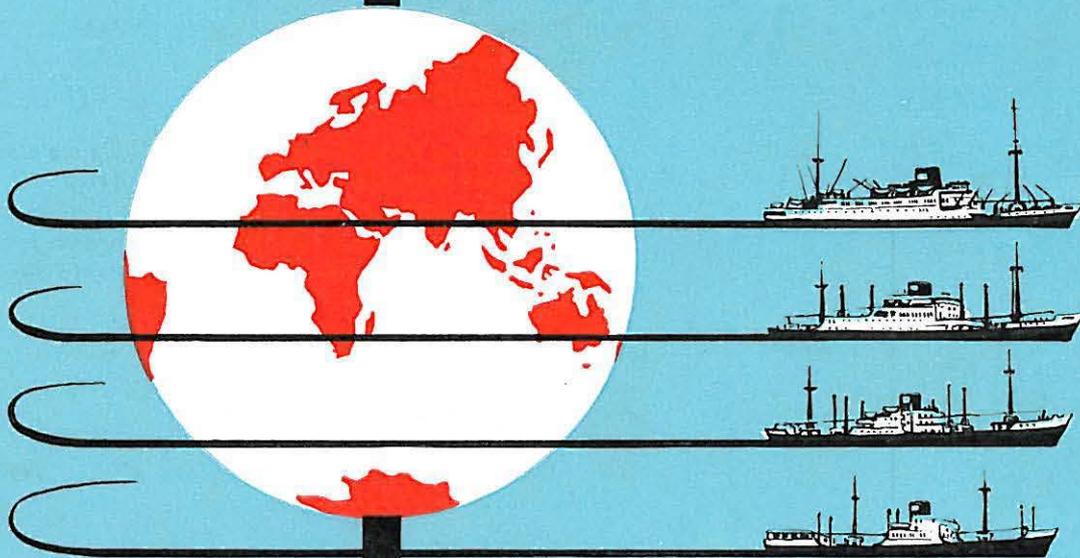




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



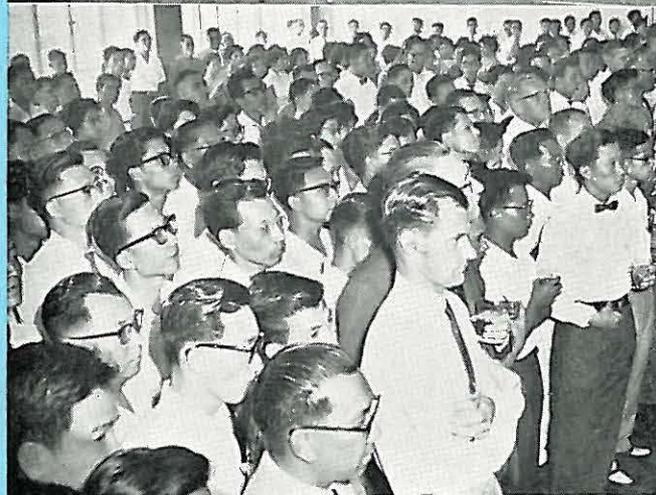
KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VII. No. 8. August, 1960



MR A.H. VELTMAN'S
35TH ANNIVERSARY CELEBRATION
ON 25TH JULY 1960
AT HONG KONG





THE cocktail party given in honour of Mr Veltman's 35th service anniversary with J.C.J.L./R.I.L. was without a doubt one of the most colourful occasions Inter-ocean House has witnessed since its opening in 1958.

The entire personnel of Hong Kong Head Office and the office of the Manager for Hong Kong and China, Captains, several Officers and crew-members of m.v.s. Tjitjalengka, Straat Torres, and Van Neck, which vessels were in port on that day, attended the celebration. Special guests, Dr H.C. Schoch, Consul General of the Netherlands at Hong Kong, and Mrs Schoch, several Chinese "old timers" and close friends of Mr Veltman had been invited.

The party took place in the late afternoon in the Mess Room, which was decorated with beautiful flowers.

Mr de Haan addressed the gathering, about 500 people in all, and mentioned that since only on very rare occasions a member of the Home Staff is 35 years with the Company, R.I.L. indeed is extremely fortunate in having the benefit of Mr Veltman's expert knowledge and experience for such a number of years. He continued to recall several remarkable encounters with Mr Veltman during his career. He particularly mentioned Mr Veltman's capacity for deep human feeling and true friendship, which he had had the privilege of enjoying, and then raised his glass, proposing a toast to Mr Veltman.

Thereafter Dr Schoch, in addressing Mr Veltman, mentioned that although he was perhaps the only one present not directly connected with R.I.L., he at least had the good fortune of having known Mr Veltman longer than anyone else present, namely since their school days. DR SCHOCH THEN EXPRESSED HIS GREAT PLEASURE THAT IN OFFICIAL RECOGNITION OF THE EXCEPTIONAL SERVICES RENDERED BY MR VELTMAN TO NETHERLANDS SHIPPING ABROAD, IT HAD PLEASED H.M. QUEEN JULIANA TO CREATE HIM A CHEVALIER

THE ORDER OF THE NETHERLANDS LION. DR HOCH THEN PRESENTED MR VELTMAN WITH THE SIGNIA OF THAT ORDER.

The announcement was very enthusiastically applauded by all those present.

Subsequently Captain P. Hoetjer, on behalf of the floating staff, and Mr. Koon Man, representing the local staff, conveyed to Mr. Velzman their heartiest congratulations. Mr. Koon Man in particular expressed his thanks for the Housing Scheme, which had indeed been a great help to various members of the local staff which the Company employs in Hong Kong.

Following this, a huge cake in the shape of a globe was unveiled by its donor Mr. A. Zeegers. The cake was a gift from R.I.L.'s office staff throughout the world—from those places where R.I.L. ships regularly call. Since a cake is, of course, not permanent of "lasting memory", a small booklet made of silk was also presented. This booklet contains the names of the contributors and the names of the ingredients originating, as well as a colour photograph of the cake.

Mr. Velzman replied in a sincere speech, thanking all those present and absent very heartily for the very kind words, presents and the reception given to him. Mr. Velzman stated that in actual fact he could have retired 6 years ago, but that in particular his love for the Company which has always been known for its comradeship between all personnel—made him decide to stay. He then made mention of R.I.L.'s remarkable achievements after the war, and the excellent reputation the Company enjoys at all ports of call, a result of friendship and esteem, which could only be achieved with the help of all concerned; be it afloat or ashore, own personnel or commission Agents.

The speaker stated that he did not feel that the high Order had been bestowed upon him as a person, but rather upon him as one of the Managing Directors of R.I.L., showing the appreciation of the Netherlands Government for the Company's activities far away from Home.



Mr. Velzman concluded by proposing a toast to the continuous prosperity of the Company.

Mr. E. Willems then read a few of the congratulatory messages, received from all parts of the world.

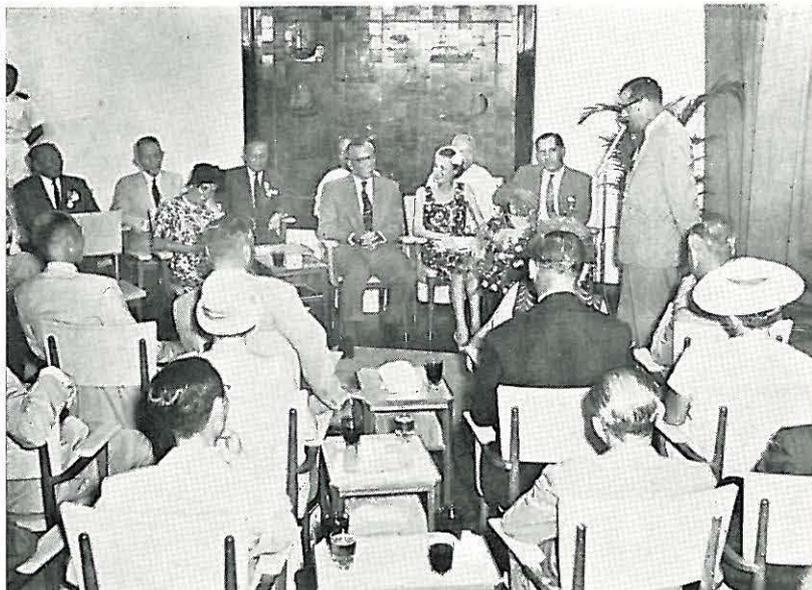
Thus ending the more official part of the celebration, the guests proceeded to the beflagged rooftop and took the opportunity of congratulating Mr. Velzman personally.

It was then that the Master of m.v. Tjiluwah, which vessel happened to pass Head Office on her first trip to Australia, availed himself of this unique opportunity to congratulate Mr. Velzman, by hoisting the code signal D U W "Congratulations".

Cool drinks and small chow were then served and the air, in spite of the heat, was filled with laughter and gaiety.

We feel sure that this occasion will remain in the memory of those who were present for a long time to come, and we would like to conclude by proposing a final toast:

To
MR VELTMAN
MAY MANY MORE HAPPY
YEARS IN GOOD HEALTH COME YOUR WAY.





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AUGUST 1960

VOL. VII. NO. 8



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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MR A.H. VELTMAN, 35 YEARS WITH J.C.J.L./R.I.L.

It was a happy gathering which celebrated on July 25th at Hong Kong, Mr A.H. Veltman's 35th service anniversary with J.C.J.L./R.I.L. The R.I.L. POST gladly extends its congratulations to Mr Veltman, and takes pleasure in including a special report on the celebration.

Just to show readers by which vessel Mr Veltman set sail in 1925 to the East for the first time, please turn to page 117; our "Ship of Yesteryear" is flanked by same, namely the J.P. COEN.

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A SEAFARER'S REFLECTION

The writer found words to express the inmost thoughts of floating and shore staff alike, on the departure of m.v. TJILUWAH from Indonesia in June 1960.

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"EIGHT BELLS AND THE GLASS IS TURNED"

The hour glass, ships' bells and time at sea of years gone by, illustrated with photographs of the bells of s.s. TJIKEMBANG (1914), m.v. STRAAT SINGAPORE (1957) and m.v. STRAAT RIO (1960).

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**THE DUTCH AS SEEN THROUGH JAPANESE EYES
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Some impressions of Hong Kong as a centre of ship maintenance. The photographs were taken by Albert Leung (HK HO VZ).

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QUEBRACHO EXTRACT

One of the Argentine's most valuable export products, regularly carried by R.I.L. vessels. This interesting article was contributed by R.I.L.'s office in Buenos Aires.

IN THE NEXT ISSUE:

— an article on the home port of all vessels plying under the R.I.L.-house flag: AMSTERDAM.

— the first photographs of R.I.L.'s new vessel STRAAT RIO.

— out fishing with Captain F.J. Woudstra of m.v. STRAAT MADURA.

QUICK OFF THE MARK . . .

IT WAS IN SHANGHAI WHERE THE MASTER OF ONE OF R.I.L.'s NEW TJITARUM-TYPE VESSELS (GRT 3674) WAS RECENTLY ASKED "WHY IS THIS SHIP SO SMALL"? REPLIED THE MASTER: "DON'T FORGET SHE IS ONLY 3 MONTHS OLD".



**35th ANNIVERSARY
OF
MR A.H. VELTMAN
WITH
J.C.J.L./R.I.L.**



威璐文先生

服務渣華輪船公司

卅五週年紀念

The 25th of July, 1960 has been a red letter day in the annals of R.I.L., and if perhaps this issue of the *R.I.L. Post* reaches you one or two days later than usual, it is because the Editor did not want to hold over the news of the celebration until the September issue.

These intentions have of course been kept a dark secret from Mr Veltman; he doubtless would have vetoed such lack of punctuality on the part of this magazine to which he has devoted so much of his personal attention. And here we hit straight on one of the outstanding features of Mr Veltman's character, displayed so prominently throughout his career: his ability to devote his personal attention to one and every detail; to one and every person, no matter how seemingly unimportant, of our organisation.

The *R.I.L. Post* Editor has asked me to write a few words on the occasion. He equally well could have asked or interviewed anybody of our organisation and many people not belonging to R.I.L. as well. Whether it is a colleague in the office or the bo'sun on any R.I.L. ship; whether it's the Colonial Secretary or any intelligent stablehand in the Jockey Club; whether it's a prominent Hong Kong tennis player or any member of the several R.I.L. Sports teams, they all will be able, in their own way, to give a glowing account of Mr Veltman's personality and of his many activities. Although these activities cover many fields, we all know that in fact the one great devotion of his life is R.I.L., the business, the people, the ships. For example, recently, on June 9th with the fury of typhoon "Mary" scarcely abating, Mr Veltman undertook a perilous six mile journey across the steep hills to reach the office. Why? Certainly not to celebrate his birthday which happened to

fall on that stormy day. But he simply could not stand being marooned in his comfortable residence with the phone out of order and not receiving the latest information regarding those R.I.L. ships that had been in danger in and around Hong Kong.

Mr Veltman joined J.C.J.L. in June 1925 and served the Company in Batavia, Tandjong Priok, Shanghai, Surabaya, Amoy and Hong Kong. During World War II he had the distinction of being interned twice—once at Stanley Prison, Hong Kong, and later again at Pootung Camp, Shanghai. After the war, as General Manager at Djakarta, he witnessed the transfer of sovereignty in Indonesia and many will remember his brilliant reports covering that fateful event.

The merits of Mr Veltman have found recognition by the Netherlands Government, who promoted him, in 1951, an Officer in the Order of Oranje Nassau. In that year Mr Veltman became Managing Director in Hong Kong, and now, nine years later, it has pleased H.M. Queen Juliana to create him a Chevalier in the Order of the Netherlands Lion, one of the highest decorations generally awarded. If ever such honour was well deserved, it was on this occasion!

Mr Veltman has announced his intention of leaving the Company's active service towards the beginning of next year. If this should come to happen, as it eventually will, R.I.L. will lose the services of one of their ablest and most devoted leaders. And all of us, alas, will have to forego the frequent personal contact with one of our best advisers and truest friends.

W.M.d.H.

本公司常務董事威璐文先生服務以來至今年七月廿五日已達卅五年之久。際此隆重之紀念日，編者囑余為文以誌之。

實則編者儘可經由本公司其他甚至非本公司之人士亦可同樣完成此項任務：不論公司之全仁，或輪上之海員，或政府之輔政司，或馬房之工人，又或本港著名之網球健將，或渣華體育會之各隊伍，每人均可以其本身之經歷敘述先生之人格及其各項活動。但不論其活動範圍之廣泛，吾人均知先生生平最大之奉獻，實為對渣華輪船公司，即對其業務，人員及船隻。試舉一例以言之，六月九日颶風瑪麗襲港尚未過去時，先生即驅車經六英里危險之路途返抵其辦公處。何也？並非先生有意慶祝適逢該日之生辰，只因先生不耐在電話聯絡斷絕之時，困居其舒適之居所，因而無法知悉當時在危險中之港內及附近本公司船隻之情況耳。

威璐文先生於一九二五年加入渣華輪船公司，先後服務於吧城，丹戎不碌，上海，泗水，廈門及香港。第二次大戰時曾先後被禁於香港之赤柱及上海之浦東。戰後在椰加達總經理任內時目睹政權移交印尼。當此多事之秋，先生所作之各項優越之報告書，當為多人所憶及。

先生之勞績又獲荷蘭政府所認識，乃於一九五一年頒賜奧蘭治那勳位。同年先生昇任香港常務董事，迄今九年，又由荷女皇封為荷蘭獅子榮譽團之騎士，該勳位乃通常所賜之最高榮譽之一。若榮譽之有應得者，實無過於此時。

先生已宣佈其明年初榮休脫離本公司之實際業務之意圖。當此時機來臨時，不僅公司將損失一員最幹練及忠誠之人才，即各同仁之最佳之顧問及最忠實之友人中亦將失去一位！

PICTURE OF THE MONTH

taken by

Mr Albert Leung (HK HO VZ)



The photograph
shows m.v. ROGGEVEEN
in dry dock at
Hong Kong, July 1960.

Mr Leung will receive
the customary award.

A SEAFARER'S REFLECTION

. . . on the departure of m.v. TJILUWAH from the last port of call in Indonesia, by Mr J.D.Jelijs, the Chief Officer of this vessel.

R.I.L. having to suspend serving Indonesia, m.v. TJILUWAH was the last vessel calling there.

Java Sea, June 1960.

One long blast on the whistle; it is only half an hour before we sail and I hear the Fourth Officer open the wheelhouse doors to prepare the bridge. Still before noon, the sun is already blazing down on the wharf and the long row of godowns, the roofs of which seem to reflect the heat back into the air.

The wharf is almost deserted; only in the far distance a small ship is discharging her cargo, whilst closer to us a few labourers potter about aimlessly, trying to take advantage of the scarce shade provided by the high godowns. Near the gate a few watchmen and Customs officials squat and stare, they seem to be even tired of talking . . .

It is strangely quiet around the ship – especially so for a passenger ship that is due to sail any time now. No loud marching music can be heard from the passenger decks, no streamers are thrown from ship to shore, making a last link between those who leave and those who stay behind. No last hoist of cargo, quickly lowered into the hold; no shouting porters on the wharf; no excitement; just nothing . . .

We do not see the familiar sight of the hundreds of Chinese who are leaving the country for good, waving to their friends and families, and we miss our cheerful Chinese passengers, looking hopefully towards their new future.

We can only see those few Indonesian dock workers on the wharf, and the only sound we hear is the ringing of the engineroom telegraphs which are now being tested by the Fourth Officer. Otherwise everything is quiet, unusually quiet . . .

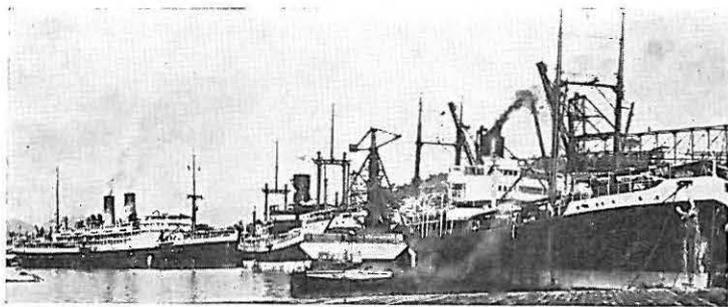
But now some employees appear from the office at the end of the wharf, walking in the direction of the ship. After a while they climb the gangway and arrive on the bridge. Our thoughts go back to those other ports we left behind during the last few days; the same picture, the same quietness, the same feelings. And while we shake hands with the employees and receive our sailing papers, we look into their eyes and see what they would like to say. Some of them are grey and ageing – they remember our seniors of the present as youngsters of the past; others are younger, but have already developed into our contemporaries.

We greet them and wish them all the best, but at the same time – in our thoughts – we greet all their colleagues in those other ports, with whom we worked together, with whom we argued about overbooking and stowage, with whom we made a team, an R.I.L. team.

We knew them all so well, those men from Priok, Perak, Makassar, Djakarta and Surabaya. We do not need to name them, but it comes from the bottom of our heart when we say:

Fare well to all of you, and 'till we meet again!'

SHIPS OF YESTERYEAR



The fact that the *TJIBESAR* was only sold in 1952, and consequently must be well remembered by many of our readers, was apparent from the many entries received containing the correct answer. The sister of s.s. *TJIBESAR* was s.s. *AMSTERDAM* (1922-1936) owned by the KNSM. At the time, these two vessels were the biggest freighters of the Netherlands merchant marine.

The winner, decided by means of a draw of all correct entries, is Mr R.J. Oostendorp (Chief Engineer J.C.J.L. ret.) in Germany. Congratulations Mr Oostendorp, the prize to the equivalent of HK\$25 has been remitted.

The photograph reproduced in this issue was taken at Sabang at which port many vessels used to coal. Our JCJLer of yesteryear – partly hidden – is flanked by the “Celebes” (right) and “J.P. Coen” (left).

To assist, we may mention that, in the twenties, this vessel, together with 2 British warships, went to the aid of another JCJL vessel, which had stranded on an island near Hong Kong.

If you can name her, please write to the Editor, who must receive your entry by 20th August.



“EIGHT BELLS AND THE GLASS IS TURNED”

The hour glass, ship's bells and time at sea.

Time at sea was important to mariners long before the invention of practical mechanical timepieces. At first, crude estimates were made from the sun. Next came the sundial or horologium which, though far more precise than the weather eye of a sailor, still left much to be desired. Obviously, the main faults in both methods were their complete dependence upon weather. Daylight and the sun were needed to obtain even a rough estimate of the hour. In spite of these drawbacks, ships sailed the seas, made landfalls and carried on a brisk commercial trade; virtually the life blood of the ancient world.

The big change in time telling came with the introduction of the hour glass. This timepiece had been adopted by landlubbers long before it ever went to sea, but tradition dies hard on the oceans. Mariners in general were extremely disdainful of it; perhaps through superstition. Sailors are notoriously prone to fear the supernatural or to use any equipment that might bring on an ill wind or a stormy passage. Ridicule by shore bound humanity, however, must have caused some unknown mariner finally to try the hour glass at sea with dramatic results.

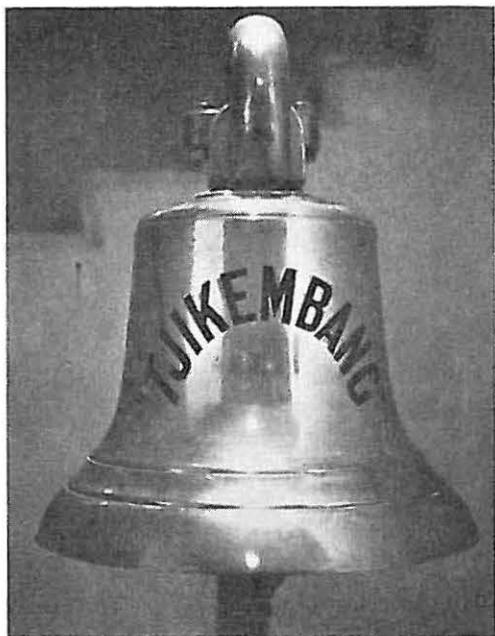
Once the glass was tried and its importance realized, word-of-mouth made its spread only a matter of time. Speculating on the thoughts of the unknown sailor who first used it, one can easily conceive of his muttering the ritual, “How could I have gone so long without it?” Actually, little is known about how the hour glass was first used for keeping time at sea. Enough is known, however, to let speculation fill in the gaps.

Several sizes of glasses were used. The largest was the master glass, able to run for four hours without turning. No one except the mate was permitted to touch it. When he did turn it, the fact was noted in the log and carried the officer's initials. There also was a two-hour glass, called the half-watch glass. And finally there was the half-hour glass, under the supervision of the helmsman and standing close aboard his wheel station. Only he could turn it; and he was charged with seeing that it was turned promptly when the top was empty. Failure to turn the glass at the proper time probably earned the recalcitrant wheel watch a few “touches of the cat”, providing of course he was caught.

Turning the glass was of sufficient importance to warrant special attention. Large vessels frequently employed apprentices whose sole job was to watch the glass and turn it at the precise moment, singing out, “The glass is turned”. On smaller ones, the helmsman turned the half-hour glass while the mate saw to the larger ones. In order to keep a record of time, turning the glass was suitably noted in the log with the name of the officer who made the entry. Every daily event was recorded according to the glass. Old records show entries such as “north-east squall which blew three glasses”. In the case of warships, the length of an engagement was similarly recorded.



(Cont. next page)



An entry from the log of the *Minotaur*, dated August 1st, 1798, has this reading, "we fought eight glasses". The system was a step in the right direction toward keeping accurate records of all that transpired during a voyage, pinpointing the happenings as nearly as possible.

More modern navigators would raise a question about the accuracy of the hour glass. And well they might, for there must have been considerable difference in the time of sand flow among glasses. Temperature, humidity and sea motion must have had some effect, as did variations in the thickness of the glass. Try as our ancestors might, sealing off the glass from the elements was virtually impossible. They may have been able to attain a 90% or even 95% effective seal. Yet there was always the ever present element of dampness, which must have seeped through, slowing down the flow of sand. The resultant error might only have been small each watch, but considering the length of voyages in olden times, it could grow to major proportions. The poor insulating qualities and the expansion or contraction of glass must also have produced

factors which added somewhat to the over-all error. Were it possible during that era to time a glass accurately, first in the tropics and then in colder climates, the difference in readings might have been greater than one would imagine. There was also a human variable which must have been the greatest error producer of all. More than once someone either forgot to turn the glass at the proper moment or turned it beforehand; more popularly known as "cheating the glass" to shorten a watch. Whether mariners ever questioned accuracy from these variables is unknown. More than likely they either did not worry about them or ignored them completely.

The four-hour glass was the probable source of dividing the day into 6 four-hour watches. By the same token, the half-four glass by the side of the helmsman was more than likely responsible for the ringing of ship's bells to signify the time to all hands. It is reasonable to picture how the familiar "ding-ding" came into being. At first, the helmsman may just have sung out, "the glass is turned". Later he might only have "passed the word" to the crew. Obviously both methods had drawbacks, particularly in a gale. It must have been a short step from this point to the substitution of bells for passing the word. Who the first sailor was that struck the bells at the turning of the glass or, for that matter, established their peculiar though familiar pattern, is unknown. Originally he just struck the bell by the wheel. Later on, the bow lookout picked up the signal and struck it off on the main ship's bell, usually located on the forecastle. Thus everyone on board, from the dim reaches of the hold to high in the rigging, knew what time it was.

The establishment of the bell patterns for signalling the turn of the glass set the routine for each watch as well as for the day. The routine has come down to this day virtually unchanged. For countless years the bells have called crews to work, to rest, to eat and to sleep. It is one of the traditions of the sea which works beautifully even in the modern era of atomic power.

Bells also provided a convenient means for making entries in the log. Since safe navigation at sea requires noting all fixes and course changes, it is reasonable to assume that navigators jumped on this time-keeping system as a means for accurately recording items in their day's work. As a matter of record, old logs constantly refer to events in the day's routine as having transpired at certain bells of each watch, pinpointing for posterity the actual time of the event.

Hour glasses in a great variety of intricately wrought cases are preserved for all to see in museums throughout the world. The same is true of ship's bells, many of which carry the name of the ship on which they served. Both are fascinating items of ship lore which marine enthusiasts take a keen delight in viewing. The hour glass has disappeared from the sea. The ship's bell, however, still has an important place today, being used as a signalling device. Modern watches now carried by all hands have eliminated the need of striking off the bells for all to hear on most vessels. Yet on others, particularly training ships and men-of-war, bells are regularly struck to mark the passing of the watch. No longer, though, does the call come ringing from the quarter-deck, "Eight Bells and The Glass Is Turned".

*(Article Courtesy "The Compass"
Society Mobil Oil Co. Inc., New York)*

THE DUTCH AND THEIR SHIPS SEEN THROUGH JAPANESE EYES 150 YEARS AGO

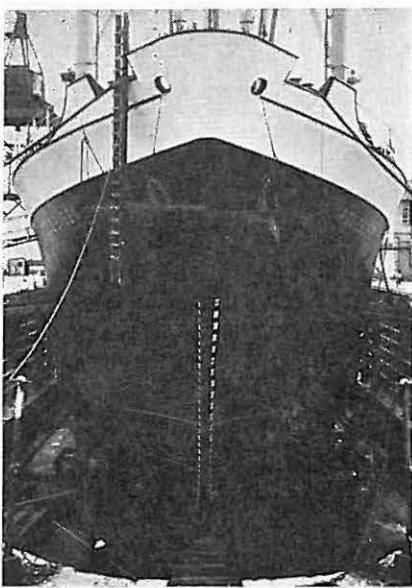
In the February, March and April issues of the *R.I.L. Post*, Captain W.Z. Mulder (ret.) gave us a most interesting account of the 350 years of authorized trade and relationship between Japan and the Netherlands.

The Dutch, being among the first Europeans to visit Japan, their unusual appearance in Japanese eyes, and the design of their ships and equipment, did not fail to attract the attention of the Japanese artists.

This is aptly illustrated in the accompanying woodblock print showing a "Hollandsche Schip" at sea, apparently "dressed overall". Note also the elaborate decoration of the stern, so typical of contemporary ships. The other illustrations show a Dutch merchant of the eighteen-twenties spying at, what must be one of the first of those stout-hearted Dutch ladies who visited the Orient, complete with tulips on her bonnet.



Our thanks go to Mr T. Okazaki (R.I.L., Tokyo) who kindly provided the woodblock print of the "Hollandsche Schip".

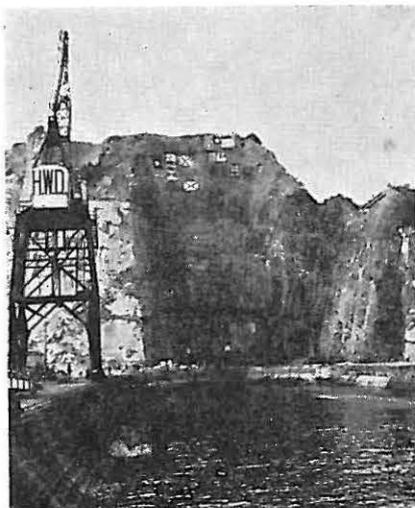


Hong Kong's function as one of the great sea-ports of the world is at once its main reason for existence and its principal claim to fame.

Forming as it does a natural gateway to South China, and being conveniently situated in relation to the trade routes for other Pacific areas, it has long played an outstanding part in the trade and commerce of the world. Its landlocked harbour provided a safe haven for the China clippers of a century and more ago, and throughout the intervening years an endless argosy of ships of infinite variety and of every maritime nationality has followed in the wake of those early pioneers.

It was a natural and inevitable development that there should grow up, as a concomitant of such shipping activity, an extensive ship repairing and shipbuilding industry. Today, the Hong Kong & Whampoa Dock Co., Ltd., and the Taikoo Dockyard & Engineering Company of Hong Kong Ltd., are the two principal commercial dockyards in Hong Kong.

R.I.L. vessels are regular visitors to the above-named yards, which were also chosen for the refitting of the popular sister-ships TJIWANGI and TJIUWAI, which will be employed in R.I.L.'s new Australia—Japan—Hong Kong—Australia service (AJHAS). Apart from these two vessels also m.v.s. TJIJALENGKA, TJIJARUM, ROGGEVEEN and VAN NECK underwent docking in July, thus setting the record of six vessels in one month.



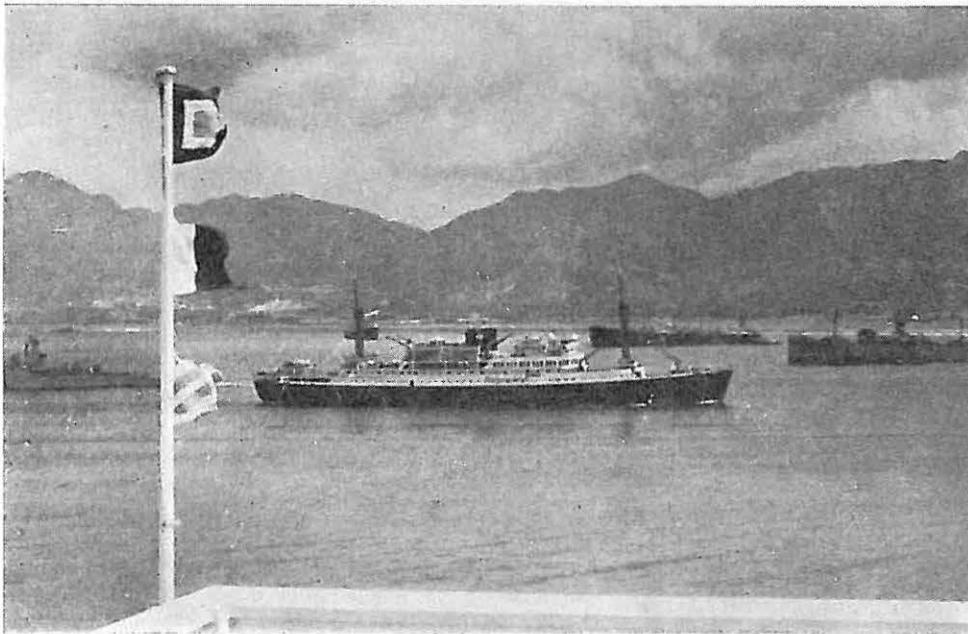
The photographs show:

- m.v. "Roggeveen" in one of the graving docks of the Hong Kong & Whampoa Dock Co., Ltd.
- m.v. "Roggeveen", m.v. "Tong Han" (ex R.I.L.'s "Maatsuycker", being refitted) and m.v. "Tjiwangi".
- The No. 1 Dock of the Hong Kong & Whampoa Dock Co., Ltd., in which a.o. m.v. "Tjibantjet" was repaired after her stranding in 1957, and recently the motor tanker "Ferncraig", the largest vessel (681' 10') ever to have been drydocked in Hong Kong. This dock was constructed in 1882 and is still in excellent condition.
- Near the top of the rock towering over the No. 1 Dock, the houseflag or funnel mark of vessels which underwent drydocking have been painted by their respective crews. The R.I.L. marks can be seen just above those of the SMN. Other marks clearly visible are those of Fern Ville Line, Glen Line Ltd., and Norddeutscher Lloyd.

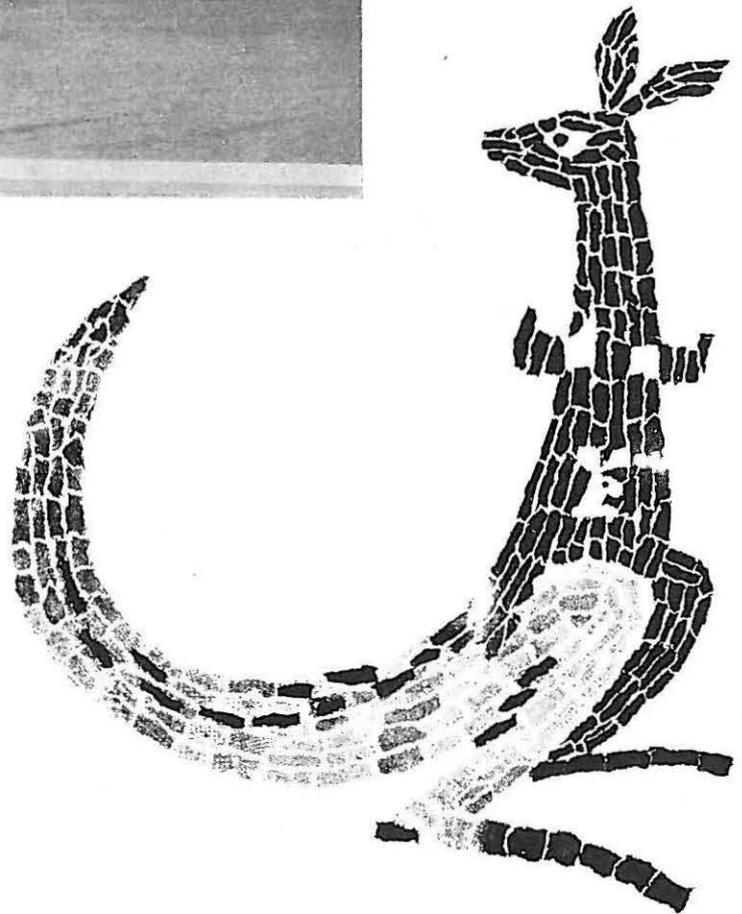


M.V. TJIWANGI

sailed from Hong Kong on July 9th on her "maiden voyage" to Australia to inaugurate R.I.L.'s Australia - Japan - Hong Kong - Australia service.



When R.I.L. vessels pass Head Office on departure from Hong Kong, the international code signal W A Y - "Bon Voyage" - is hoisted and acknowledged by vessels' O V G - "Thank you". In this instance Head Office's message not only conveyed a safe voyage but also wished every success to this new R.I.L. venture.





R.I.L. KOBE PHOTO CLUB SEMI ANNUAL CONTEST 1960



We take pleasure in reproducing the following prize-winning photographs:

1st Prize
"A Shadow"
By Mr K. Ajita

2nd Prize
"My Way Of Life"
By Mr H. Okai

Our congratulations to the prize winners, and our thanks to the Club - which is unique in R.I.L. - for having once again provided us with the photographs.

SPRAY

The Netherlands have a world-wide reputation for long distance towing operations. One of the well-known Companies in this field is Bureau Wijsmuller of Ymuiden, whose powerful and well-equipped sea-going tugs have, since the foundation of the Company in 1906, covered millions of "towage" miles.

In 1957, 1958 and 1959, 314,198 miles were covered during 261 voyages with 312 tows; these operations were carried out all over the world.

Apart from actual towing operations the Company also engages in salvage. The greater part of the salvage-operations took place in the North Sea and in the English Channel. However, a number of successful salvages were executed in the Indian Ocean, the Atlantic Ocean, the Gulf of Biscay, the Mexican Gulf and the Caribbean Sea. During the aforementioned three years a total of 54 salvage operations were successfully carried out.

Captain P. De Koe returned in his ocean-going tug BARENTSZ ZEE to the Netherlands after undertaking a voyage totalling 50,000 miles, 22,650 miles of which were spent with the 37,000 d.w.t. tanker W. ALTON JONES in tow from mid-Atlantic to Newport News. Captain De Koe sailed from Maassluis on February 21st, 1959, and returned on February 22nd, 1960, a year plus a day.

Captain G.R. De Groote has been appointed Master of the SAVANNAH, America's first nuclear-powered merchant ship which is due for completion this year.

Two new American President Line liners, now being built at the Bethlehem shipyard at San Francisco, will enter regular service early in 1961. The first vessel, the PRESIDENT LINCOLN, is scheduled for launching in September; the other, the PRESIDENT ROOSEVELT, in December.

Both vessels will be 563 feet long, have a load displacement of 22,450 tons and a cargo capacity of 544,950 cft. The cargo-handling equipment will be identical to that being installed on the nuclear-powered SAVANNAH with the resulting absence of conventional masts and kingposts.

The NAESS SOVEREIGN—the largest tanker to sail under British flag (87,500 tons)—was recently launched at a Japanese shipyard. This ship is the first of two tankers ordered by the Anglo-American Shipping Co. of Bermuda, at a total cost of £8,500,000. The NAESS SOVEREIGN will be delivered to her owners at the end of January 1961, and her sistership the NAESS CHAMPION at the end of May 1962. Their speed will be 16 knots.

French shipowners were the pioneers in the appliance of Diesel-engines for the propulsion of their large tankers. At present the largest motortankers in the world are registered under the French flag. First is the FABIOLA of 50,000 tons, followed by the ALTAIR, POLAIRE and RIGEL, each of about 48,000 tons. All these tankers have B & W diesel-engines of the 74-VTBF-160 type.

The Sitmar Line of Genoa will start a new service between Southampton and Wellington with their passenger-liner FAIRSEA (13,000 tons). The ship has accommodation for 600 passengers.

During the current whaling season, the Dutch whale factory "Willem Barendsz", operating with thirteen catchers, killed and processed no less than 1200 whales, an increase of fifty per cent over the previous year. Working between December 1959, and April 1960, the great Norwegian fleet disposed of the imposing number of 5800 whales. Three Japanese whaling companies caught a total of 5040 whales. Other companies engaged in this record season operated from England and the Soviet Union, but details of their catches are not available. In all, around 235 catchers were engaged in the 1959 to 1960 season.

W.F.H.B.

R.I.L. ACTIVITIES

m.v. Tjimanuk. View disturbances in Matadi, m.v. TJIMANUK slipped her mooring ropes and proceeded with 27 evacuees to Luanda, where vessel arrived on July 11th.

m.v. Straat Rio was delivered by builders at Rotterdam on July 22nd and sailed on July 23rd to Vitoria, where she is expected to arrive on August 5th to enter ASAS employ.

m.v. Straat Cumberland is expected to be delivered by builders on September 10th, whereafter vessel will proceed to Africa and enter ESAAS, effecting the mid November sailing to Australia.

m.v. Straat Banka, on its regular INDIAS sailing from Australia via Singapore and the Federation of Malaya to India and Colombo in April 1961, will be made available for an Australian Trade Mission displaying primary and manufactured goods and equipment in all ports of call.

The official announcement was made in Australia on July 12th by the Deputy Prime Minister and Minister for Trade, Mr J. McEwen, at the annual meeting of the Australian Chambers of Commerce at Canberra. News of the announcement was broadcasted over the Australian radio and T.V. stations and received wide publicity in the Australian press.

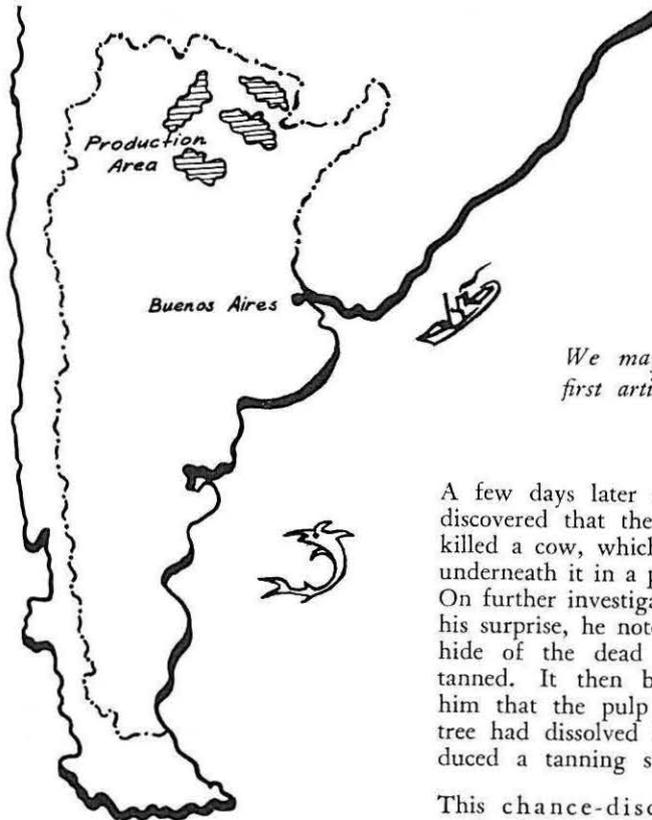
ANOTHER OPERATION AT SEA

During m.v. TIWANGI's last voyage from Indonesia to Hong Kong a Chinese passenger—one of the over 1500 persons on board—consulted Dr Sui Kit Hung, the ship's physician about violent pains in his stomach.

The clinical diagnosis showed that the patient's condition was serious and that he should be operated on immediately.

Through the selfless aid of Dr L.J. Kloprogge, a surgeon, and Dr A.W.F. Rutgers, both travelling as passengers, the patient was successfully operated on the same day.

Upon the vessel's arrival at Singapore, the patient had rallied so well that he could be transported to a Hospital for further recovery.



QUEBRACHO EXTRACT

The second in a series of articles about agricultural products, which are frequently carried by R.I.L. vessels, deals with the Quebracho Tree and its valuable resources.

We may refer readers to the April 1960 issue, in which the first article was published.

Quebracho extract, one of Argentina's most valuable export products, known the world over for its excellent qualities as a tanning material, comes from the red quebracho tree (*Quebracho Lorenzii*).

The red quebracho grows in the regions of the Gran Chaco, an area of dense forests in the North of Argentina (mostly inhabited by Indians) where the puma still roams freely.

The name quebracho is derived from the Spanish "quebra hacha", meaning "break-ax", because the hardness of the wood made the felling a hard job for the lumberjacks, who had to re-sharpen their axes after every couple of strokes, and more often than not had to bring in a new ax to replace a broken one.

For many years, no use could be found for the red quebracho other than for railway sleepers and street blocks; only by chance man found out that it could serve a far more useful purpose:

Some time towards the end of the last century, during a heavy thunder storm in the Chaco, a bolt of lightning struck a quebracho tree which was standing in pasture land, causing it to fall and split.

A few days later a man passing by discovered that the tree had hit and killed a cow, which lay pinned down underneath it in a pool of dark water. On further investigation, and much to his surprise, he noted that part of the hide of the dead animal had been tanned. It then became obvious to him that the pulp of the quebracho tree had dissolved in water and produced a tanning substance.

This chance-discovery made red quebracho from just another hardwood, a highly valuable commodity, namely the primary product for the very important quebracho extract industry.

Needless to say that in our mechanical age, modern means and appliances are being used to fell and transport the quebracho trees, and it can be assumed that the lumber-jacks did neither regret the replacement of the hand ax by the power saw, nor the coming of tractors and trucks to displace the oxen and cart, although these ancient means of conveyance are still widely used.

Although complicated chemical processes take place during the manufacture of the extract, its principle is quite simple, and the following explanation briefly outlines the major procedure:

Once the tree has been felled, it is taken to the mill where the outer layers are sawn off. The remainder is converted into sawdust which mixed with water is fed into diffusers, bringing about a separation of the resinous substance.

This substance, once concentrated by eliminating excess moisture, is quebracho extract in its crudest form, only soluble in hot water. Further processing is required to produce other varieties which dissolve in cold water.

Quebracho extract is mainly used as a leather tanning agent, varying in

type according to the hide to be tanned, the quality of the leather and the colour to be obtained.

Besides tanning, it also finds its use in various other industries, for instance to block the earthpores of an oilwell when drilling operations are going on, in the pottery industry, in the manufacture of resin and glues, in the treatment of water and finally as an antioxidizing agent.

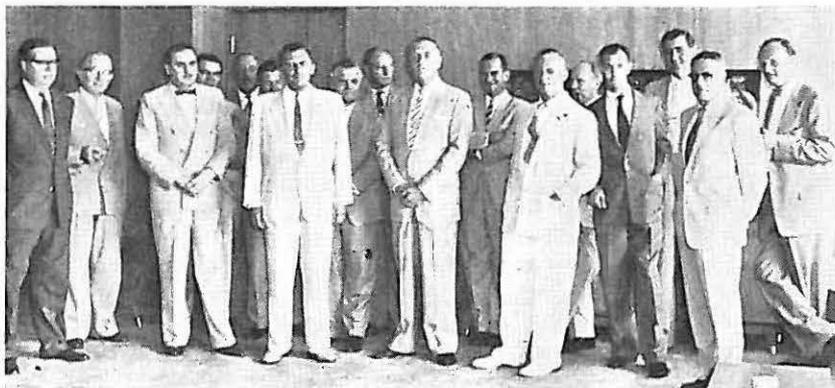
Argentina's main exports of quebracho extract go to Europe and the U.S.A. whilst sizeable quantities are also shipped to China and Japan.

Shipping lines usually consider quebracho extract, packed in uniform bags in a semi-solid state, as attractive cargo (although special measures have to be taken to prevent "blocking") in view of its easy handling and low stowage factor.



Quebracho Tree in its natural surroundings.

FAREWELL CAPTAIN STARKENBURG



The photograph shows from l. to r.: Messrs W.M. de Haan, C.W. Jeremiasse, J. Damstra, J.C. Zwan, E.P. Dumas, H. Egberink, J.R. van Osselen, J. Dekker, F. Terwogt, R. Starckenburg, J.M. Hens, A.H. Veltman, J.Ph. Roosegaarde Bisschop, J. van Zuylen, P.A. de Loos, T.G.R.P. Nolson and R.D. Koolhaas.



Captain R. Starckenburg was the guest of honour at a farewell luncheon on June 24th at InterOcean House, Hong Kong on the occasion of his impending retirement.

Mr Veltman, in addressing Captain Starckenburg, stated that much had happened since 1928 when Mr Starckenburg had come to the Far East by the "Koningin der Nederlanden", on which vessel incidentally also Mr van Osselen came to the East.

Mr Veltman recalled that Captain Starckenburg had been in command of 5 R.I.L. vessels and, as Captain of m.v. STRAAT BALI, had saved the life of a passenger by timely requesting the assistance of the ship's surgeon of m.v. HOI WONG, which was in the vicinity.

Mr Veltman recalled the old days on the China coast, comparing those with China of today, the Japanese invasion of China, the outbreak of the second World War, and the internment camps in Java. Subsequently the difficult postwar period, the developments in Indonesia and finally this year the ban imposed on Dutch vessels to trade to and from Indonesia, once the backbone of JCJL's business.

R.I.L., however, had not only weathered these storms, but extended its sphere of interest. This, Mr Veltman continued, had only been possible with the aid of men like Captain Starckenburg, whom he praised for his character and ability, the love for his work, leadership qualities and noteworthy capability to understand, and be understood by the younger generation.

Also on behalf of his colleagues in Hong Kong and Amsterdam Mr Veltman thanked the parting Captain for his valuable services and cooperation and wished him the very best for the future, he hoped that Captain Starckenburg would look back on his many years of service with satisfaction.

Captain Starckenburg in reply stated appreciation that Managing Directors had afforded him the opportunity personally to say goodbye to so many good friends he had happily worked with for such a long period.

Captain Starckenburg expressed confidence that the younger generation - who owing to circumstances reach the higher ranks at an early moment namely, at a time when one still

has all the pushing power and enthusiasm of youth - would successfully follow in the steps of the older generation, which was now gradually leaving the Company.

Captain Starckenburg concluded his speech by wishing R.I.L., and all who work for the Company, a very prosperous future.

"DE RUYTERSCHOOL"

We take pleasure in quoting contents of a circular recently issued by the old-boys association of the "De Ruysterschool", De Genestetlaan 10, Vlissingen, in connection with the impending retirement of Mrs S.E. van Bel-Holthuyzen.

19 Juli a.s. bereikt Mevrouw S.E. van Bel-Holthuyzen de pensioengerechtigde leeftijd en zij zal haar betrekking als secretaresse van de "De Ruysterschool" op 1 September d.a.v. neerleggen. Alsdan zal zij deze post gedurende 36 jaar vervuld hebben.

Hierin ziet het bestuur aanleiding het afscheid van Mevrouw van Bel niet onopgemerkt voorbij te laten gaan.

Het is de bedoeling Mevrouw van Bel ter herinnering aan dit afscheid een blijvend aandenken aan te bieden en dit vergezeld te doen gaan van een album waarin de handtekeningen van de deelnemers.

Mocht het thans gevormde plan weerklank bij U vinden, zo verzoeken wij U Uw bijdrage via een extra delegatie te storten op gironummer 668984 t.n.v. J.J. Pol, penningmeester van de vereniging, onder vermelding van de woorden "Afscheid Mevrouw van Bel".

Tevens verzoekt het bestuur U, indien U een bijdrage stort een blanco kaartje (10 x 8 cm) van Uw handtekening te voorzien en dit te zenden aan het secretariaat van de vereniging. (De Genestetlaan 10, Vlissingen).

Het is de bedoeling Mevrouw van Bel het blijvend aandenken, vergezeld van het deelnemers-album, aan te bieden tijdens de reunie welke dit jaar gehouden zal worden op Zaterdag 1 October.

HET BESTUUR.



The photograph shows Mr B. Kragt (left) and Captain J. Versteeg.

* * *

On June 1st Mr Kastoeban completed 25 years of service with J.C.J.L./R.I.L. The occasion was marked by a gathering in the Tg.Priok office, which was attended by members of Djakarta and Tg.Priok offices and Captain J.M. de Bruijn of m.v. TJIWANGI.

Mr van Rhoon, R.I.L.'s General Manager for Indonesia, thanked Mr Kastoeban, also on behalf of the Managing Directors, for his very loyal service during the past 25 years. He recalled that during all those years Mr Kastoeban had preferred to stay in the background, but that did not mean that his services were less valuable to the Company. Mr van Rhoon further mentioned that while it is customary to wish those who are celebrating their 25th jubilee many more happy years with R.I.L., he, on account of the recent



The photograph shows from l. to r. Mr J.A. Johann, Mr A. Kisjes, Mr E.M. van Rhoon, Mr Kastoeban, Capt. J.M. de Bruijn, Mr J. Zonneveld and Mr S.C. Ling.

On May 30th Mr B. Kragt, Chief Engineer of m.v. MAETSUYCKER, celebrated his 25th service anniversary with R.I.L. The occasion was marked by a gathering held on board m.v. MAETSUYCKER at Singapore on June 2nd, which was attended by the Etat-Major of this vessel; Mr H. Klein, Master of m.v. STRAAT MAGELHAEN and Mr M. de Groot, Chief Engineer of the latter vessel; Mr. E.M. Drukker and J.H.W. Voigt, Master of m.v.s. TJSADANE and TJIPANAS respectively. Mrs Versteeg and Mrs Voigt were also present.

The shore staff was represented by Mr L. ter Braake, KPM's Managing Director for the Far East, Mr D. Reyneker, K.P.M. Agent concurrently R.I.L.'s manager for Singapore and the Federation of Malaya, Mr H.H.W. Groot, Superintendent Engineer K.P.M., and Mr T. van den Dool, Chief Surveyor Technical Department K.P.M., and others.

On behalf of Managing Directors, Captain J. Versteeg addressed Mr Kragt, recalling his career with the Company. He also thanked him for his very loyal service and expressed the hope that Mr Kragt would be with R.I.L. for many more years to come.

Captain Versteeg then presented Mr Kragt with the Company's memento – a gold wrist watch.

Mr Kragt in reply requested Mr Versteeg in a few well chosen words to convey his thanks to Managing Directors.

developments in Indonesia, much to his regret could not express this hope. However, he could wish Mr Kastoeban a long life and good health.

In appreciation of his loyalty to the Company, Mr van Rhoon, on behalf of the Managing Directors, then presented Mr Kastoeban with the Company's memento – a gold watch.

JUBILEES

40th ANNIVERSARY:

Mr E. Marree, Manager Traffic Dept., Amsterdam Head Office, will commemorate his 40th service anniversary with R.I.L. on August 13th.

25th ANNIVERSARY

Mr Ling Sin Chow, Djakarta, and Mr S. Jochems, Master of m.v. TJITARUM will commemorate their 25th anniversary with R.I.L. on August 20th and August 23rd respectively. At the time this issue had to go to the press, it was not yet known when Mr Ling Sin Chow's jubilee will be celebrated. Mr Jochems' jubilee will be celebrated on August 25th at Hong Kong.

Readers are advised that the jubilee celebration for Mr P.V.C.E. Liebenschutz, who commemorated his 25th anniversary with the Company on July 25th, will take place after expiration of his current Home Leave.

Mr J.P. du Bois – as already reported – will commemorate his 25th anniversary with R.I.L. on August 3rd; his jubilee will be celebrated in Sydney on or about September 9th, 1960.

FAREWELL MR P.J. DE KANT

On June 30th a farewell reception for Mr P.J. de Kant, Manager of the Finance and Secretariat Administration Departments in Amsterdam Head Office, was held in the Boardroom of "Het Scheepvaarthuis", in Amsterdam. Mr H.E. Roeffaer, in addressing Mr de Kant, stated that he would try to paint a picture of Mr de Kant as his colleagues see him - a true and faithful friend, an excellent colleague and a good host. In this respect he also gave credit to Mrs de Kant for whom everyone had great admiration. Mr Roeffaer then described Mr de Kant as a financial wizard who was gifted with the invaluable ability of keeping the Companies' expenditure as low as possible. He concluded by saying that Mr de Kant would certainly be missed by everyone, especially so at the luncheon table, where more often than not spirited discussions would take place.

Mr Tamsma, Chief Cashier Amsterdam Head Office, also addressed Mr de Kant. He considered Mr de Kant somewhat conservative, but on the other hand it could not be denied, that in matters of finance it might not always pay to be too progressive.

The following day Mr de Kant was entertained at dinner in the Harbour Restaurant, which is situated on the top floor of the new "Harbour Building", and overlooks the city of Amsterdam with its wharves and harbours. The party was attended to by our Amsterdam Managing Director and departmental chiefs of Amsterdam Head Office, accompanied by their wives.

Mr Speelman, in a speech, outlined Mr de Kant's long and outstanding career and abilities, thanking him for the help and assistance Mr de Kant had given him during a good many years.

One of the highlights of the evening was a recording made along the lines of the popular TV series in the Netherlands "This is your life", which gave a complete picture of Mr de Kant's life.

In his reply, Mr de Kant expressed his heartfelt thanks for a wonderful evening.



The photograph shows from left to right: Mr & Mrs P.J. de Kant, Mr H.M.v.d. Schalk and Mr E. van Walree.

PERSONALITIES

Mr E.P. Dumas, General Manager Traffic Hong Kong Head Office, left Hong Kong for Amsterdam on July 28th, on home leave.

Mr R.D. Koolhaas, General Superintendent Hong Kong Head Office, visited Japan in the course of July on a combined holiday/business trip.

Mr A. van Bochove, R.I.L.'s General Manager for Australia and New Zealand arrived at Hong Kong on a short visit for consultation with Managing Directors.

Mr H.H.W. Groot, Superintendent Engineer, K.P.M. Singapore, arrived at Hong Kong on July 29th for a short business visit, whereafter he will depart for the Netherlands via Japan. Mr Groot will then take up his new post with the Technical Department, Amsterdam.

PROMOTIONS

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

<i>To Captain</i>	<i>To Chief Engineer</i>	<i>To 4th Engineer</i>	<i>To 5th Engineer</i>
Mr J.H.W. Voigt	Mr H.B. Visser	Mr J.J.A. Guitonau	Mr P.A. Fopma
„ Th. Rose	„ H.M. Deggens	„ J.H. Langeler	(retroactive per 30.4'60)
<i>To Chief Mate</i>	<i>To 2nd Engineer</i>	„ J. de Wolf	„ J. Noorman
Mr W. Micog	Mr J.C. Meulenberg	„ J. Wildering	(retroactive per 15.4'60)
„ J.G.M. Spijker	„ C.H.A. den Boogert	„ J.R. Evertz	
<i>To 2nd Mate</i>	„ C.J.J. Willemsen	„ B.W.M.v. Gelder	
Mr J.M. Bazen	„ H.J. ter Stege	„ G. Bos	<i>To Chef van Dienst</i>
„ C.W. de Jong	„ A. Minnesma	„ J. Kuipers	Mr C.L.C. van Kretschmar
„ E.H. Vegter	„ C. Krul	„ J. Wardenier	
„ P.A. Locff	<i>To 3rd Engineer</i>	„ D.v. Huizen	<i>To Hoofdemployé Regional Staff</i>
<i>To 3rd Mate</i>	Mr J.H. Nijhuis	„ C.M. Severijn	Mr Soong Kuang I
Mr R. Krijt	„ B. Robbertsen	„ S.v.d. Heyden	
„ J. de Boer	„ C.N.A. Steylen	„ P.J. Rutgers	<i>To Employé Special Staff</i>
„ H. Braam	„ V.J.W. Hendriks	„ H.P.v. Wier	Mr F.A. Anakotta (HK HO)
„ J.v.d. Rec	„ D.v.d. Berg	„ B. Heyboer	„ Chung Kwok Wai (HK MII)
„ L.P. Vink	„ F.B.M. Monsma	„ W.F. Vermeer	„ A.E. dos Remedios (HK IIO)
„ B.G. Coops	„ G. Zweegman	„ F. Damme	„ Tong Wing Yub (HK HO)
„ A.G. Elshove	„ G.E. Godschalk	„ J. Veldman	
„ K. Römelingh	„ H.L. Frenks	„ L. Swier	
	„ A.J.G. Strengholt	„ D.G. Meyer	



The photograph shows the port of Port Louis, the capital of Mauritius, which is regularly called at by R.I.L. vessels. Readers will recognize m.v. TJSADANE as the fifth vessel from the left and s.s. KARSİK as the second vessel from the right.

NEW PERSONNEL

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

Mr E.C.M. Jansen	4th Officer
„ J.R.J. Visser	„ „
„ B. Vogel	„ „
„ G.R. Fernalhout	Employé HK HO

EXAMINATION RESULTS

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

Mr P. Buffart	3rd Officer	II	16.6.60
„ J.B. West	„ „	Th.II	3.6.60
„ C.H.A. den Boogert	2nd Engineer	B	24.6.60
„ J.C. Meulenberg	„ „	B	3.6.60
„ J. Tamboer	3rd „	B	15.6.60
„ P.J. Rutgers	4th „	A	8.6.60
„ P.A. Fopma	5th „	VD	30.4.60
„ J. Noorman	„ „	ASW	15.4.60

LEAVING (OR LEFT) SERVICE

Mr G.M.E. van Esch	4th Engineer	own request
„ C. Hoogerheide	„ „	„ „
„ B.F. Mees	4th Officer	„ „
„ C. Willems	„ „	„ „

LEAVE

The following personnel went on leave:

Mr R.Th.F. Brouwer	4th Officer
„ J.v. Boven	Ch. Engineer
„ J.A.M. Kooltjes	5th „
„ T.G.R.P. Nolson	Chef van Dienst
„ W.A. Mulock Houwer	Employé

Leave cont.

Those who returned are:

Mr H.K. Labrie	3rd Officer	posted to m.v. STR. BALI
„ A. Snoek	Ch. Eng.	„ „ „ TJSADANE
„ C.D. de Jong	2nd „	„ „ „ TEGELBERG
„ C.H.A. den Boogert	„ „	„ „ s.s. TJIPODAS
„ C.J. van Donk	4th „	„ „ m.v. TEGELBERG

TRANSFERS OF CAPTAINS AND

CHIEF ENGINEERS DURING JULY 1960

Captain R. Starkenburg, Master of m.v. TEGELBERG went on Home Leave prior to retirement.

Captain A.J.v.d. Heyden was posted to m.v. TEGELBERG.

Captain C. de Wolff, Master of m.v. STRAAT TORRES went on Home Leave prior to retirement.

Captain P.A.J.v.d. Bergh, Master of s.s. TJKAMPEK was posted to m.v. STRAAT TORRES.

Mr J.D. Jelijs, Chief Mate, was posted to s.s. TJKAMPEK as acting Master.

Mr W. Schuurman, Chief Engineer of m.v. TJNEGARA went on Home Leave prior to retirement.

Mr J.G.H. Verkerk, Chief Engineer of m.v. TJSADANE was posted to m.v. TJNEGARA.

Mr A. Snoek, Chief Engineer, was posted to m.v. TJSADANE.

Mr H. Spruyt, Chief Engineer of m.v. STRAAT CLARENCE is awaiting a new posting.

Mr H.M. Deggens, Chief Engineer, was posted to m.v. STRAAT CLARENCE.

DISTINCTION AWARD FROM THE ROYAL

NETHERLANDS METEOROLOGICAL

INSTITUTE (K.N.M.I.)

Mr C.H. Gosselink, Master of m.v. RUYS, has been awarded the silver medal in recognition of his long and exceptional services rendered to maritime meteorology.

The R.I.L. Post extends its congratulations.