Good Luck, TJITJALENGKA.



s.s. Tjikampek

The March 17th ASAS sailing from Japan, originally to be given by TJITJALENGKA, will now be effected by s.s. TJIKAMPEK.

s.s. Tjipondok and s.s. Saint Edmund

The March 4th Ext. EAFS sailing from Japan will be given by s.s. TJIPONDOK, and the April 4th sailing by s.s. SAINT EDMUND.

s.s. Tjibodas

s.s. TJIBODAS will make an Africa round voyage in extra employ, sailing from Japan mid February and returning end May.

m.v. Straat Clement

m.v. STRAAT CLEMENT was delivered at Flensburg, Germany on December 19th. Vessel proceeded via ports to Mombasa, where she arrived on January 10th, to replace STRAAT COOK in ESAAS.

s.s. Straat Cook

Upon completion of discharge in Africa, STRAAT COOK sailed on January 13th from Mombasa to Bombay to enter INDIAS employ.

m.v. Tjimanuk

m.v. TJIMANUK was the first new TJI-vessel to enter NZEAS employ at Tientsin on January 1st. A cocktail party, to which high ranking officials were invited, was given on board at Tientsin. The (recently appointed) Chargé d'Affaires for the Netherlands, Mr D. Ketel, honoured us with his presence during this function.

m.v. Tjitarum

The third new TJI-vessel, m.v. TJITARUM was delivered at Dordrecht, Holland, on December 16th. This vessel gave a sailing on the Holland-Africa Line berth and loaded at Rotterdam and Hamburg for Brit. East African ports. She arrived at Mombasa on January 15th and is due to sail for the Far East around the end of January.

s.s. Dorset

The charter vessel s.s. DORSET was delivered to R.I.L. at Vitoria on January 25th.

SHIPS OF THE WEEK

These photographs were taken in the Grand Hotel 'Goiland' at Hilversum on January 7th, when recordings were made for the broadcast to m.v. TJIWANGI as East Ship and m.v. STRAAT MAGELHAEN as West Ship.

The guests this time were Capt. J.H. Wilmink (Ret.) and Mr J.C.C. Wellen (Chief Eng., ret.), both accompanied by their wives.

The East Ship was at Surabaia on that date and the West Ship en route from Mauritius to Lourenço Marques.

At the time when our last issue went to press it was not known to which vessels the following broadcast would be directed and a list of names of the état-major is therefore given below:—



M.V. TJIWANGI

	<i>m.v. "Tjiwangi" East Ship</i>	<i>m.v. "Straat Magelhaen" West Ship</i>
Captain	J.M. de Bruijn	P. Algra
Chief Mate	D.C.M.v.d. Kroft	W.H. Schröder
2nd "	F. List	J. Wijnja
3rd "	H.H.A.E. Kwaad	J. de Boer
4th "	C. Hubbeling	H.M.A.v. Lieshout
" "	B. Bakker	H.v. Kapel
1st Telegraphist	H.W.R. Chand'cr	A. Lindberg
2nd "	B. Ton	M. Schaafsma
Chief Engineer	P.C. Spuybroek	A.H. Koelma
2nd "	B.F.v. Calker	P.K. Raap
3rd "	D. Meyer	J.J.A. Guitoneau
4th "	J. Veldman	
" "	Frans Huizinga	M. Lessing
5th "	P. Prosee	R.J.C.v. Battum
" "	D. Kruger	R. Heuker
" "	P.A. Oosterhoff	
Appr. "	Tj. Molenaar	

M.V. STRAAT MAGELHAEN



It is with deep regret that we have to announce the demise of Mr H. Dijkstra of the Holland Africa Line, R.I.L. Agents at Cape Town. After a period of illness Mr Dijkstra passed away on December 6th.

The late Mr Dijkstra was originally with the Twentsche Overzee Handel Maatschappij in Dar-es-Salaam and later joined the H.A.L., transferring to Cape Town. Both at Dar-es-Salaam and at Cape Town he was in charge of R.I.L. Agency affairs, and in this capacity he was closely connected with both R.I.L. seafaring staff and shore staff in Africa.

Mr Dijkstra was very much appreciated for his always helpful and friendly personality, as well as for the sterling work that he did for R.I.L. in both ports, and his passing away is felt as a great loss. Our deepest sympathy goes out to his widow.

MAY HE REST IN PEACE

PERSONALITIES



Dr D.A. Delprat, Chairman of R.I.L.'s Board of Directors, celebrated his 70th birthday on January 10th.

During the more than twelve years that Dr Delprat has been R.I.L.'s Chairman and has devoted so much time and energy to the Company's affairs, R.I.L. have consolidated their existing liner services and instituted a good many new services.

Managing Directors at Hong Kong offered congratulations also on behalf of all R.I.L. personnel, wishing Dr and Mrs Delprat continued good health and all the best for the future.

On January 2nd the entire staff of the Catering, Marine, Engineering and Stores Departments and many well-wishers from other departments gathered in the messroom of the Hong Kong Headoffice to mark the occasion of Mr J.J. Edelman's retirement. Mr Edelman, after being with KPM for a number of years, joined R.I.L. in 1949 to become assistant-manager of R.I.L.'s Catering Dept. Although retiring from his work in Hong Kong, Mr Edelman will soon pick up the thread again in Sydney, where he will continue to work for R.I.L. in charge of CD activities at that port.



Mr P.A. de Loos, R.I.L.'s Manager for Hong Kong and China left on a business trip to China on January 13th.

Mr F. de Jong of the Personnel Department (Floating Staff) of the Amsterdam Head Office, arrived at Hong Kong on January 16th on an orientation trip. After consultations at HK HO, Mr de Jong will travel by R.I.L. vessels via Singapore to Durban, from where he will return to Amsterdam. During his stay at Hong Kong and his subsequent voyage Mr de Jong will meet members of R.I.L.'s floating staff and renew his acquaintance with life on board.

Mr F. Terwogt, who in the near future will take over the management of R.I.L.'s Freight Department HK HO from Mr A.N. Bouvy, left Hong Kong on January 4th for a business trip to British Borneo.

Mr W. Boogerman has been appointed "Chef Personeelszaken" at the Hong Kong Headoffice of R.I.L.

FAREWELL MR J.J. EDELMAN



Mr T.G.R.P. Nolson addressed Mr Edelman, thanking him for his valued cooperation during the past ten years. Thereupon Mr R.J. Jonkhoff held a speech and presented Mr Edelman with a fine Tientsin rug on behalf of the seagoing CD staff and his many friends ashore.

Mr Edelman thanked the speakers with a few, witty words, following which all present partook in a Nasigoreng lunch.

On January 4th the Managing Directors entertained Mr Edelman at a luncheon, also attended by the departmental chiefs of the Headoffice. During the luncheon Mr A.H. Veltman addressed Mr Edelman and thanked him for his enthusiastic service to R.I.L. and his boundless energy displayed in assisting to re-establish and expand R.I.L.'s Catering Department. Mr Edelman thanked Mr Veltman for his kind words and for the opportunity given to him to keep up his favourite "hobby": CATERING.

PROMOTIONS

Our congratulations go to the following personnel who were promoted as per 1st January, 1960:

<i>To Chief Officer</i>	<i>To 3rd Engineer</i>
Mr J.P.M. Paardcoop	Mr S. Brouwer
„ G. van der Spoel	„ P.J. van Cutsem
<i>To 2nd Officer</i>	„ C. Dekker
Mr O.J. van der Baan	„ A. Hiskes
„ K.J.B. Hoen	„ N.M. Melieste
„ J. Kalf	„ J. Schat
„ P. Maas	„ H.A. Slettenaar
„ H. van der Meer	„ R. Smink
„ M. Peddemors	<i>To 4th Engineer</i>
<i>To 3rd Officer</i>	Mr C.J. van Donk
Mr M.L. van den Arend	„ B.L. Herkemij
„ F.J. Broersma	„ A.M. Heupink
„ P. Buffart	„ J.K.D. ten Hoedt
„ A.J. Gerbers	„ R. Huizinga
„ T.F.J.S. van Haasteren	„ H.J. Kers
„ R. Hol	„ H.A. van de Lelij
„ H.H.A.E. Kwaard	„ H.C.A. Quintus
„ V. Linschoten	„ M.A.H. Ritmeester
„ J.F.H. Palm	„ A.L.G. Rommen
„ F.C.M. van Wensveen	„ G. Tomassen
„ H.A.J. Wouters	„ H.K. Veenstra
<i>To Chief Engineer</i>	„ S. Zandstra
Mr G.J.C. Bevelander	<i>To Purser 2nd Class</i>
„ A. Geurts	Mr J.A.H. Broese van Groenou
<i>To 2nd Engineer</i>	<i>To Assistant Purser 1st Class</i>
Mr H.J.G.A. Otten	Mr M.H.J. van Zomeren
„ H.C. Smeenk	
„ E.M. van de Ven	
<i>To Chef van Dienst</i>	
Mr J.Ph. Roosegaarde Bisschop	Kobe
<i>To Adjunct Chef van Dienst</i>	
Mr W. Boogerman	Hong Kong H.O.
„ J.A. Johann (Reg. Staff)	Djakarta
„ C.L.C. van Kretschmar	Hong Kong H.O.
„ H.F. Veugelers	„ „
<i>To Sous-Chef</i>	
Mr J.N. Korstjens	Amsterdam H.O.
<i>To Hoofdemployé</i>	
Mr S. Bakker	Hong Kong H.O.
„ G.D.M. Boot	„ „
„ K.F. Handel (Reg. Staff)	Sydney
„ F.J.A. Hens	Hong Kong H.O.
„ A.J. Kleber	„ „
„ H.C.G.L. Ribbink	„ „
Ir E. van 't Sant	Yokohama
Mr F.H. Tan (Reg. Staff)	Djakarta
<i>To "Employé" Special Staff</i>	
Mr Abas Djajangadiredja	Tg.Priok
Mrs E. Cheung	Hong Kong H.O.
Mr R. Chi	„ „
Miss Liem Kiet Nio	Djakarta
Mr Oei Sek An	Makassar
„ Socria	Tg.Priok
Mrs E.M. Xavier	Hong Kong H.O.

NEW PERSONNEL

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

Mr J.L. Nobels	3rd Officer
„ P. Boichel	4th „
„ A.J. Dijkstra	HK HO

EXAMINATION RESULTS

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

Mr J.H. Mak	2nd Officer	I	31-12-59
„ P.H. Slis	3rd „	Th.II	11-12-59
„ J.B. West	„ „	II	7- 1-60
„ E.M.v.d. Ven	2nd Engineer	B	14-12-59
„ J.v. Duyn	4th „	A	3-12-59
„ A.M. Heupink	„ „	A	2-12-59
„ B. Robbertsen	„ „	Th.B	14-12-59
„ F. Damme	5th „	A	18-12-59

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

Mr P.H. Slis	3rd Officer	own request
„ C. Dekker	3rd Engineer	„ „
„ H. Hoekstein	4th „	„ „
„ H. ter Braake	„ „	„ „
„ P.R. Kokelaar	„ „	„ „
„ W. Geus	H. Employé	„ „
„ P. de Fouw	Employé	„ „

LEAVE

The following personnel went on leave:

Mr J. Kuiken	Captain
„ W.J. Oosterling	4th Engineer
„ H.J. Dekker	Ass. Purser 1st Class
„ P.V.C.E. Liebenschutz	Chief van Dienst
„ W. Geus	Hoofdemployé

Those who returned are:

Captain J.J.G. Kuik		posted to m.v. STR. SOENDA
Mr J.G.M. Spijker	2nd Off.	„ „ S.S. TJIJONDOK
„ R.J. Piso	„ „	„ „ m.v. RUY
„ D.M.A.J.v.d. Gugten	Ch. Eng.	„ „ „ TJIPANAS
„ F. Damme	5th „	„ „ „ STR. MALAKKA
Drs J. Vroom	Adj. Chef	Durban/Lagos

TRANSFERS OF CAPTAINS & CHIEF ENGINEERS DURING JANUARY 1960

Captain H. Klein was posted to m.v. STRAAT MALAKKA.

Captain A.J.v. Ankeren, Master of m.v. STRAAT MALAKKA went on intermediate leave.

Captain J. Kuiken, Master of m.v. STRAAT SOENDA went on home leave.

Captain J.J.G. Kuik was posted to m.v. STRAAT SOENDA.

Mr B. Kragt was posted to m.v. MAETSUYCKER as Chief Engineer.

Mr H.M. Deggens, acting Chief Engineer of m.v. MAETSUYCKER, was posted to m.v. RUY as 2nd Engineer.

Mr G.J.C. Bevelander, Chief Engineer of m.v. TJIPANAS went on intermediate leave.

Mr D.M.A.J.v.d. Gugten was posted to m.v. TJIPANAS as Chief Engineer.