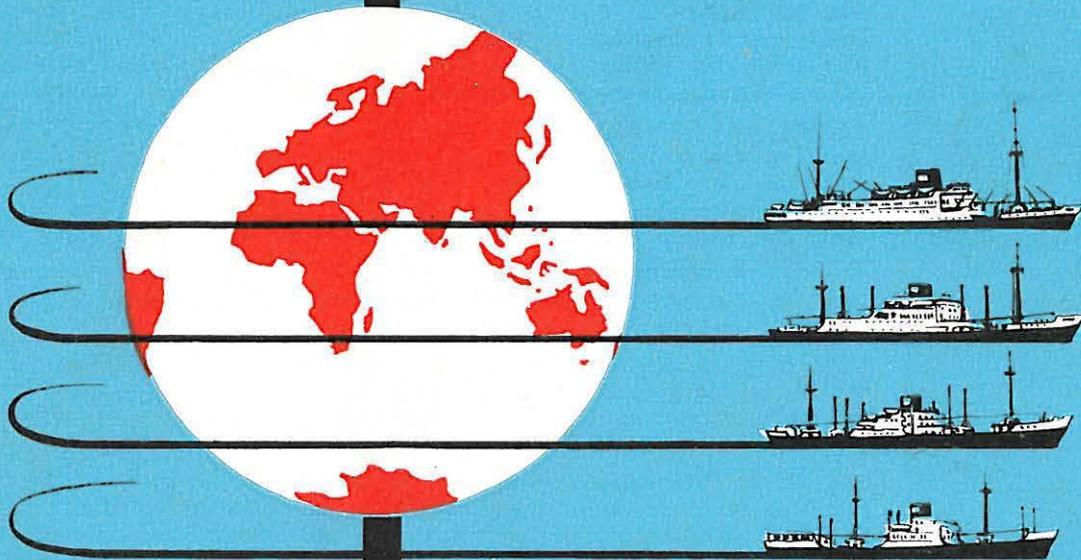




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VII. No. 6. June, 1960

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JUNE 1960
VOL. VII. NO. 6


R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES
P. O. BOX 725 HONG KONG

FROM THE EDITOR

IN THIS ISSUE:

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There is always room for a good one.
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The new capital of Brazil.
- 91 THE WORLD OF SUZIE WONG
An advance look at the big film news of 1960: local shooting of the refreshingly different Hong Kong waterside story.
- Your new Editor and the editorial committee wish to thank Mr H.C.G.L. Ribbink, the ex-Editor, for all the work he has done for the R.I.L. Post. Mr Ribbink successfully edited 7 issues and, apart from introducing colour into the magazine, managed to add an extra four pages. We wish Mr Ribbink and his family a pleasant journey to the Netherlands and a carefree home leave.

R.I.L. ACTIVITIES

INDONESIA: On April 13th the Indonesian Maritime Transport Council banned Dutch vessels from embarking/loading passengers and cargo to/from Indonesia effective June 6th. It is with regret that R.I.L. therefore have to suspend their services to Indonesia, which country the Company has served for over half a century.

JAPAN/AUSTRALIA V.V.: As from end July the sisterships m.v. TJIWANGI and m.v. TJILUWAH will be employed in a passenger/cargo service linking Australia with Japan and Hong Kong. The first sailing will be effected by m.v. TJIWANGI, end July from Melbourne, followed one month later by m.v. TJILUWAH. The route will be Melbourne, Sydney, Brisbane, Yokkaichi, Yokohama, Kobe, Hong Kong and return to East coast Australia.

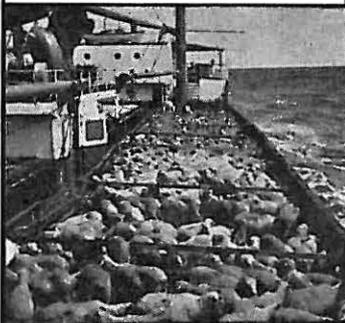
M.V. TJIPANAS: Vessel is now on her way to Africa in order to give an extra sailing Africa-Australia and v.v.

M.V. TJITJALENGKA: This vessel sailed from Hong Kong on 25/5 in her last trip in the Hong Kong-Indonesia Shuttle Service. Subsequently m.v. TJITJALENGKA will make two voyages Hong Kong-Singapore-Hong Kong, whereafter she will undergo DMO and re-enter ASAS-employ.

CHIWAS: The following vessels will be employed in this service:
m.v. VAN WAERWIJCK sailed Shanghai 13/4, m.v. TJIMANUK sailed Shanghai 13/5, m.v. SCHOUTEN etd Shanghai 15/6, m.v. ROGGEVEEN etd Shanghai 15/7, m.v. TJITARUM etd Shanghai 15/8, m.v. HOUTMAN etd Shanghai 15/9 and m.v. TJILIWONG etd Shanghai 15/10. These vessels will return to the Far East via Australia (optional) and New Zealand in ANZS/NZEAS employ.

NZEAS: Since vessels ex CHIWAS/ANZS will cover the New Zealand/East Australia-Manila/Hong Kong/Shanghai berth offering approximately monthly sailings, the three VAN NOORT-type vessels will proceed via Singapore/Malaya northbound, turning round at Hong Kong. Southbound, these vessels will provide regular sailings from Hong Kong and Singapore/Malaya to Fiji and New Zealand.

8 %



M.V. "STRAAT CLARENCE"

Managing Directors and Captain G.W. de Bruyn of m.v. STRAAT CLARENCE kindly consented to our transcribing in the R.I.L. Post parts of the latter's recent report to Managing Directors in regard to m.v. STRAAT CLARENCE, one of the latest "STRAAT"-vessels added to the R.I.L. fleet. To preserve the characteristics of the report, no attempt has been made at translation into English.

Sedert de indienststelling van het m.s. STRAAT CLARENCE op 8 November 1959, van Rotterdam naar haar vaargebied de INDIAS, via Bremen en Port Sudan, heeft het schip tot op heden (4/4) 22916 zeemijlen afgelegd. In deze periode is zij vol en afgeladen tot op het merk geweest, heeft het schip leeg, half vol en in ballast gevaren, zijn alle zoetwater-ballasten en olietanks in bedrijf geweest en hebben drie van de vier dieptanks reeds dienst gedaan voor vloeibare lading. Voorts hebben alle lading koel- en vrieskamers diensten verricht. Ankers, ankerkettingen, hand- en automatische stuurapparatuur hebben alle beproevingen doorstaan en het schip is onderworpen geweest aan cycloon navigatie in de Tasman zee waarbij slingeringen van 25 graden over S.B. en B.B. als gevolg van hoge deining en wilde zeeën voorkwamen.

Het m.s. STRAAT CLARENCE maakt in haar geheel als verschijning op de zeeën en in havens in haar kwaliteit als vrachtschip met passagiersaccommodatie een zeer representatieve indruk. Haar mooie lijnen van boeg en steven, van brugbouw- en schoorsteen zijn een aantrekkelijkheid voor het oog en voldoen aan alle voorwaarden van esthetica.

De stuur- en manoeuvreer eigenschappen van het schip zijn zeer geslaagd, m.v. STRAAT CLARENCE luistert goed naar het roer- en de machinebewegingen en blijft zelfs goed sturen met gestopte machine en zeer langzame vaart. Het schip laat zich goed laden, een goede stabiliteit en trim, het laadgerei is uitstekend te noemen, en er kan zeer snel mee gewerkt worden. De indeling van het schip is ruim en praktisch. Ruim 4, waarin de 4 dieptanks en 2 vrieskamers gelegen zijn, is door deze concentratie van 6 compartimenten zeer bewerkelijk in onderhoud en stuwage.

De hutten en salons hebben de lof en waardering van de passagiers.

Officieren en overige bemanning zijn zeer ingenomen met de geboden accommodatie. Ruim, fris en gezellig, goede ligging en goed voorzien van toilet- en badkamers.

Hut Gezagvoerder, menigmaal receptiekamer voor Officials en Zakenrelaties, is door de keurige smaakvolle inrichting een waardige representatie voor de Maatschappij.

Kortom, het kan gezegd worden dat het type STRAAT CLARENCE in al haar uiterlijke en innerlijke vormen een zeer geslaagde schepping is.

The Chief Engineer also submitted extensive reports regarding the machinery installation, from which it would appear that in general engines and auxiliaries have worked satisfactorily. Only a few difficulties, "teething troubles" no doubt, were experienced. The well lighted, well ventilated engineroom compares very favourably with those of our older ships.

The Captain reported in this regard:

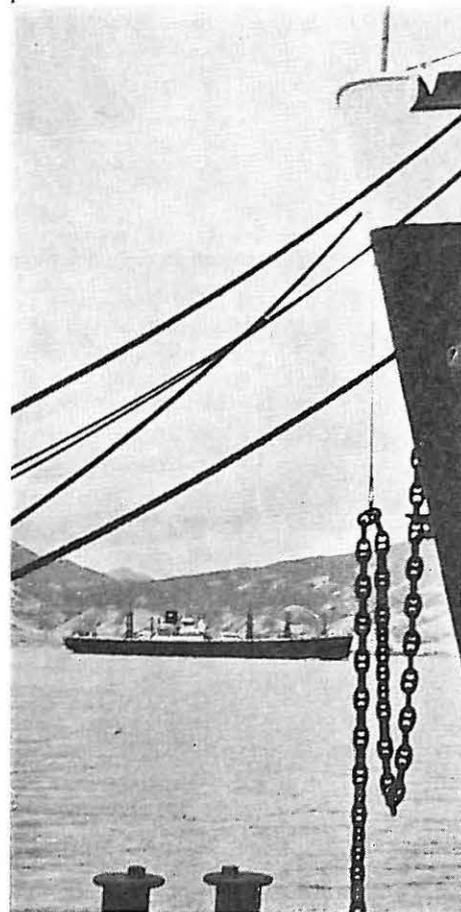
De hoofdmachine heeft op diesel-en zware olie haar vermogen geleverd van gemiddeld 3000 A.P.K. tot 6100 A.P.K., waarbij snelheden werden bereikt variërend van 14' tot 18'.

For further particulars in regard to m.v. STRAAT CLARENCE please refer to the August 1959 and January 1960 issues of the R.I.L. Post.

PICTURE OF THE MONTH

taken by

Mr Albert Leung (HK HO VZ)



The photograph shows m.v. Tjipanas sailing from Hong Kong for Shanghai on May 3rd.

Mr Leung has been awarded the usual HK\$10.

R.I.L. ANNUAL REPORT 1959

The Board of Directors decided in its meeting on May 9th to propose to the General Annual Meeting of shareholders, which will be held on the 13th of June to pay a dividend of 8% on the ordinary shares (1958 also 8%).

We take pleasure in publishing the following recapitulation of the figures of the 1959 Profit and Loss Account and the Balance Sheet, compared with those of the years 1956, 1957 and 1958.

Summary of Profit and Loss Account (In Guilders)

	1956	1957	1958	1959
Balance working account (including profits carried forward from previous year)	24,082,980.—	23,769,140.—	20,251,090.—	18,542,680.—
Interest	2,479,350.—	3,520,790.—	3,517,670.—	1,705,350.—
Profit on sale of ships	2,190,000.—*	-/-341,930.—**	—	2,514,440.—***
Transfer from Reserves	—	—	800,000.—	450,000.—
	<hr/> 28,742,330.—	<hr/> 26,948,000.—	<hr/> 24,568,760.—	<hr/> 23,212,470.—
Allocated as follows:				
Depreciation fleet, godowns, offices, houses, etc., including amounts allotted to Building — and Reconstruction Reserve	23,904,810.—	22,643,000.—	21,663,630.—	20,353,430.—
	<hr/> 4,837,520.—	<hr/> 4,305,000.—	<hr/> 2,905,130.—	<hr/> 2,859,040.—
Carried forward to new account	59,270.—	4,500.—	37,880.—	38,030.—
Profits to be appropriated in accordance with articles of Association	<hr/> 4,778,250.—	<hr/> 4,300,500.—	<hr/> 2,867,250.—	<hr/> 2,821,010.—

Summary of Balance Sheet (In Guilders)

Assets:				
Fleet and fixed assets	92,883,740.—	96,292,450.—	123,378,040.—	145,672,880.—
Current assets	117,182,150.—	116,416,300.—	85,584,040.—	65,544,410.—
	<hr/> 210,065,890.—	<hr/> 212,708,750.—	<hr/> 208,962,080.—	<hr/> 211,217,290.—
Liabilities:				
Current liabilities, including balance running voyages	46,042,980.—	48,125,730.—	41,421,180.—	43,585,650.—
Provisions for various liabilities	42,915,180.—	45,229,530.—	44,969,770.—	51,173,550.—
Self insurance account	346,210.—	605,100.—	587,650.—	491,600.—
Dividend appropriation account	4,437,000.—	4,013,850.—	2,723,920.—	2,682,310.—
	<hr/> 93,741,370.—	<hr/> 97,974,270.—	<hr/> 89,702,520.—	<hr/> 97,932,910.—
Capital account and Reserves (assets minus liabilities) ...	<hr/> 116,324,520.—	<hr/> 114,734,480.—	<hr/> 119,259,560.—	<hr/> 113,284,380.—
Deadweight capacity fleet	238,565 ton	244,551 ton	256,801 ton	283,520 ton
Deadweight capacity ships under construction or ordered	55,400 ton	57,600 ton	76,400 ton	31,830 ton

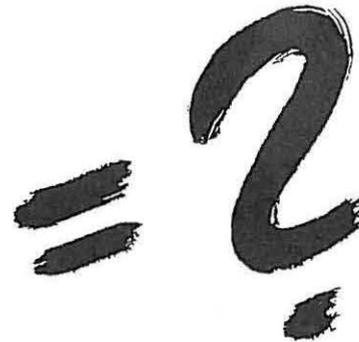
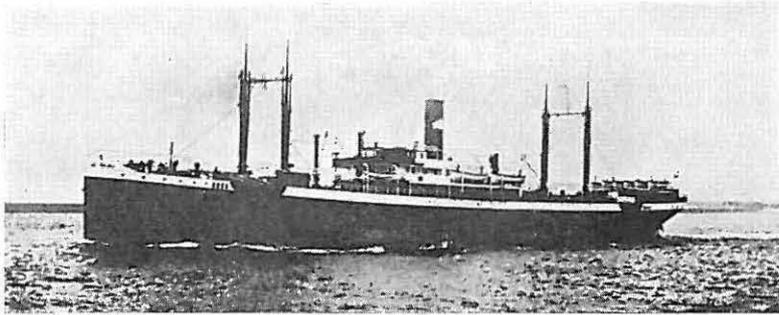
*) m.v. "Van Heutzs"

**) m.v. "Tjisondari"

***) s.s. "Nieuw Holland" and s.s. "Tjibadak"



SHIPS OF YESTERYEAR



. was a Java-China-Japan Line vessel which was sold, after 20 years service, to Japan for breaking up in the early thirties.

If you think you can recognize her please write to the Editor. The reader who names her correctly will be given a prize. If more than one reader submit the correct name,

the winner will be decided by means of a draw of all correct entries. Each reader may send in *One Entry Only*, which must reach us by 25th June. The winner will be announced in the July issue.

If the "Ships of Yesteryear" prove to be popular, we shall make it a regular feature. Good Luck!

ONE DAY IN OCTOBER 1946

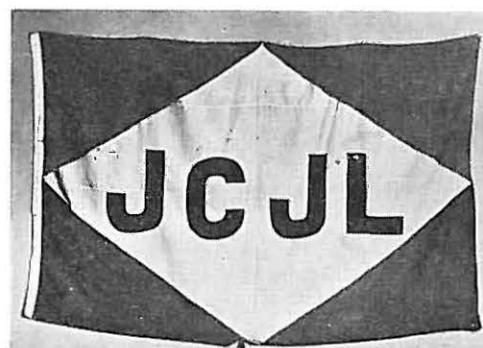
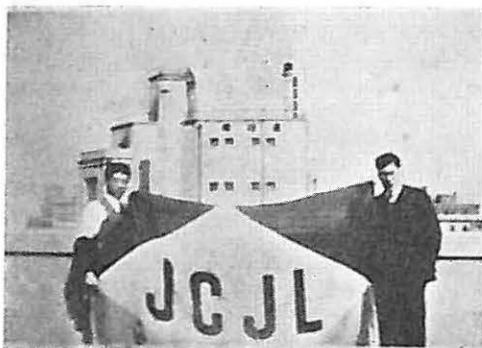
When, long before the war, the J.C.J.L. flag was received in Tokyo for the first time, young Okazaki-san and an assistant had themselves photographed with the flag on the roof of the Tokyo office (in the photograph note Mr Okazaki in black suit). In 1946, after the turbulent years of war were over, this flag was photographed again, and does indeed tell a story

One day in October 1946 the usual afternoon silence reigning in the Netherlands Legation in Tokyo was interrupted by the panting noise of a pre-war Datsun. Respectfully the little charcoal-powered car stopped outside the gate and Mr Okazaki stepped out. A little later he was ushered into my room by office boy Sasaki, who – at a later date – joined the Company when the J.C.J.L. re-opened in Tokyo.

Upon entering the room Mr Okazaki had placed a furushiki next to his chair and after these preliminary words he unknotted the cloth. "When in 1942 the Japanese Government ordered me to liquidate the J.C.J.L.-office in Tokyo, I sold the furniture and all other J.C.J.L.-property. But how could I have sold the J.C.J.L.-flag?"

It seemed to me that the Japanese Government had no right to confiscate the flag. That is why I buried the flag at a certain spot in Hokkaido, far away from Tokyo. And when I buried it, I felt very bad, because it was like burying my future."

Then Mr Okazaki unfolded the flag. Apart from a few tiny holes caused by some Hokkaidoian worms which apparently had liked the taste of the cloth, the flag was in excellent condition. When handing it to me, Mr Okazaki expressed the hope that within a short while the J.C.J.L. would be able to recommence the service between Japan and Indonesia.



It was Mr Okazaki's second visit to the Netherlands Military Mission and to me. His first visit was of a somewhat reconnoitring nature. That was what Mr Okazaki explained to me when he started the conversation.

"Before I called on you that first time I wondered in what way you would meet me. I felt somewhat uneasy about it. After all these years of war I expected your attitude to be hostile. But then I was happy, I was so happy when you told me that Mr Quarles, Mr van Dobben and Mr Speelman all were well and that they had asked you to convey their best regards to me".

The flag felt warm and so were the feelings between Mr Okazaki and me. When folding up the furushiki Mr Okazaki said:

"I don't know what the Company is going to do as regards me. So many bad things have happened since 1941. But in case I can do something for the J.C.J.L. and if the Company needs my help, I shall be very pleased to assist".

That was how the connection Okazaki/J.C.J.L. happily was restored.

J.R. v. O.

2 POSTERS

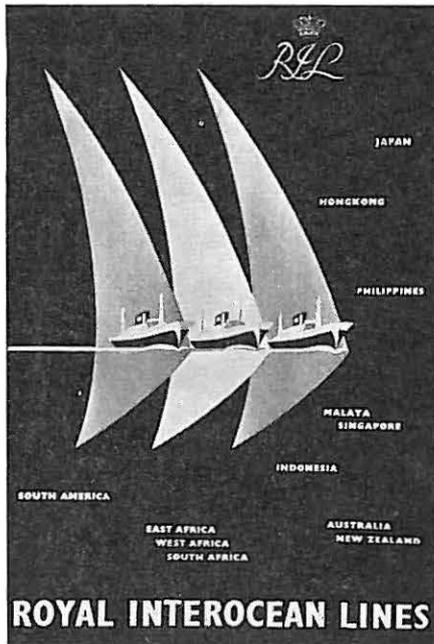
This reproduction is of a poster issued by the JCJL back in the early twenties.

The poster—in full striking colours—depicts the old Tjitaroem with a map of East Asia, then the sole sphere of operations of the Company, in the background.

With the extension of its regular liner services to another three continents. R.I.L. as the offspring of the old JCJL, have gone a long way since, and so, it would appear, have its posters.

The reproduction below shows one of the more recent publications, a modernistic design in current sombre colours showing three-quarter front-views of a trio of passenger vessels in the foreground and the names of all areas served by R.I.L. in the background.

It would be irrelevant to compare the artistic merits of one poster against the other. In trying to be an eye-catcher, the contrasting designs of the two posters reflect the changing tastes within the last 40 years.



SPRAY

A Japanese salvage company is planning to lift 281 ships sunk in Indonesian waters during the last war. The ships, mainly Japanese and Dutch, include the heavy cruiser ASHIGARA of the now defunct Imperial Japanese Navy. The salvage is being undertaken by Messrs Matsukura Shoten and four other Japanese firms. Using the salvage ship No. 1 UNKAI MARU, a survey was carried out in co-operation with the Indonesian Navy. Operations are expected to begin in June 1960.

During the first quarter of 1960 six single-screw vessels lost their propellers or broke their shafts. Four of these were Liberty-ships. During 1959 only three Liberty-ships met with the same accident.

The CANBERRA—the largest liner under construction in Great Britain since the QUEEN ELIZABETH—has so many new features that she is known in the yard as the “gadget ship”. One of these features is the placing of the engines astern, which has, to some extent, eased the planning of the interior of the vessel, especially the first class. Fibre glass, a new material in ship construction, is extensively used, both moulded and in panels for bulk-heads.





1750 SHEEP

m.v. STRAAT COOK, after having been employed in ESAAS for over 3 years, was switched early in 1960 to INDIAS, the service linking Australia with Singapore, the Federation of Malaya, Ceylon, (West Coast) India and West Pakistan.

On her first voyage in INDIAS, m.v. STRAAT COOK sailed from Fremantle on April 6th, with (for this vessel) a record number of 1750 sheep on deck.

The photographs, which were kindly contributed by Captain A.J.v.d. Heyden (at present Captain m.v. TJINEGARA) show the sheep during the 7 day voyage from Fremantle to Singapore.

*The mountain sheep are sweeter
But the valley sheep are fatter
We therefore deemed it meetter
To carry off the latter*

—T.L. Peacock, War Song of Dinas Vawr.

SPRAY

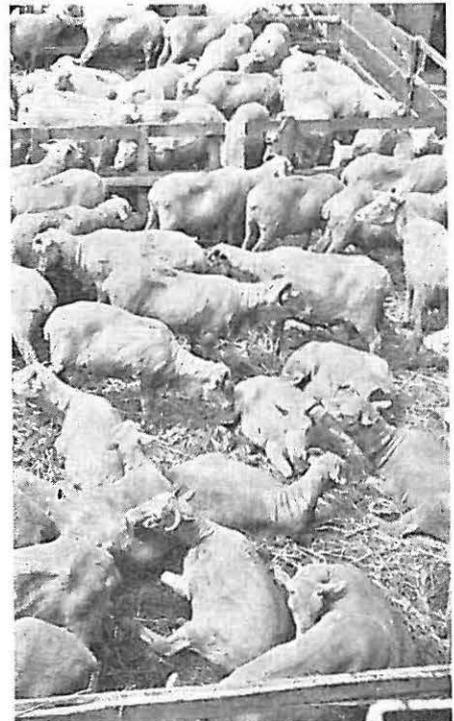
A new automatic Pilot, ARKAS J.O.3, has been installed by Decca in the m.v. AJAX of the Blue Funnel Line. The trials with this new instrument proved very successful. When the energy was switched off, the vessel could be steered by hand within 16 seconds. Trials will be extended by a trip to the Far East.

At the Leopoldo Rodriquez yard at Messina (Italy) a hydrofoil craft is being built with a capacity for 130 passengers. The craft will be used between Naples, Capri, the Æolian Islands and Messina.

On May 11th Mme Yvonne de Gaulle, wife of President Charles de Gaulle of France, launched the new French superliner FRANCE at St. Nazaire. The liner will be the longest ship in the world, 1035 feet—four feet longer than Britain's QUEEN ELIZABETH—and is expected to be commissioned in 1962.

The world's largest submarine, the nuclear-powered USS TRITON, under the command of Capt. Beach (USN), completed a round-the-world submerged voyage of 41,500 miles in 85 days. The same route took Ferdinand Magellan three years and 27 days (1519/1522)

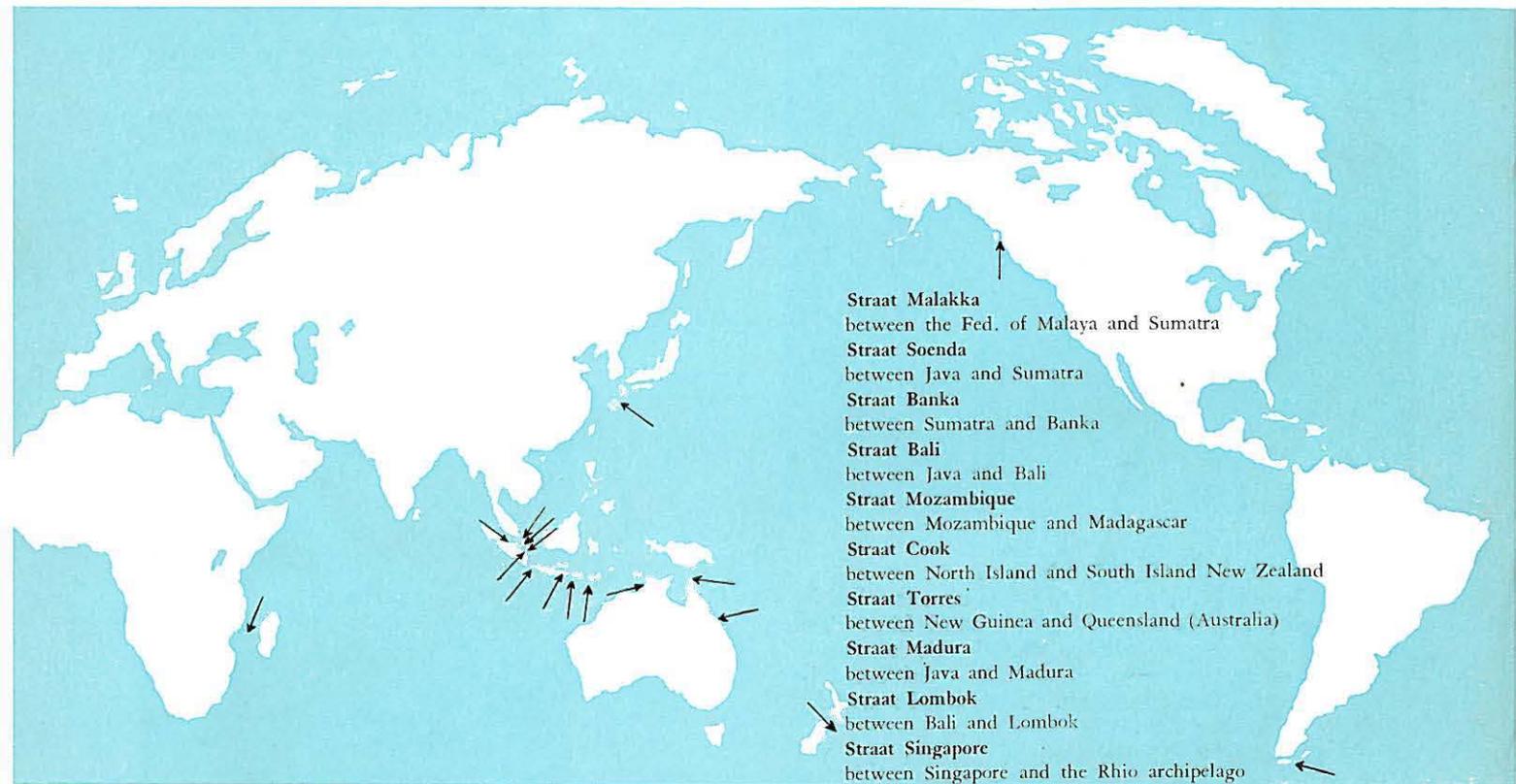
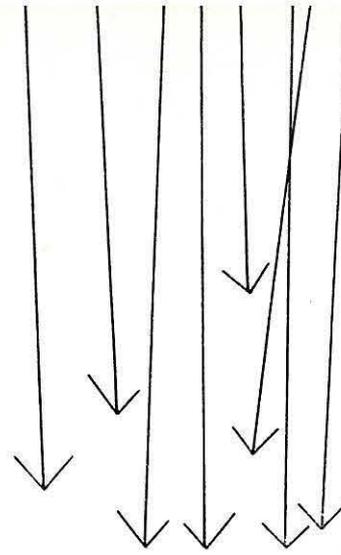
W.F.H.B.



WHERE ARE THE STRAITS?

Of all vessels flying the R.I.L. house flag there are more vessels prefixed with "STRAAT", the Dutch for Strait, than any other.

To familiarize readers (except, of course, the floating staff) with the exact location of the various Straits, which can be found in various corners of the globe, we have marked on the map all Straits after which R.I.L. vessels are named.



- Straat Malakka**
between the Fed. of Malaya and Sumatra
- Straat Soenda**
between Java and Sumatra
- Straat Banka**
between Sumatra and Banka
- Straat Bali**
between Java and Bali
- Straat Mozambique**
between Mozambique and Madagascar
- Straat Cook**
between North Island and South Island New Zealand
- Straat Torres**
between New Guinea and Queensland (Australia)
- Straat Madura**
between Java and Madura
- Straat Lombok**
between Bali and Lombok
- Straat Singapore**
between Singapore and the Rhio archipelago
- Straat Johore**
between Singapore and Johore Baru (Fed. of Malaya)
- Straat Magelhaen**
between Argentina and Tierra del Fuego
- Straat van Diemen**
between Kyushu and Osumi Gunto (Japan)
- Straat Clement**
between Banka and Biliton
- Straat Clarence**
between Melville Island and Northern Territory (Australia)
- Straat Cumberland**
between Cumberland Islands, Queensland (Australia)
- Straat Rio**
between Lanzarote and Graciosa (Canary Islands)
- Straat Chatham**
between Baranoff Island and Kuiu Island (Southern Alaska)

Although some of the STRAAT vessels do in fact pass through the "Straits" from which they derive their names, others may never see their namesakes.

To the former group belongs the STRAAT MALAKKA, which vessel—one of the first to carry a "STRAAT-name"—frequently passes through the Strait of Malacca between the Federation of Malaya and Sumatra.

To the latter group will belong STRAAT CHATHAM, of which the keel will be laid in November this year. It is doubtful (although one never knows) whether she will ever pass through Chatham Straits in Southern Alaska!



BRASILIA

Some time ago we received a number of interesting photographs of BRASILIA, the new capital of Brazil, from R.I.L.'s Representative in South America.

We thought that the subject would interest our readers and we asked for some further particulars and an up-to-date progress report from which to compile an article. Unfortunately our article can only be published in this, our June issue, and meanwhile TIME, the weekly news magazine featured an article on the same subject in its issue of April 25th. If all our readers are avid TIME fans, we can only hope that Mr G. Martinelli's eyewitness account may throw light on aspects not treated in TIME; if the majority of our readers have not yet read TIME's article, so much the better. To fully understand the importance of Brasilia, we briefly recall the major facts surrounding this project from the pages of history:

It is not often that a nation decides to build for itself a new capital city on a hitherto unpopulated site. When this happens, it is an event of rare architectural importance. Parallels can be found in Canberra and Washington, but neither city was constructed in the early stage at such speed and on such a scale as Brasilia since 1956.

The idea of a new capital city, designed as such, has been present in Brazilian minds since the birth of the republic following the abdication of the last emperor in 1889.

Sao Salvador — see *R.I.L. Post*, March 1960 — had been capital from 1549 to 1763, and after 1763 Rio de Janeiro, but the republican constitution, proclaimed in 1889, provided for the building of a new capital. Delays occurred largely owing to opposition from various sides to the idea of the move from Rio. Although in 1936 plans were made to create the new capital and a location was chosen, it was not till 1956 that the President of Brazil, Dr Kubitschek da Oliveira, appointed a commissioner to fix the exact site, and a development corporation to build it.

The layout of the city was made the subject of a competition, open to all Brazilian architects, engineers and town-planners. The winner was Professor Lucio Costa, who submitted a very brief and precise entry: On a triangular site created by two converging rivers, he laid out his city in a shape resembling a bent bow and arrow with the main north-south road following the line of the bow, and the radial road on the line of the arrow passing beneath it.

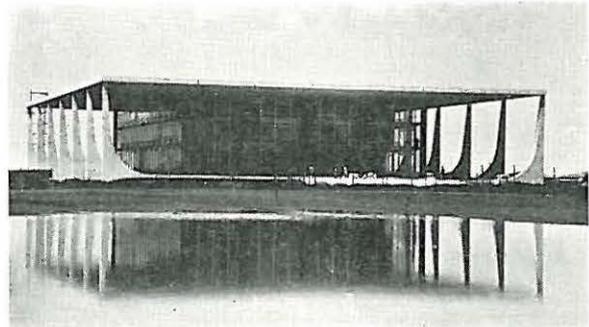
And now we take pleasure in publishing Mr G. Marinelli's impressions obtained during a recent visit to Brasilia.

I MADE A FLYING VISIT TO BRASILIA, AND RETURNED WONDERING IF IT WASN'T UTOPIA I'D BEEN TO BY MAGIC CARPET

Brasilia is everything that has been said about it, and told in pictures. You must see it to believe — and really appreciate — it.

This most ultra modern city in the world — no more than virgin forest parallel 16 of the State of Goiaz back in November 24th, 1956 when the first trees were felled to make way for the new capital of the country — is indeed a 20th century marvel in construction, engineering, and coordination of labour.

SOLEMNITY OF THE CENTURY



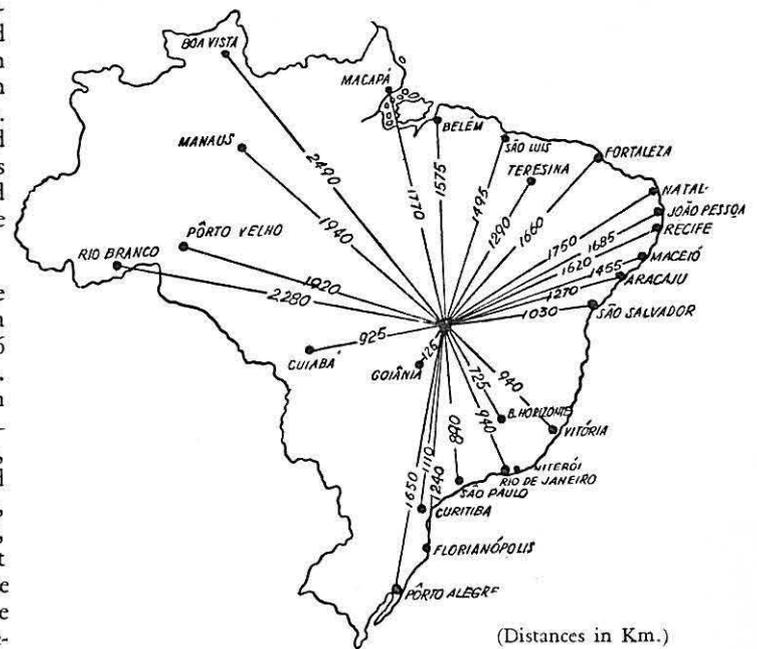
(Continued next page)

A labour force estimated at 60,000 strong, including dependents and hangers-on, saloon and shopkeepers – housed 9 kilometers from the city of Brasilia in a typical mushroom town known as “Cidade Livre” – represents the human nucleus at the disposal of the architects of Brasilia. Klondike or Kimberley in their hey-day must have looked something like the “Cidade Livre” of today. But this similarity is in appearance only, since instead of a gold rush, or a stampede for diamonds, there is in “Cidade Livre” a lust for building.

The majority of the main constructions of Brasilia were completed within a year of commencement: the Palacio da Alvorada for one, the majestic viaduct with 3 lifts and 6 escalators spanning the main avenue of the city for another. The Brasilia Palace Hotel, with 240 rooms, was ready in the record time of 11 months. Auxiliary constructions – such as the airport, 3,300 meters long by 45 meters wide, the reservoir with a 200,000 litre capacity – were begun and completed within 2 years. The Belem-Brasilia highway, crossing 1,575 kilometers of swampy malaria-ridden jungle, was finished in a little over 2½ years from the time it got under way. This called for, and still demands intense rhythm of labour working round the clock in shifts. There is yet much to be done in Brasilia before it shapes to blueprint. A number of the main avenues and subways of this marvellous city, where a traffic intersection is unknown, are still to receive their final coat of asphalt, while work on other projects, half begun or half finished, goes on at full swing.

Oscar Niemeyer, Brazil’s celebrated and world famous architect, was responsible for most of the prominent buildings of Brasilia. His Palacio da Alvorada, perhaps his best example of monumental architecture in sheer simplicity of lines, gives you the impression that it is perching ever so lightly on its magnificent columns.

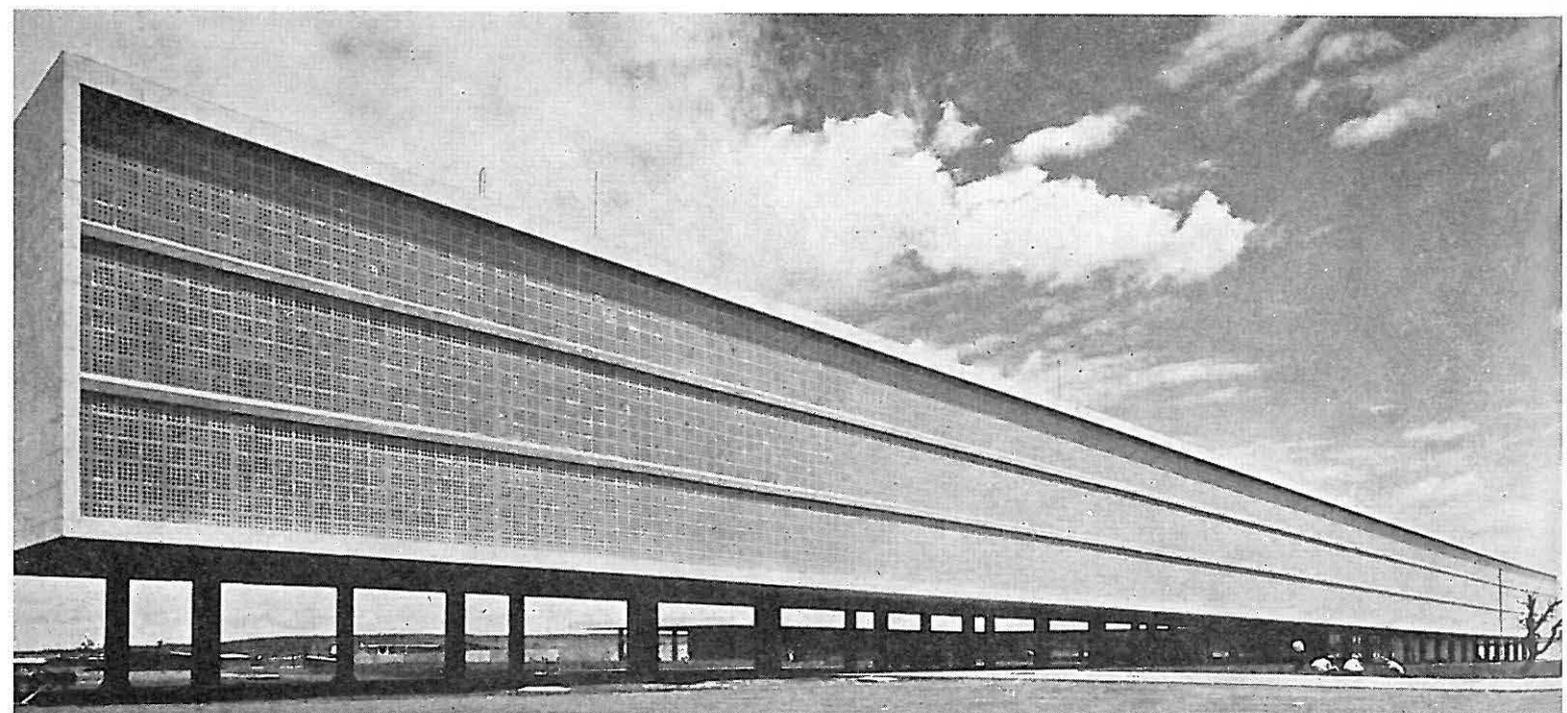
Though Brasilia has to date cost the country Cr.\$25-billion, the President declared that what was spent should be back in the coffers of the exchequer, with interest, by year’s end. This is easily conceivable, and acceptable, seeing that land,



bought by the government for a mere 2 centavos a square metre, is now being fought for at auctions for Cr.\$750.00 a square metre. And prices are sky-rocketing with every auction held.

Brasilia is neither caprice nor vanity. It is a profound move in the right direction for the economic good of the country. Centrally situated as it is, the roads that are being opened, and rail lines that are being extended, will bring the new capital within equidistance of every state in the country.

As the President himself puts it: “There is Brasilia. It is neither the end nor the object of our struggles, but the first step in our hard and difficult journey towards the making of a greater Brazil”.



THE WORLD OF SUZIE WONG



ival of Nancy Kwan.



William Holden and admirers.

Nancy Kwan – the Hong Kong-born film “discovery” – who took over the leading female part in the “World of Suzie Wong” from Frances Nuyen, arrived recently at Hong Kong for a re-take of the local scenes with William Holden, who is the male star in this film version of the well known novel by Richard Mason.

Right from the start this picture received considerable international publicity, such as talent contests for the leading female-part; the subsequent resignation of Frances Nuyen after a great part of the film had already been completed; the resignation of film director Jean Negulesco, whose place was taken by Richard Quine; and finally the controversy raised by the story itself . . .

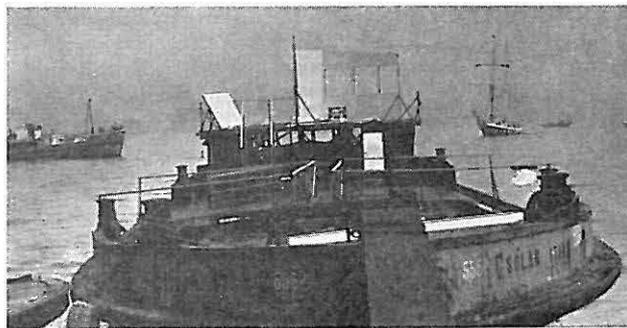
A worldly young artist (William Holden) who is the only permanent guest at a Hong Kong hotel where rooms are rented by the hour, and a pretty Chinese girl (Nancy Kwan) whom he meets at the bar . . .

Since we are on the spot, we took the opportunity to go to the gala reception provided for Nancy Kwan (Suzie) on her arrival and held at the Kowloon Pier (Hong Kong). This reception was a gay affair with crowds clamouring to catch a glimpse of the star, popping flash-guns and the traditional roar of firecrackers.

Subsequently Mr Albert Leung of HK HO VZ Dept. went to some of the locations where the film was being shot to take further photographs for the *R.I.L. Post*.

Readers may ask why this motion picture merits special mention in the *R.I.L. Post*? Well, for one thing, part of the film is being shot on Hong Kong's famous water-front where R.I.L. vessels are such a familiar sight. Another reason is that we wish to give non-Hong Kong-ites a few impressions of the motion picture activities in Hong Kong, which in its own right ranks as the fourth largest film producing centre in the world; Japan ranking first, Hollywood and India taking second and third place respectively.

And last but not least we find it appropriate that, after the previous issue of the *R.I.L. Post* featured Mr L.T. Nakano, a Japanese star, we bring you now our vivacious fellow-citizen Suzie.



“On location” an old ferry, used during the shooting of parts of the picture.

SOCIEDADE ANÔNIMA MARTINELLI

Through the kind intermediary of R.I.L.'s Representative in South America, we received the following article on the history of Messrs S. A. Martinelli, R.I.L.'s General Agents in Brazil.

The photographs show Dr Ambrogio Bonomi, the President of the Martinelli concern, and Martinelli's new 16 storey headquarters in São Paulo, the "Edifício José Martinelli". Readers may remember that our January 1959 issue featured an article and sketch of this building, which was inaugurated in December 1958.

The founder of "Sociedade Anônima Martinelli" was Mr José Martinelli, who arrived from Italy in 1894. He chose to reside in São Paulo, and started his activities in the commercial field, both in São Paulo and in Santos: In the latter town he became a partner in a shipping agency, and later on he became the owner of same. We can say that his career as shipping agent dates back to these days. The agency had offices in São Paulo and Santos, under the trade name "Fratelli Martinelli" (Martinelli Brothers), because one of Mr Martinelli's brothers had come from Italy, and was directing the Santos Office.

Upon invitation of the "Banca Commerciale Italiana", "Fratelli Martinelli" were appointed General Agents for Brazil of all the Italian shipping companies in which the said bank was interested, namely: "Navigazione Generale Italiana", "Compagnia di Navigazione Italia", "La Veloce", "Florio e Rubattino", and "Lloyd Italiano". In 1906 the firm also accepted the General Agency for Brazil of the "Royal Holland Lloyd".

In 1911 the firm was incorporated as "Sociedade Anônima Martinelli", and its Head Office was transferred to Rio de Janeiro, while the offices in São Paulo and Santos continued to operate as branches.

During World War I the company's activities grew, and in 1916 Mr José Martinelli established a new Brazilian shipping company, "Lloyd Nacional", whose ships, numbering 12, were the first Brazilian vessels to ply the route to Europe. "Lloyd Nacional" was later on sold to "Lage & Bros", and after the death of Mr Lage became the property of the Brazilian Government.

In 1924 Mr Martinelli, very active in every field, began the construction of a skyscraper in the centre of São Paulo: This was, at the time, the highest building of Latin America, and the highest built in concrete in the whole world. In Rio the company also commenced operating in the estate field, especially financing constructions. More than 40 buildings were built and financed in Rio, while in São Paulo a skyscraper was built in Rua XV de Novembro, to where the offices of the branch were transferred. In Rio the company built a skyscraper at 26 Avenida Rio Branco, into which the Head Office, and several other companies associated with Martinelli moved.

In 1933 the Italian Government nationalized all shipping companies, which opened their own offices in Brazil, so that Martinelli continued with the agency of Royal Holland Lloyd and Loide Nacional.

In 1940 Martinelli was chosen as Agent for Brazil of "Royal Packet Navigation Co." of Amsterdam and Djakarta,



continuing as General Agents for Royal InterOcean Lines, after the fusion of K.P.M.'s overseas services with the J.C.J. Line had materialized in 1947.

After a life of intense work and activity, at the end of 1946, Mr José Martinelli passed away, having worked till his last days.

Mr Mario de Almeida, a very well known person in the shipping and financing business, was then Vice-President of the company, and succeeded Mr Martinelli as President. He held this function till his death, in 1954.

He was succeeded by the present President, Dr Ambrogio Bonomi, son-in-law of Mr José Martinelli. This year his son, Dr Angelo Martinelli Bonomi became Vice-President. In 1958 the head office of the company was transferred from Rio de Janeiro to São Paulo, while Rio continued to operate as a branch office, together with Santos.

In São Paulo, S. A. Martinelli is now accommodated in a brand new 16 storey building belonging to the Bonomi-Martinelli family, while also the offices in Rio and Santos were remodelled.

R.I.L. WEDDING

On the subject of R.I.L. weddings, we have noted that articles appertaining thereto appear rather infrequently in the *R.I.L. Post* and it was therefore considered that the R.I.L.'s Sydney Office should speed up the slack!

As a result of this decision (or probably in spite of same), two of the staff members of the R.I.L. Freight Department in Sydney, Miss M.E. Wolf and Mr B.H. Polain, decided to get married and did so a short while ago.

Miss Wolf served in the Freight Department for approximately five years, while Mr Polain had served in that Department for three-and-a-half years before he could convince Miss Wolf that they needed much more of each other's company than was possible during business hours.

The *R.I.L. Post* congratulate Mr & Mrs Polain and wish them the best of luck and happiness for the future.

A special 'thank you' goes to Mr J.A. Helfrich of R.I.L.'s Sydney office who covered this happy occasion and supplied the preceding "inside information".

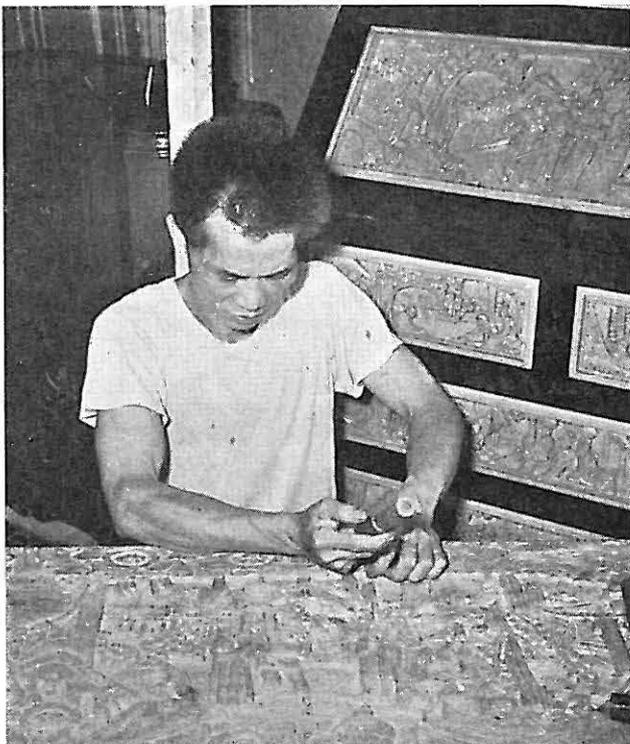


The photograph shows the happy couple leaving the church after the wedding ceremony.

THE MAKING OF CAMPHORWOOD CHESTS

A Traditional Hong Kong Craft

During the Siege of Peking which followed the Boxer Rising at the turn of the century, the Dowager Empress of China, Tsu Hsi, considered it expedient to flee from the Forbidden City. A British diplomat, exploring the Winter Palace a few days later, reported that "Tsu Hsi's room was just as she left it . . . In the adjoining room, along the walls, were huge camphorwood boxes, filled to the top with coats and trousers of every colour, embroidered with gold and pearls. In other boxes were rich sable coats lined with white fox fur . . ."



Other references in stories of China show that camphorwood chests were recognised items of household equipment of the well-to-do, to preserve their furs and silks through the humid summer months, safe from mould, cockroaches, moths, silver fish or other pests.

It is not surprising that there exists in Hong Kong today a thriving business for the manufacture of these camphorwood chests, which are as popular now as they were in the days of the wicked old Empress, and far more generally used.

One factory, started two generations ago in the urban district of Hunghom, Kowloon, and now located among the trees and hills of Fan Ling in the New Territories, is still under the same expert management. It has grown enormously since those early days, and employs over 400 workers, nearly all skilled, and all male except for a few women employed on coolie work.

In sylvan surroundings, carpenters, joiners, designers, carvers, inlayers, painters and polishers, produce about 500 chests each month, as well as many other traditional and modern pieces of furniture.

Most of the chests are made of teak or rosewood; others of ivorywood or blackwood; generally they are one of three standard sizes with traditional designs but all kinds of variation to the whim of the designer and carver or the choice of the buyer can be produced. Some of the craftsmen know the designs so well that they can carve or paint freehand without a mistake and without even a preliminary sketch.

(Continued on next page)

All the chests are lined with that delicious-smelling camphorwood which seems to have some magic property to keep insects at bay and protect the contents from the effects of climate. Some like this camphorwood for the outer chest also since it is a soft wood and lends itself to deep and elaborate carving. It is not considered so suitable for export in this form, however, since it remains sensitive to atmospheric changes even when well-seasoned.

Camphorwood is the least expensive material used in making chests; teak – probably the most widely used – and ivorywood cost a little more; then come rosewood and blackwood, the last the most expensive of all. Pale ivorywood, so-called because of its smooth texture with little or no graining, is very beautiful. It is extremely hard to carve and the craftsmen engaged on it have to keep dipping their tools in vegetable oil. It is usually finished in clear lacquer to enhance its natural pale colour.

Ivorywood, rosewood and blackwood come from Borneo, together with a certain amount of plywood used for inlay. The teak is from Siam, and the all-important camphorwood from Taiwan and from the New Territories in the Colony itself. The camphorwood lining to the chests retains its aromatic quality after many years of use, naturally remaining stronger if the lid is not left open for long periods. If it should seem to be losing its fragrance, a brisk rubbing with sandpaper will restore it.

All the wood used in the factories catering for the export market is thoroughly seasoned. First it is left lying in

the open, in the sun and rain, heat and cold – one reason why plenty of room is needed for such an industry. When the sun has done all it can in the way of drawing out the natural oils from the wood, and the damp has swelled it to its limits, the planks are thrown into specially prepared lime baths. Here they are left submerged for some time in order to lighten and improve the grain.

Their next move is into the great kilns, fired with true Chinese economy by the shavings from the saw-mills. From the kilns the wood is stacked in sheds under cover until it is used.

Buyers can of course choose their style of chests, plain or carved, and select a traditional design or even sketch their own for carving, lacquer, or inlay. The calm, deft un-hurried workers carve and paint, and inlay soapstone and ivory and mother-of-pearl at an amazing speed. Oyster-shells are used (fretsawed with an instrument of ancient design), but only the best pieces are selected from an Aladdin's cave which also contains tiny carved-up pieces of pearl, soapstone and glittering pewter from Germany.

A flourishing export trade is done, the handsome chests being sent all over the world, to the United States, Australia, New Zealand, Europe and the United Kingdom, for example.

(Article reprinted from the Hong Kong Trade Bulletin published by Commerce & Industry Dept., Hong Kong. Photograph shows carvings made by Shui Hing Co., Kowloon).

IN MEMORIAM

We regret to report the death of Mr J.L. Nanninga on 20th April, 1960 in the Netherlands.

Mr Nanninga, who was the father of our chief officer C. Nanninga, worked for K.P.M. nearly forty years. He was well known to many of us; many of those who came over from K.P.M. to R.I.L. will remember him but also Mr Nanninga had a direct association with R.I.L. in his capacity of secretary of the "Contact Bureau Indische Vaart".

Mr Nanninga will be remembered by his many friends as a helpful and kind co-worker.



本公司謹以哀悼之忱宣佈士打柔佛輪管燈員譚保君於本年五月五日當該輪停泊澳洲雪梨港時因意外受傷不治逝世。享年四十三歲。

譚君於一九四七年加入本公司服務，先後在輪船多艘上工作。一九五六及一九五八年曾兩次飛赴荷蘭參加接收「士打曲」及「萬靈士高頓」輪。

認識譚君者，將長憶及彼生前之和善，樂於助人及經常工作令人滿意。

遺族有妻室子六人及女一人。

R.I.L. announce with regret the sudden death of Mr Tam Bo (譚保), lately lamptrimmer on board m.v. STRAAT JOHORE, who succumbed to injuries received in an accident whilst vessel was in Sydney harbour on May 5th, at the age of 43.

Mr Tam joined R.I.L. in 1947 and served on board various vessels. In 1956 and 1958 he was among the crew flown to the Netherlands to join the new vessels STRAAT COOK and VAN LINSCHOTEN, respectively.

To those who knew him he will be remembered as a kind and helpful man, who discharged his duties satisfactorily. Mr Tam Bo is survived by his wife, six boys and one daughter.

FAREWELL CAPTAIN CH.J.C. POELMAN

Captain Ch.J.C. Poelman was the guest of honour at a farewell luncheon offered by Managing Directors on May 2nd in InterOcean House, Hong Kong, on the occasion of his impending retirement.

The luncheon was also attended by Mr J. Jacobs, Master of m.v. TJIMANUK, and Mr J.M. von Glahn, Chief Engineer of this vessel.

Mr Veltman, in addressing Captain Poelman, said that he was happy to be in a position to personally say goodbye to him at Hong Kong.

He recalled that Captain Poelman had successfully been in command of 7 R.I.L. vessels and could, with much satisfaction, look back on his 33 years of service with K.P.M./R.I.L.

Mention was made of Captain Poelman's noteworthy capability to associate with passengers, and to understand, and be understood by, the younger generation, an ability which is very much appreciated; also the excellent cooperation between Captain Poelman and our shore organization was recalled.

On behalf of all those present and absent Mr Veltman thanked the parting Captain for his valuable services and cooperation, and wished him the best for the future.

Mr Poelman in reply stated that his time with K.P.M./R.I.L. had been a happy one and recalled that much had happened since 1926, when he came to the Far East for the first time together with some 150 other apprentices. He also was very glad that, professionally, the ships under his command had never been involved in an accident.

Mentioning his plans for the future, Captain Poelman observed that the change to life ashore might perhaps not be too easy, as it never is for someone who has spent the better part of his working days at sea. Nevertheless, he was looking forward to settling down and work in Canada.

Captain Poelman concluded by wishing the Netherlands merchant marine in general, and R.I.L. in particular, a very prosperous future.



25TH JUBILEE

On April 17th Mr J.S. Thorpe of R.I.L. Sydney celebrated his 25th service anniversary with R.I.L. The occasion was marked by a buffet party held on board m.v. STRAAT BANKA on April 19th, which was attended by Mrs Thorpe and Mrs van Bochove, Master and Officers of STRAAT BANKA and all Sydney office staff.

On behalf of the Managing Directors, Mr A. van Bochove addressed Mr Thorpe, thanking him for his loyal service during the past 25 years and expressing the hope that he would be with R.I.L. for many more years to come. Mr van Bochove then presented Mr Thorpe with the Company's memento - a gold watch.

Following this Mr Thorpe received a stereophonic radiogram - a gift from the staff of the Sydney office - which was handed to him by Miss C.E. Browne, Secretary to the General Manager for Australia and New Zealand, on behalf of all concerned.



This aerial photograph of Kowloon Wharf, Hong Kong, was taken on April 25th, when there was a total of 124,000 gross tons of shipping berthed—a postwar record. The photograph shows from left to right: RMS HIMALAYA, HMT OXFORDSHIRE, mv FERDALE (just berthing), mv GIESSENKERK, mv HANNOVER, mv VICTORIA, RMS CHUSAN and ss PRESIDENT CLEVELAND. Unfortunately mv STRAAT MAGELHAEN, mv VAN DER HAGEN and mv TJIMANUK, which were moored midstream, cannot be seen in this photograph.

As a matter of interest, R.I.L.'s Head Office is situated near the tip of the island seen in the distance.

(Photograph by courtesy of The Hong Kong & Kowloon Wharf & Godown Co., Ltd.)

* * *

NEW PERSONNEL

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

Mr M. Hofland	4th Officer
„ R. Reitsma	„ „
„ I.P. Imanse	3rd Engineer (Temporary Service)
„ F.J. de Boer	Appr. Engineer

EXAMINATION RESULTS

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

Mr J.L.v. Schoondrager	2nd Officer	Th.I	29.4.60
„ M.L.v.d. Arend	3rd „	II	3.5.60
„ H.K. Labrie	„ „	II	2.5.60
„ S. Heykoop	2nd Engineer	C	21.4.60
„ A. Vink	„ „	Th.C	22.4.60
„ H.W.v. Buuren	3rd „	B	28.4.60
„ J. Heynekamp	„ „	B	4.5.60

LEAVING (OR LEFT) SERVICE

Mr J.P. de Lw. van Weenen	4th Officer	own request
„ M. Schilt	4th Engineer	„ „
„ S.v.d. Blom	5th „	„ „

LEAVE

The following personnel went on leave:

Mr L.A. Ekelmans	Chief Officer
„ H.A.J. Wouters	3rd „
„ C. Willemse	4th „
„ E. de Bruin	2nd Engineer
„ G.J. Corpelijn	3rd „
„ H.C.A. Quintus	4th „
„ H.v. Daalen	H. Employé
„ C.J.P. de Heer	„
„ A.M. Lommen	Employé
„ G.Th.M. Sweijen	„

Those who returned are:

Mr H.W. van Buuren	3rd Engineer	Posted to	„ s.s. TJIPONDOK
„ J.H. Nijhuis	4th „	„	„ m.v. STR. BALI
„ A.L.G. Rommen	„ „	„	„ STR. TORRES
„ H.J. Dekker	Ass. Purser (1st Cl.)	„	„ BOISSEVAIN
„ K.A.W.M. Verkerk	„ „ (1st Cl.)	„	„ RUYSS
„ J.C.P. van Diepen	H. Employé	„	HK HO PCT
„ J.M. Feringa	Employé	„	Sydney

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS DURING MAY 1960

Captain F. W. Bismeyer, Master of m.v. TJIPANAS was posted to m.v. TJIMENTENG.

Acting Captain J.H.W. Voigt, Master of m.v. TJIMENTENG was posted to m.v. TJIPANAS.

Mr E.F. Moen, Chief Engineer, was temporarily posted to HK HO TD.