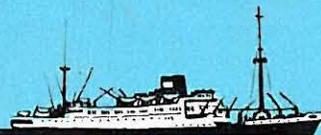
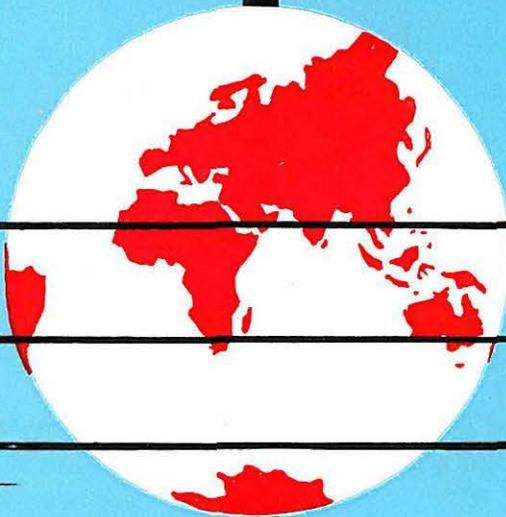




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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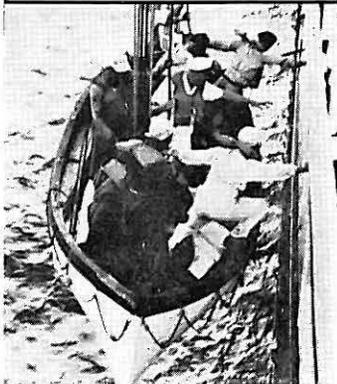
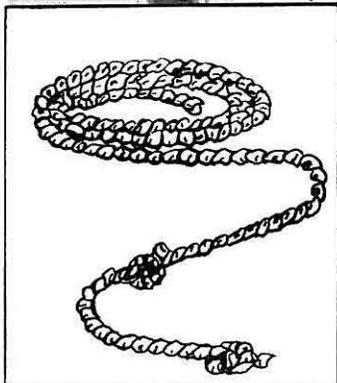


RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



From the Editor

IN THIS ISSUE:

GOODBYE MR VELTMAN

Three pages devoted to the retirement of Mr A. H. Veltman. In the strip picture on the left a photograph of Mr Veltman as a "youngster".

BEAUTY THAT IS ONLY SKIN-DEEP

The ancient Greeks did it; modern Royalty does it; and the ordinary sailor is its chief exponent.

R.I.L. RESCUE OPERATIONS AT SEA

RIL to the rescue of Coaster, Freighter and Trawler.

LESSONS FOR LANDLUBBERS — No. 1

What a Knot is and is Not.

AND IN THE NEXT:

THE GOLDEN FLEECE,

An interesting story contributed by Messrs. Elder, Smith & Co. Ltd., Agents for R.I.L. in South and Western Australia.

* * *

STOP

"You should stop, I have something important to communicate" . . . is the meaning of the international code signal for the single letter L (. — .). This signal, the L flag, can be found in the drawing heading our new series "Lessons for Landlubbers"; we hope that its meaning will not be disregarded.

Because we had something important to communicate this month, i.e. Mr Veltman's retirement, the press was stopped for a few days to enable us to publish an immediate and complete report of the farewell parties; thus you may receive the present issue a few days later than usual.

Readers of the Personnel Page (who does not?) will find new drawings there. We hope at least that those on leave can recognize themselves!

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



FAREWELL MR A.H. VELTMAN

R.I.L. Post has reported many Farewells in its pages, and these occasions are always tinged with sadness.

This is particularly so now that we must say Goodbye to our Managing Director, Mr A.H. Veltman, who is retiring from the service of Royal Inter-ocean Lines.

Less than a year ago, Mr Veltman's 35th Anniversary with the Company was celebrated, and Mr W.M. de Haan then concluded his leading article in the *R.I.L. Post* — written for that occasion — with the words:—

“ . . . 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.”

In the following pages readers will find eloquent tributes to Mr Veltman's personal qualities and to his services to the Company. *R.I.L. Post* would like to add its grateful thanks for the close personal attention, helpful comments, and profound interest which Mr Veltman has always taken in this magazine.

渣華郵船公司常務董事文先榮生休



Top to bottom:

Mr Veltman arrives at the China Restaurant accompanied by Mr Ma Sum and Mr Choi Kwok Hung ("Ah Ping").

Mr Veltman toasts the guests at his table.

Mr Veltman and Mr Leung Shu Fan applaud Miss Lydia Chan.

Convivial group at the cheerful party.



" to bid Farewell to Mr Veltman on his Glorious Retirement" — this is the meaning of the golden Chinese characters displayed in the China Restaurant on April 22nd, when over 300 local members of the two Hong Kong offices, together with representatives of the Chinese floating personnel from the BOISSEVAIN, TEGELBERG, STRAAT TORRES and VAN WAERWIJCK — which vessels were in port at the time — sat down to partake of a typical Chinese dinner. The reception was timed for 8.00 p.m. but (as is usual in the case of Chinese parties in Hong Kong) many came earlier to play mahjong.

To the four "official" tables, presided over by Managing Directors and Onderdirecteuren, the most senior staff members from offices and ships were invited. The menu (Cantonese style) included such delicacies as stuffed Duck's Palms, sliced Bird's Meat, sweetened Walnut Gruel, and of course Shark Fins and Long Life Noodles.

After the shark's fin soup Mr van Osselen opened the long series of speeches, which were delivered on this and ensuing days. He referred to Mr Veltman's forthcoming trip to Japan by reconverted mv. "Boissevain" and said that at the time this trip was planned, Mr Veltman complained that for many years he had not had a chance to travel R.I.L. Mr van Osselen thought that Mr Veltman had no reason to complain because in his opinion Mr Veltman had been travelling R.I.L. since he joined the Company in 1925. When he embarked he did not know his final destination; in that respect it was like a mystery cruise, but of one thing Mr Veltman was certain: he had boarded a safe ship because he had boarded J.C.J.L.

Said Mr van Osselen:

" Mr Veltman has had a long and interesting trip on this ship, calling from port to port; he has experienced rough seas and smooth seas and, as it is on board a ship, has made a great number of friends. He has seen many of these friends leave the ship and others join. No matter how pleasant and enduring a voyage is, it must come to an end, and now it is HIS turn to disembark. The final destination has been reached and it is a very important port where he leaves the ship which he likes so much. "

He was followed by Mr Ma Sum (Stores) who expressed the feelings of the local Chinese staff at Mr Veltman's leaving. In a friendly way, Mr Ma Sum referred to Mr Veltman as "FEI HAP" (飛俠) (see note) and concluded by saying:

" Well! Fei Hap, all I can say is "You are our friend — our very very good friend". You are always guiding us, helping us, supporting us and making us happy, and from the bottom of our hearts we wish you good luck, much happiness and good health in your retirement. "

In reply, Mr Veltman spoke of the many years during which he had worked among the Chinese people and had learned to know them as a sensitive people with deep feelings and that, perhaps being of a similar nature himself, he had always felt close to them. He thought it a rare privilege for a Managing Director of a big firm to be so closely in contact with so many workers, and, speaking for the Company, he would say that the Company is very happy to have so many intelligent, energetic and keen workers devoted to their tasks. The Company was grateful for this devotion and loyalty, the more so because the work was done with a smile.

Mr Veltman continued his speech by saying that he had always encountered kindnesses and smiles and that he did not believe this to be only because he was the boss — as had been suggested to him; it might be true on a few occasions, although he felt it was due to deeper understanding between two persons, a relationship which on the one hand in some cases extended to their families and on the other to his sister, who had always taken a great interest in their lives.

He added:—

" Now the moment has come for me to leave the Company but this does not mean that the links between us are broken. As a matter of fact I plan to come back occasionally, and I hope to see many of you then. Whenever you will come to me for advice, or whatever you may have in mind, you will always be welcome, as long as you see me as "Fei Hap" and not as Boss. "

Mr Veltman concluded by wishing all those present, and those dear to them, very good health and prosperity in the future.

Mr Leung Shu Fan (FB), who had introduced the speakers, now acted as Master of Ceremonies. Some sharp-witted experts joined in the familiar Chinese "finger guessing" game which was eventually won by Mr Lai Kwok Leung (AP).

The evening concluded on a very merry note with the singing of Cantonese, Mandarin and other songs, which were accompanied by Mr Pedro Fuertes (FB) on his guitar. Among the numerous soloists were Mr Leung Kai Chee (FB), Mr Tam Kong Pak (Stores), Mr Lo Chung Chiu (Stat.), Mr Kwok Fat Lai (Pass.), Mr Li Yue Tien (AP), Mr Lau Yuk Lun (M.H.), Mr Chu Yiu Fat (2nd Chinese Purser ms. Tegelberg), Mr Chun Wah (Headwaiter ms. Tegelberg) and popular radio singers Miss Lydia Chan (PZ) and Mr Tony Lok (FB). Even unexpected vocal talent was discovered in the "Manager of the Up and Down Department" (lift-boy Lam Mui Dei) and Jhr C.L.C. van Kretschmar.

In this gay and cheerful atmosphere the party came to an end, a happy gathering of Chinese personnel with Fei Hap, Mr Veltman.

GOEDE REIS EN BEHOUDEN VAART

A crowd of 300 people, (comprising Home, Regional, and Special Staff of the Hong Kong offices, Captain and Officers of m.v. "Boissevain, Captains and Chief Engineers of m.v.s "Houtman", "Van Spilbergen", and "Van Waerwyck", wives of Officers residing in Hong Kong and representatives of J.C.O. and A. Wing) were gathered together in the messroom of Interocean House on 25th April to say Goodbye to Mr Veltman.

After cocktails had been served, Mr de Haan, in his opening words, described how Mr Veltman had piloted "the good ship RIL" safely through difficult channels and poor weather conditions, with the Indonesian landmarks obliterated by a severe squall, and how a new course has now been set. A crossbearing taken at this moment would reveal that RIL, from an unpretentious beginning, has reached a position where she operates a gross liner tonnage that ranks third among Netherlands shipping whereas her available passenger accommodation puts her in second place! Even within the Company not everybody realises this. Both the pilot as well as everybody else on board our ship has reason to be proud and can face the future with confidence.

Mr Veltman, far from being an ordinary pilot, had given his all for "the ship", his activities have been aimed at the welfare of all and everyone on board.

"For many years to come", Mr de Haan concluded, "when our ship is facing storms, when we are fogbound or when approaching unknown shores and harbours, those left on board will think back to Mr Veltman's guidance and advice and will experience the thrill and pride of remembering a happy association — which has passed — and of a warm friendship — which is to remain in our hearts forever."

Captain A. J. van Ankeren, the oldest Captain present, then addressed Mr Veltman on behalf of the floating staff, thanking him for everything he had done for them, for help, for advice, and for the many improvements in accommodation for all ranks on board. He referred to the expression "Everts Deck" (see note) and said that the change underdecks from glaring white paint to that of a restful green colour had initiated the expression "Veltman Green".

Captain van Ankeren then wished Mr Veltman a long and happy retirement and concluded with the sailor's wish: GOEDE REIS EN BEHOUDEN VAART.

On behalf of the shore staff all over the world, Mr J. C. Zwan then addressed Mr Veltman with a few suitable words and said that the speeches of the past few days had clearly demonstrated the important position Mr Veltman held in this organization and the loss that would be felt at the end of the month.

Mr Zwan referred to Mr. Veltman's immense and human interest in personnel and to the keen interest he took in so many varied spheres, ranging from public relations to interior decoration and to his strong support of and remarkable participation in RIL Sports Club activities. He had been instrumental in perfecting Interocean House and had particularly asked that this party should be held there.

Mr Zwan concluded by wishing Mr Veltman God-speed and continued good health.

Then, for the last time in his capacity as Managing Director, Mr Veltman, with much sincerity, addressed the packed messroom, thanking them for all the nice things that had been said about him and saying that when one retired it was not possible to look forward, as was the case when a jubilee was held.

Said Mr Veltman: "The door closes with a bang. You must face facts."

He did not anticipate lack of occupation in his retirement, had plenty of plans, and, like a school-boy, was "looking forward to the summer holidays." He was content to leave management to younger people to whom a lot had been due already, and was sure that all difficulties would be overcome. They had always been circumnavigated in the past and the Company had settled down very satisfactorily in its present services.

Mr Veltman, with great earnestness, then said:

"There is one thing I should like to impress on you. At all times you must have confidence and faith in our Company. Matters are well planned, and with the background of our Company's experience, good staff afloat and ashore, we shall be able to meet all competition. Our organization, as I see it, is definitely very strong because of our good personnel and our fine ships. I am very grateful for the privilege of having served this Company for so many years and for the ties I have had with all of you."

He thanked everyone for the confidence placed in him and concluded with the toast for everyone working for the Company, afloat and ashore,

"Here's to all of you!"

After the speeches everyone adjourned to the FB Department (which had been converted into a gaily decorated dining room) via the adjoining messroom where an exciting cold buffet had been prepared by the prodigious efforts of some ten cooks under the supervision and "master-mind" of Mr A. Zegers, who had created a magnificent display of food with the assistance of Chef de Cuisine G. Slaager. Finally, after coffee had been served, everyone had the opportunity to shake Mr Veltman's hand and wish him goodbye.



"Fei Hap"—not many European staff members will know that among the Chinese staff Mr Veltman is popularly known—and as such addressed after office hours, especially in R.I.L. Sports Club circles—as "Fei Hap", meaning "Flying Hero" or "Superman". This name originates from the Chinese equivalent of Mr Veltman's former race-horse "Flying Dutchman" (Hollaan Fei Hap — 荷蘭飛俠)

"Everts Deck"—is the expression used for the raised deck over hatch III (forward of the bridge) on the BRT's. This deck was built at the suggestion of Mr J.W.B. Everts, pre-war Managing Director of K.P.M.

(Ed.)



PICTURE OF THE MONTH



Japanese fishing vessels off Yokohama, taken by Captain H. Zeylstra, who will receive the customary award.



Years ago, when I was a junior Officer on the s.s. TJIBESAR, a new Chief Officer, we shall call him "Wolkman", was posted to the vessel.

Mr Wolkman, rather to our surprise, was a married man.

Many readers no doubt will observe: "What is so remarkable about a Chief Officer being married?"

In those days, however, matrimony was looked on with a certain suspicion, at least on the TJIBESAR, because I recall having made several

trips on the vessel during which the entire Etat Major, including the Captain, consisted of bachelors.

Consequently our new Chief at first was looked on as a rather strange bird; however, we soon found out that there was really nothing wrong with him.



I K E B A N A



Miss Fujiko Sugitani, the attractive daughter of a florist in Yokohama, gives demonstrations of Ikebana (the traditional Japanese art of flower arrangement) on board m.v. TJIUWAH and TJIWANGI each month when these ships are in Japanese waters.

On the accompanying pictures taken on board m.v. TJIUWAH Miss Sugitani is seen in her beautiful kimono (top) making a brief comment after completing a flower arrangement (centre) receiving the admiration of two passengers and the Entertainment Officer, and (bottom) showing another arrangement to Dr Y.S. Wan, the ship's surgeon.



As in the case of other married officers, his wife was living in Surabaya, and one evening, whilst the vessel was undergoing her DMO at this port, we were invited for dinner. The evening was a great success; under Mrs Wolkman's able supervision "kokkie" had produced a marvellous meal.

Before our hostess knew what was happening, we had practically emptied every dish, which caused her some embarrassment, especially when one of her guests, in reply to her question as to whether he had really had enough to eat, jokingly replied that on our way back we could always have a sandwich at Biet's (see Note). Only with the greatest difficulty could we finally convince the poor girl that she need not worry about her guests going away hungry.

After dinner we spent another enjoyable hour, one tall story after the other being told, until finally, reluctantly, we made our farewells.

Our hosts repeatedly assured us that they had also very much enjoyed our company and entreated us not to forget to come back very, very soon.

On our way to the port, when we stopped at Biet's for a last drink, to our dismay we found the place already closed.

A few minutes later we were back at the Wolkmans, just in time, because they were putting out the lights. We told them that we had so very much appreciated their request not to forget to come back soon (any time we liked), that we had thought it better

not to let too much time elapse. Our hosts, who were extremely good sports, produced another round of drinks, whereupon graciously thanking them for the "last one for the road", we took our leave again.

This time the Wolkmans wisely refrained from asking us to come back very soon.

AN ANONYMOUS CONTRIBUTOR.

(Note: Biet's in those times was a well-known "snack bar", much frequented by Surabaians who were interested in something appetizing in the early morning hours.

The owner, Mr Biet (the English translation of his name is beetroot) used to pronounce his name with a French accent and called himself "Bié".)

R.I.L. RESCUE OF

Exchange of telegrams on 19th March between Panamanian s.s. NEDI and m.v. Straat Cook.

NEDI: Please if you are proceeding to Penang may I give you a sick man for medical attention our agents Patersimco been advised already.

COOK: What kind of sickness and is it serious?

NEDI: Kind of sickness is appendicitis.

COOK: Are you going to Penang and what is eta?

NEDI: I am not going Penang deviated due sickman going to Europe.

COOK: Is man able to walk?

NEDI: He is able to walk.

COOK: Will stop and lower gangway please send boat with sickman and all available papers needed.

NEDI: We preparing and we will stop after few time.

NEDI: Are lowering stbd lifeboat please take care.

COOK: Can you come closer?

NEDI: I am stopped arrange your manoeuvre.

COOK: We are coming closer now.

NEDI: O.K.

COOK: We will cable agents—did you give patient penicillin?

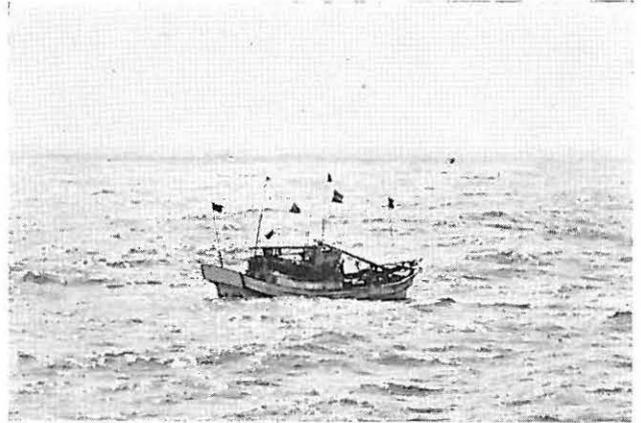
NEDI: Don't give penicillin has allergy give him only cold liquids.

NEDI: They are coming.

COOK: Your man safe on board.

NEDI: Lot of thanks and good voyage.

m.v. Houtman, (Capt. J.M.A. Plante FÉ) sinking Australian Coaster in the Coral
m.v. Straat Cook, (Capt. L. Rademaker) tak
Freighter at night in the Straits of Malac
m.v. Ruys, (Capt. C.H. Gosselink) pickin
China Sea and towing her to Hong Kong
R.I.L. assisting Coaster, Freighter and Traw
which are reported hereunder, partly in



These photographs reached us, still wet from the printer, Tam Ping Keung (譚炳强) on the arrival of m.v. RUYS in Hong Kong.

The KUM TSUN CHOI flies distress signals to attract attention.

Ship's lifeboat sets out from m.v. RUYS, Chief Officer S.Tj. Doornbos at the helm.

The Crew of the KUM TSUN CHOI thankfully fasten the tow-wire from m.v. RUYS.

Readers may remember from an article in our February issue under the title of "Well Known Vessels in Wartime" that the m.s. RUYS once rescued 1,100 persons from the MARNIX VAN ST. ALDEGONDE of the S.M.N.

This feat has also been dealt with in a book published by the S.M.N. under the title "De Nederland in de Tweede Wereldoorlog".

The story as it appears in this book gives some further details, in which no doubt our readers will be interested.

In November 1943 the MARNIX with 2,924 troops and passengers, including 150 women, was sailing in a convoy in the Mediterranean. The convoy, which consisted of 23 ships, including the RUYS and TEGELBERG, was attacked one evening by aeroplanes, and the MARNIX was hit by an

RUYS TO THE F

aerial torpedo, which caused such serious damage that she capsized twenty-four hours later.

The vivid account of what happens reads as follows:

"The MARNIX opened fire with her more than 20 guns, but could not prevent one of the planes (although it was severely damaged by gun fire) from pushing through its fatal attack.

The engine room and hold V were flooded immediately, so that the Captain decided to abandon ship, which was done in perfect order.

The women left the vessel first.

ATIONS AT SEA

(Villeneuve) steaming to the rescue, of a
 a sick Greek greaser from a Panamanian
 disabled Taiwanese Trawler in the South
 e were the rescue operations of the month,
 style:



Master Houtman received following telegrams on 18th March, 1961 from Deputy Director Navigation Sydney regarding s.s. VERAO, Australian Coaster, built in Holland, 1934 (ex RANSDORP), 491 tons SDW:

- 00.15 hrs. SOS SOS SOS = following MAYDAY received from Master VERAO (ZEVH) in posn 26.55 south long 157.00 east 190 miles from Middleton Reef bearing 323 degrees ships in vicinity please indicate position.
- 02.14 hrs. Master VERAO abandoning ship request you proceed to their assistance.
- 10.15 hrs. Aircraft has sighted boats one damaged and unoccupied other with 13 men on board stop aircraft will attempt to remain over position stop although IRONFLINDERS (another Australian Coaster) is due to arrive position about 4 hours before HOUTMAN it is desirable that HOUTMAN continue towards area in case of aircraft failure stop I will advise other ships they are not required.
- 20.29 hrs. IRONFLINDERS reports lifeboat alongside thank you for your assistance which has been greatly appreciated both by the Royal Australian Airforce and my own department.

The m.v. Ruys, en route from Singapore to Hong Kong, position 17.30 North, 114.07 East, sighted on April 11th a Taiwanese Trawler flying distress signals.

The fishing boat, KUM TSUN CHOI, which had a broken tail shaft, was on a fishing expedition from Taiwan. It had been drifting for fourteen days, had no wireless on board, had caught no fish, and had only one sail which was too small to be of value to this 32-ton Trawler. Several passing ships had failed to stop, and when the Ruys hove in view, some members of the crew of the KUM TSUN CHOI jumped overboard in an effort to attract attention.

Upon request of the skipper of the trawler it was agreed that the Ruys would tow the fishing boat to Hong Kong. m.v. Ruys, towing speed 6 to 8 knots, arrived in Hong Kong only 24 hours behind schedule.

This rescue was extensively reported in the local Hong Kong papers, and *The China Mail* featured it under the arresting heading - over the full width of the page -

"Seven Ships Passed Them By Before the Ruys Came".

IN WARTIME

Meanwhile the Ruys and some of the destroyers, which detached themselves from the convoy, were approaching. Captain Verstelle of the Ruys, seeing that more boats were needed to take off troops and crew, then came to a courageous decision.

Surrounded by dangers and having 2,800 persons on board himself, he decided to lower all his life-boats and to man them with volunteers.

The weather was deteriorating, so that disembarkation from the MARNIX and embarkation on the Ruys were fraught with serious risks.

Some of the life-boats of the Ruys were damaged, some capsized - without loss of life however.

Through Captain Verstelle's splendid efforts no less than 1,076 persons were transferred from the MARNIX to the Ruys.

When the Ruys received orders to sail immediately, because submarines had appeared on the scene, she had to leave all her life-boats behind."

The author ends by saying:

"We mentioned before that the Dutch seaman knows how to uphold the centuries-old tradition of the Dutch Merchant Marine. The rescue work of the Ruys was a splendid example."



**BEAUTY THAT IS
ONLY SKIN-DEEP**

For many centuries now seafarers and landlubbers have been having themselves tattooed. The skins of peers as well as paupers have served as the canvas on which the tattooing artist painted his pictures – pictures which were sometimes strange, in other cases impressive, startlingly indelicate or outright indecent or obscene. The result of the tattooist's work has ranged from the relief tattooing on the bodies of primitive tribesmen to the pin-up girls on those of the soldier, sailor, tinker or tailor.

Tattooing is now generally associated with sailors and the sea, and anchors, ships, flags, ladies (dignified and otherwise) are some of the subjects most frequently appearing from under the tattooist's needle. But although soldiers and sailors are now probably that gentleman's best customers, they are not alone in this, for no less a celebrity than Field-Marshal Montgomery has a discreet little butterfly tattooed on his right arm. And when the art reached its heyday in the last century even King Edward VII and George V had themselves tattooed. At the other end of the scale we find that in France the members of the underworld are practically the only people to sport these body adornments.

It is probably true to say that it is the sailor who has made the modern art of tattooing famous the world over – or rather revived the custom of having it done after having been confronted with tattooings in the skins of more primitive peoples of the world outside Europe. For tattooing is very old. Archeologists have dug up tools and colours which show that the art was practised by the ancient peoples of the western world. It is known that the Greeks used to tattoo secret messages on a man's shaven head and then let his hair grow over them. Tattooed Egyptian mummies have been found in tombs dating from 2,000 before Christ and the first Christians, too, tattooed themselves completely with crosses as a sign of piety until the Church forbade all tattooing.

It seems that the meaning of tattooing has varied with the times. Religion and magic have had much to do with it, although religious and magical symbols have been gradually ousted by a form of tattooing which meant no more than body adornment pure and simple.

This was particularly so with people living in climes where it is possible to go about with parts of the body uncovered. The human being, primitive or no, likes to improve on nature, even if he has to go so far as to start improving his own appearance. Some curious examples of what constitutes improvement can be found among the more primitive peoples of the earth. Some tribes go to a great deal of trouble to deform their skulls and in other places an abnormally long neck is considered so desirable as to be worth the trouble of having rings around one's neck for years. In other parts of the world the standard of beauty requires teeth to be ground to make them pointed, ears and lips to be grossly deformed and rings to be put through noses. When we compare these examples of adornment with the pictures of snakes, pierced hearts, cupids and pin-up girls produced by the white-coated western tattooist in his shop (which looks like a doctor's surgery) we find that civilisation has made progress in this respect too.



But even the form of tattooing known as scarification, which is practised for example by Australian aborigines, is more humane than those described above. Scarification produces pictures in relief by carving up the skin of the subject. The wounds – which form the motif – are treated with ash, earth or plant juice and leave the scars desired. The result is generally much cruder than the decorative tattooing by means of jabbing, which is still widely applied by the primitive peoples of America and Asia.

In the civilised world the Japanese, and to a certain extent the Scandinavians, are past masters in this technique.

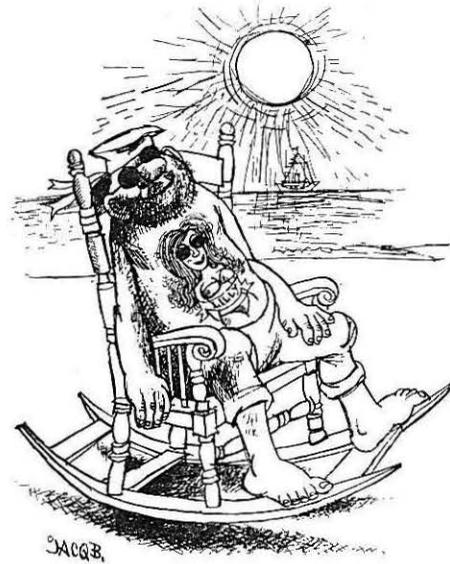


Their needles produce the most vivid and sometimes delicate pictures on the backs and chests of their patients. The technique is quite simple. A needle, which makes about 3000 jabs a minute, produces wounds of about 1.5 millimetres deep. Via these wounds a soluble pigment is applied underneath the skin. These pigments vary between ink and finely divided stone powder.

With many peoples – particularly the primitive peoples applying relief tattooing – tattooing has no other meaning than that of a blood-sacrifice by which it is hoped that the dreaded powers will be satisfied, in much the same manner as other mutilations are meant to be a sacrifice to the gods.

Jab-tattooing has primarily social significance. It is not only civilised peoples who have their ranks and classes; primitive peoples have them, too. With the Polynesians, for example, the tattooed motifs are related to the rank of the bearer. The prominent persons among them are literally covered with the most widely varying figures and pictures. Even the shaven parts of the head do not escape this luxurious refinement. By contrast, the men of the lowest classes are tattooed simply and this is also the case with the Polynesian women who, for that matter, have to confine their tattooings to arms, hands, ear-lobes and lips. In New Zealand, tattooing is equally as important as heraldry. Here it also plays the role of a mark of distinction, in recognition of the function fulfilled in the primitive society.

Like clothing, which has not come into existence in consequence of a sense of sexual shame alone, tattooing is not exclusively a means of adornment. This is evidenced by the examples we summed up. But the inhabitants of the Polynesian island of Nouka-Hive still do their best to imitate clothing by means of tattooing. Their bodies are richly decorated by the most beautiful patterns and colours, providing evidence of a high degree of workmanship.



With most primitives decorative design keeps the upper hand. In Morocco, for instance, women can be seen walking about with tattooing inspired by the designs of ornaments and carpets. But as one approaches the civilised world the meaning of tattooing becomes more doubtful. Its deeper sense is here lost. In particular, some sailors have themselves “adorned” by really sensational designs, to put it mildly. As a rule they regret their folly later on, only to find that the decoration can only be removed by electrolysis or skin graft. As long as the decorations consist of anchors, flags and hearts, everything is in order, but when girls are brought into the picture the limits of respectability are usually transgressed. It is therefore a good thing that the tattooed chests of all these sailors are often covered by a flannel curtain.

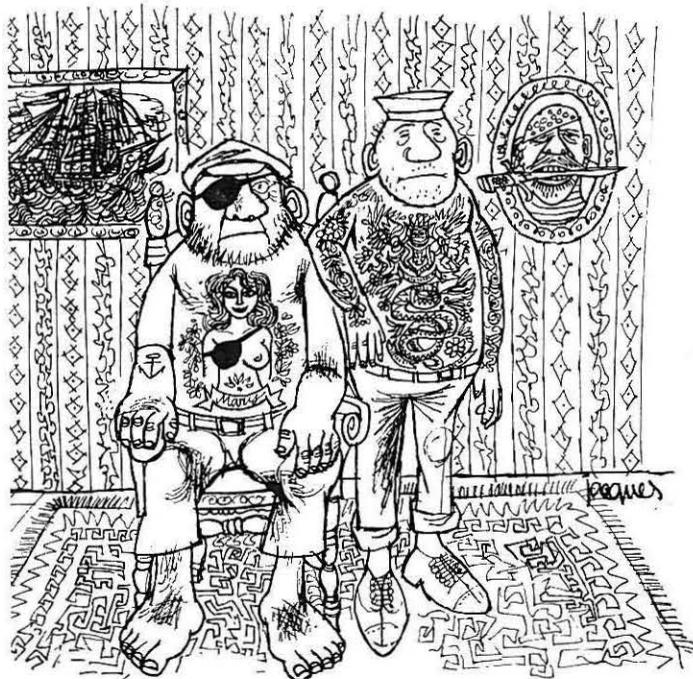


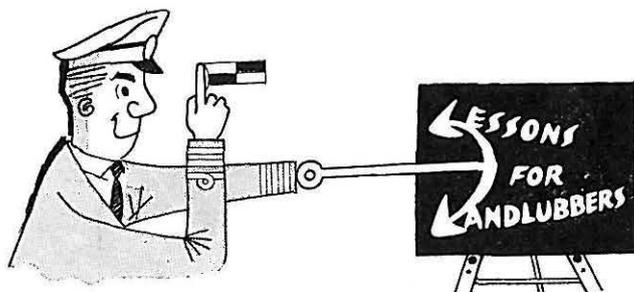
In France, tattooings are often the sign of recognition among housebreakers, murderers and similar individuals. An interesting example of this is told by a British police expert who saw service with the French Sureté.

He gives the history of some tattooed Frenchmen who were murdered. There were four of them, all of them criminals who were incorporated in the North African penal battalion. Their corpses all lacked a square piece of the tattooed skin . . . These pieces of skin turned out to contain the key to a secret code concerning the position of a treasure buried somewhere in the Sahara. An unpleasant story, but true.

However, this is the only known example in which tattooing and crime played a role together. In most cases tattooing has an innocent meaning. Indeed, most people regret it later on and have the heart or the nice girl removed, or at least try to have it removed. One has to await the result, for at best a reduction of the design is possible, and the tattooing never disappears. The black tattooings can only be made to fade if one does not shrink from the scars that remain. Few people will go as far as that. Nor does King Frederic, the Danish sailor King, who is known to have had his arms and chest tattooed with anchors, flags and ships when he was young. And he is proud of it, too.

Derived from "The Schooner".





WHAT A KNOT IS AND IS NOT

How often a land-based author or journalist, writing about the sea, commits the error of introducing into his work the imaginary measure of "knots per hour" when all that is required is the single word "knots".

As with many of our nautical expressions, a little knowledge of history would enable anyone to avoid falling into this trap. Irrelevant though it may seem, the knot as a measure of a ship's speed is directly related to the more familiar meaning of the word: "an intertwining of the parts of one or more ropes, cords, or the like"

In more leisurely days, when transport by sea was entirely by sailing ship, speed through the water was estimated by means of a log. This consisted of a log-line of some 100 fathoms (600 ft.) or more in length, to one end of which was attached a thin quadrant of wood, loaded so as to float upright. At measured intervals along the line, pieces of knotted string or other material were fixed, from which the length of line run out could be estimated.

The log having been thrown into the sea, the time was taken, by means of an hourglass, for a known number of knots to pass over the ship's rail; from the data so obtained it was easy to calculate the ship's speed through the water. Distances at sea are measured in nautical miles and it became the practice to describe a ship's speed as the number of nautical miles travelled in an hour, as determined by counting the knots on the log-line; as a result the unit of speed became known as the "knot". Today, though the method may have changed, the term remains the same. To say that a ship is going at "35 knots an hour" is the same as saying the ship is going at "35 nautical miles per hour *per hour*".

While it is customary to quote the speed of ships in knots, the landsman gets more idea of speed if it is converted into miles per hour. This may be done with fair accuracy by adding one-seventh to the speed in knots. Thus, a ship proceeding at 7 knots is travelling at 8 miles per hour – the precise figure being 8.060 miles per hour. The estimation of speed in the days of sail was a rather approximate process. As mentioned, the timing of the knots on the log-line was originally carried out by means of an hourglass, a device which lacks the precision of the modern stopwatch.

In an article in "The Mariner's Mirror", the drill for this timing is recalled. It was customary for the man holding the hourglass to be told when this should be turned and thus to begin the timing process. On hearing the command, "Turn", the reply would be, "Did you say 'Turn',

Mr D.J. Pronk van Hoogeveen, Managing Director of N.V. Koninklijke Paketvaart Maatschappij, Amsterdam, together with Mrs Pronk and Mr D. Reyneker, R.I.L.'s Manager for Singapore and the Federation of Malaya, stayed in Hong Kong from 9th until 13th April for mutual consultations with Managing Directors of R.I.L.

Mr E. Willems has taken over from Mr G.M. de Jong the Management of the Audit and Control Department, HK HO, as from 12th April.

Mr L. van Hulst, who has been appointed Superintendent, Sydney, as from 1st July, 1961, arrived in Hong Kong on April 5th for orientation at HK HO TD.

Mr A. van Bochove (who recently retired from R.I.L. as General Manager for Australia and New Zealand) has been appointed by the Australian Government as a Special Adviser to the Department of Trade to assist in intensified drives for increased export earnings.

R.I.L. ACTIVITIES

m.v. Tjinegara will be airconditioned in Hong Kong in August/September and m.v. Straat Banka in September/October.

After reconversion, TJINEGARA, being too early for the November ASAS sailing from Japan, will proceed to Australia to replace STRAAT BANKA in INDIAS, whilst the latter vessel, after reconversion, will replace TJINEGARA as the November ASAS sailing.

m.v. Dahlia, Israel flag, of 13,700 tons SDW and 14 knots, has been chartered for a voyage from Japan to South America. m.v. DAHLIA replaces m.v. STRAAT BALI, which vessel cannot give the May sailing from the Far East in the ASAS Freight Service, owing to engine repairs taking longer than expected.

(Continued from previous column)

Sir? Well, 'turn' it is". This lack of precision is said to have resulted in a bonus of a good five knots.

Today, speed at sea is normally obtained through an instrument fixed to the ship's rail, its mechanism turned by a small propeller towed at the end of a line. A variant works on a different principle and is fixed on the bottom of the ship. Very precise measurements of ships' speeds can now be obtained by electronic means, or visual observation, when vessels are on trial running a measured mile.

Text derived from an article by J.B. Greenwood in "British Shipping".

TIES

Mr D.A. Drakeford, Managing Director of Messrs D.H. Drakeford, Ltd., London, General Passenger Agents in Great Britain and Ireland for R.I.L., arrived in Hong Kong from Japan, together with Mrs Drakeford, on April 22nd by m.v. TEGELBERG. Mr & Mrs Drakeford visited Japan and stayed a week in Hong Kong before they returned to London.

Mr W. King, retiring Director of Messrs Keller Bryant & Co., General Freight Agents for R.I.L. in the United Kingdom, has been created an Officer in the Order of "Oranje Nassau", by H.M. Queen Juliana of the Netherlands in recognition of his services to Netherlands Shipping.

The decoration was bestowed upon Mr King on 7th April by the Netherlands Ambassador in London, at which function Drs L. Speelman, Managing Director of R.I.L., Amsterdam, and Mr J. Olyslager, Managing Director of S.M.N. were present.

INTEROCEAN HOUSE, SYDNEY

Last year a building was purchased to house the Office of the Manager for Australia and New Zealand to which another six stories are to be added. (See March and November, 1960 issues).

Work commenced at the beginning of March and the above photograph shows an early stage in the process of alteration with a hoarding round the building. It is expected that the work will be completed in April or May, 1962.



On 16th January, 1961, Mr D.M.A.J. van der Gugten, Chief Engineer of m.v. STRAAT TORRES, completed twenty-five years' service with K.P.M./R.I.L. On this particular date, however, the STRAAT TORRES was on the high seas between Cape Town and West Africa, and so this Jubilee was celebrated on board on March 21st, when the vessel was in Durban.

On this day the Etat Major of STRAAT TORRES gathered together in their pleasantly air-conditioned lounge, together with Mr J.F. Egberink, General Manager for Africa, and a deputation from the Durban office, a deputation from m.v. RUYS (the only other R.I.L. vessel in port), and Mr G. Vischer, Chief Engineer, on leave.

The Master of m.v. STRAAT TORRES, Captain P.A.J. van den Bergh, addressed Mr van der Gugten and said how pleasant a duty it was to do so to such a very good and old friend. He conveyed the congratulations of Managing Directors, expressing their appreciation for all the good work done by Mr van der Gugten for the Company and wishing him several more years of successful service with R.I.L. Special mention was made of Managing Directors' high appreciation of Mr van der Gugten's qualities as a very able engineer with much authority and a knack for training personnel, as well as for his good comradeship.

Captain van den Bergh recalled some of the details of Mr van der Gugten's career and added that in their long service together a personal friendship had sprung up which he knew each of them greatly valued. On behalf of Managing Directors, he then presented the Chief Engineer with the traditional Jubilee present from the Company, a gold wrist watch.

Mr Egberink then addressed Mr van den Gugten with a few words of appreciation; Mr G. Kasteleijn (Assistant Manager Durban office) read the congratulatory telegrams. Mr van der Gugten in reply thanked everyone for their words, concluding by proposing a toast to the health and prosperity of R.I.L.

SHIPS OF THE WEEK



These photographs were taken in the Grand Hotel 'Gooiland' at Hilversum when recordings were made from the broadcast to (top) m.v. STRAAT JOHORE and m.v. TJIMANUK.

Some familiar faces may be recognized in the above photograph of guests: (Standing) 2nd from left - Mr A. Egmond (Ch. Engineer, Retd.), 3rd from left - Mr W.Th. Varkevisser (Ch. Engineer, Rtd.), 4th from left - Mr J. Kers (Ch. Engineer, Rtd.); (Sitting - from l. to r.) Mrs Egmond, Mr van Driel of the C.K.V., Mrs Nunnikhoven, Mr A. Nunnikhoven (retired Manager Pass. Dept., Amsterdam), Mrs Kers and Mrs Varkevisser.

IN MEMORIAM

The sorrowful news reached us of the death, following a sudden heart attack, of Captain C. de Wolff (retired) on April 6th in Melbourne, where he was buried on April 7th.

Captain de Wolff, who was 55 years old, retired only eight months ago from the Company on July 26th 1960, after 33 years of service with K.P.M. and R.I.L. Since 1951 he had been in command of several R.I.L. vessels, the longest period as Master of mv. "Straat Banka", which ship he successfully commanded for almost five years.

Captain de Wolff will be very much missed by his friends, both ashore and afloat.

R.I.L. Post sends its sincere condolences to his wife and two daughters.

It is with deep regret and sorrow that we announce the death at sea, en route from Timaru to Sydney, of Captain T. H. Koeslag on April 16th, on board mv. "Straat Soenda".

Captain Koeslag joined the K.P.M. in 1944 and transferred to R.I.L. on June 13th, 1959. He was promoted to Captain on January 1st, 1961.

Captain Koeslag was valued as a resolute officer. Only a month ago he was commended by Managing Directors when a fire broke out on mv. "Straat Soenda", which, however, was mastered in the early stages by his firm handling and command of the situation.

Captain Koeslag was only 42 years old; R.I.L. Post wishes to express heart-felt condolences to Mrs. Koeslag.

PERSONNEL



NEW PERSONNEL



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

Mr H.L. Brandes	4th Officer
„ F. van Groll	„ „
„ H.J. Minderhoud	„ „
„ Th.G. Ronkes Agerbeek	„ „

PROMOTIONS



Our congratulations go to the following personnel who were promoted:

To "Adjunct Chef van Dienst"			
Mr. J. van Krieken	retroactive per		1. 4.61
To Fifth Engineer			
Mr. F.C.E. van Haaren	„ „		6. 1.61
Mr. J.J.G. Rijnders	„ „		8.11.60

SUCCESSFUL EXAMINATIONS



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

Mr D. Hardenberg	4th Engineer	A	9. 3.1961
„ W.C.J. Hoogland	„ „	A	9. 3.1961
„ F.C.E. van Haaren	5th „	VD	6. 1.1961
„ J.J.G. Rijnders	„ „	VD	8.11.1960

LEAVING (OR LEFT) SERVICE



Mr J.P.M. Paardekooper	Chief Officer	own request
„ P.A. Loeff	2nd „	„ „
„ R. Textor	3rd „	„ „
„ H.J.v.d. Hoek	2nd Engineer	„ „
„ B.F. van Calker	„ „	„ „
„ R.W. Sijtsma	3rd „	„ „
„ C.M. Severijn	4th „	„ „
„ J.C. de Ruiter	Ass. Purser 2nd cl.	„ „

LEAVE



The following personnel went on leave:

Mr D. Meyer	3rd Engineer
„ C.F. van Overbecke	„ „
„ H. Pesch	5th „
„ H.J.M. Rietveld	„ „
„ J.A. Nanninga	Purser 1st Class

Those who returned are:

Mr D Hardenberg	4th Engineer	posted to
„ H.J. van Horik	„ „	m.v. TJINEGARA
„ L.P. Vink	3rd Officer	„ STRAAT COOK
„ A.P. Eckhout	Purser 1st Class	„ STRAAT BANKA
„ P. Smit	„ 2nd „	„ BOISSEVAIN
„ Jac. Dekker	Adj. Chef	„ TEGELBERG
Drs J. Vroom	„	Buenos Aires
Mr A.L. de Jong	H. Employé	Lagos
„ P.A. Saman	Acting H. Employé	Johannesburg
		HK HO

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain J.H.W. Voigt, ex m.v. TJIPANAS went on intermediate leave. Chief Officer D. Kuiken, ex home leave was posted to m.v. TJIPANAS as Acting Captain. Chief Officer L.A. Cijssouw was posted to m.v. STRAAT SINGAPORE as Acting Captain. Captain D. Visser, ex m.v. STRAAT SINGAPORE was posted to m.v. TJILIWONG. Captain C. Baak, ex m.v. TJILIWONG went on home leave. Chief Engineer J. van Boven, ex m.v. RUYSS was posted to m.v. TJBANTJET. Chief Engineer R. Jonker, ex m.v. TJBANTJET was posted to m.v. RUYSS. Chief Engineer F.M.H. Beckers, ex m.v. TJIPANAS went on intermediate leave. 2nd Engineer M.G. de Wever ex intermediate leave was posted to m.v. TJIPANAS as Acting Chief Engineer.

OPEN LETTER

Through the medium of the *R.I.L. Post*, I wish to express my heartfelt thanks to all from whom I have received congratulations on the occasion of my 25th service-anniversary with the Royal Interocean Lines.

D.M.A.J. VAN DER GUGTEN.

STOP PRESS

On Saturday, 29th of April at 12.40 hours sharp, Mr Veltman left Interocean House for the last time in his capacity as Managing Director, and, amid the strident blasting of horns and klaxons of motor-cars and launches, was waved goodbye by the entire Head Office Staff.

BACK PAGE TRIO

Mr Veltman's well-known race horse "Flying Dutchman" first past the Winning Post.

Mr Veltman's participation in almost every R.I.L. Sports event during the past years, deserves to earn him the title "R.I.L. Sportsman of the Decade".

Mr Veltman's fast sports car, a Jowett Javelin, in the air as it is hoisted on board m.v. ARENDSKERK.

FLYING DUTCHMAN



His Racehorse



Long Jump



His Car

PORTS OF CALL: NAGOYA

