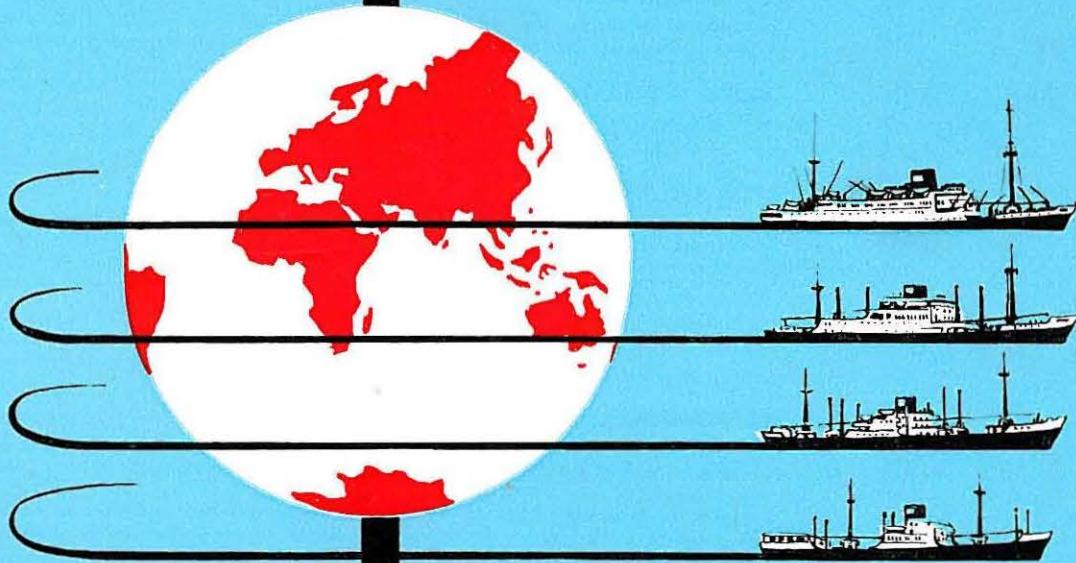




RIL post

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VIII. No. 6. June, 1961

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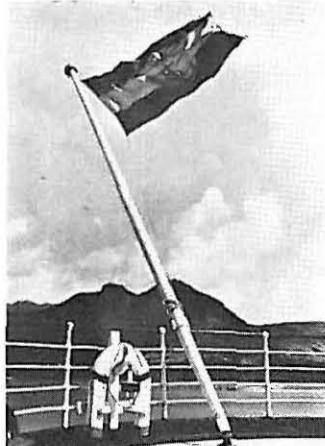
RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

ROYAL INTER OCEAN LINES

P. O. BOX 725

HONG KONG



From the Editor

IN THIS (20-PAGE) ISSUE:

HOW THE COMPANY FARED LAST YEAR

Annual Report 1960; the drawing heading this account is based on an idea of Mr J. R. van Osselen and was drawn by Mr Richard Chan (HK HO VZ).

TRANQUILITY AND TURMOIL

Two expressive pictures indicative of these emotions. The contrasting pictures could also have been called "Unity" and "Separation", or "Marriage" and "Divorce".

BOISSEVAIN RESPLENDENT

First stage of "Operation Facelift" completed. The photograph of the flag of mv. "Boissevain" on this page was taken off Mauritius a number of years ago when Captain C. A. Zewald (a Naval Reserve Officer) was in command.

THE GOLDEN FLEECE

Many thanks for the gratifying support of Messrs Elder Smith, R.I.L.'s Agents in South and Western Australia, in contributing this very interesting article.

LESSONS FOR LANDLUBBERS — No. 2.

Eight bells and the glass is turned.

AND IN THE NEXT:

Dutch Shipping and Ship-building — a review of the position in past and present times.

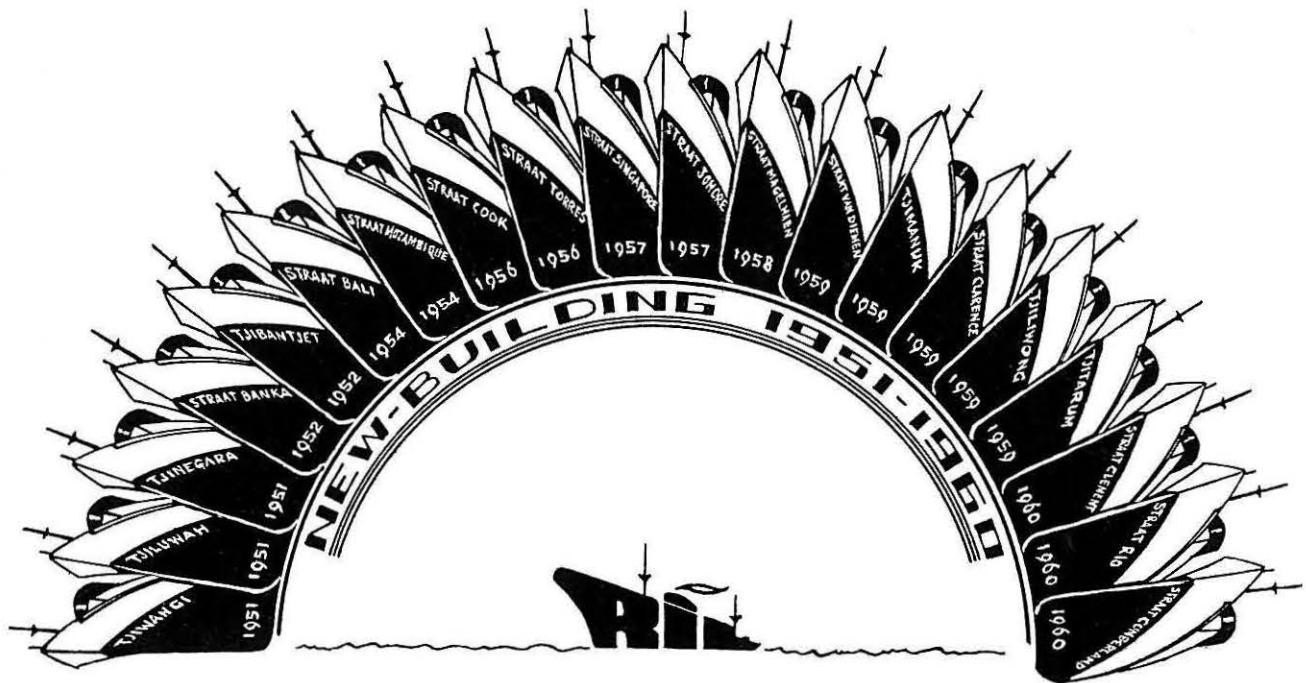
* * *

NAMELESS . . .

Our contributor of two articles in last month's issue, and many others in previous issues, signs himself ANONYMOUS (Nameless). However, he has a name.

Now that he is retiring from the Company's service, we feel at liberty to reveal his identity and to thank him for the enthusiastic support which he has always given to this magazine. Thank you Mr Hendriks Jansen.

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



R.I.L. IN 1960

The Board of Directors at its meeting of May 8th, 1961 decided to propose to the annual General Meeting of Shareholders, to be held on June 12th, 1961, that an unchanged dividend of 8% should be paid in respect of the financial year 1960.

A summary of the Profit and Loss Account follows. It will be seen that the credit balance of the Working Account (reflecting the results of our shipping activities before depreciation) exceeded the previous year's figures by nearly f. 3,000,000.-.

On the other hand the depreciation – in view of additions to the fleet – was f. 2,000,000.- higher. Moreover, there was a lower profit on sale of vessels in 1960 (two vessels having been sold in 1959, one in 1960).

In view of initial costs of new services it was decided to draw on the reserves formed for this purpose to the amount of f. 800,000,-.

On balance, the overall results were approximately on the same level as in 1959, enabling payment of an unchanged dividend.

The report to shareholders takes note of the setback experienced through the termination of services to and from Indonesia. The events in that country did not find the Company unprepared, however, and the exploration of new spheres of interest continued.

The year 1960 saw the inauguration of the Australia-Japan-Hong Kong-Australia Service with the m.v. TJIWANGI and the m.v. TJILUWAH.

A new service between China and West Africa was launched, as well as a service from West Africa via South Africa to Australia and New Zealand.

It is considered gratifying that, notwithstanding the discontinuation of our services to and from Indonesia, the actual shipping results during 1960 were slightly better than for 1959.

The year under review showed a slight improvement for shipping in general, although a disparity between supply and demand of tonnage is still very evident. Tariffs have shown some improvement for several services; these, however, were barely sufficient to cover the ever increasing level of costs.

In view of the many prevailing uncertainties, a forecast of the results for the current year cannot be given at this stage; prospects for 1961 have been adversely affected by the revaluation of the Dutch Guilder; an increase of 2 to 3% in gross earnings will be required to compensate for this setback.

The Board of Directors expressed its high appreciation of the efforts and accomplishments of floating and shore personnel and for the commendable spirit and harmony shown by them in the execution of their tasks.

SUMMARY OF PROFIT AND LOSS ACCOUNT (IN GUILDERS)

	1957	1958	1959	1960
Balance working account (including profits carried forward from previous year)	23,769,140.—	20,251,090.—	18,542,680.—	21,508,350.—
Interest	3,520,790.—	3,517,670.—	1,705,350.—	1,829,230.—
Profit on sale of ships	/- 341,930.—*	—.—	2,514,440.—**	1,253,240.—***
Transfer from Reserves	—.—	800,000.—	450,000.—	800,000.—
	<u>26,918,000.—</u>	<u>24,568,760.—</u>	<u>23,212,470.—</u>	<u>25,390,820.—</u>
Allocated as follows:				
Depreciation fleet, godowns, offices, houses, etc., including amounts allotted to Building and Reconstruction Reserve	22,643,000.—	21,663,630.—	20,353,430.—	22,532,680.—
Carried forward to new account	4,395,000.—	2,905,130.—	2,859,040.—	2,858,140.—
Profits to be appropriated in accordance with articles of Association	4,500.—	37,880.—	38,030.—	37,120.—
	<u>4,390,500.—</u>	<u>2,857,250.—</u>	<u>2,821,010.—</u>	<u>2,821,020.—</u>

SUMMARY OF BALANCE SHEET (IN GUILDERS)

Assets:				
Fleet and fixed assets	96,292,450.—	123,378,030.—	145,672,880.—	138,599,710.—
Current assets	116,416,300.—	85,584,040.—	65,514,410.—	78,384,850.—
	<u>212,708,750.—</u>	<u>208,962,080.—</u>	<u>211,217,290.—</u>	<u>216,984,560.—</u>
Liabilities:				
Current liabilities, including balance running voyages	48,125,730.—	41,421,180.—	43,585,650.—	42,587,420.—
Provisions for various liabilities	45,229,530.—	44,969,770.—	51,173,550.—	53,447,880.—
Self insurance account	605,160.—	587,650.—	491,600.—	370,900.—
Dividend appropriation account	4,013,850.—	2,723,920.—	2,682,310.—	2,682,310.—
	<u>97,974,270.—</u>	<u>89,702,520.—</u>	<u>97,933,110.—</u>	<u>99,088,510.—</u>
Capital account and Reserves (assets minus liabilities) ...	114,734,480.—	119,259,560.—	113,284,180.—	117,896,050.—
Deadweight capacity fleet	244,551 ton	256,801 ton	283,520 ton	302,094 ton
Deadweight capacity ships under construction or ordered	57,600 ton	76,400 ton	31,830 ton	19,400 ton

*) m.v. "Tjisondari"

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

***) m.v. "Maetsuycker"

R.I.L. ACTIVITIES

m.v. *Tai Yin* (Owners: Wilhelm Wilhelmsen) was taken up in time charter to assist in the cargo traffic from South America and South Africa to the Far East.

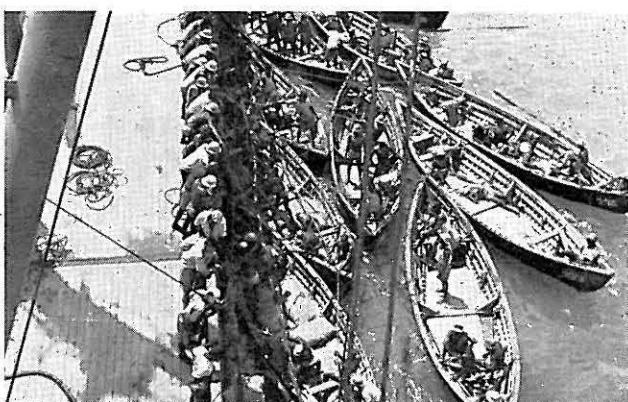
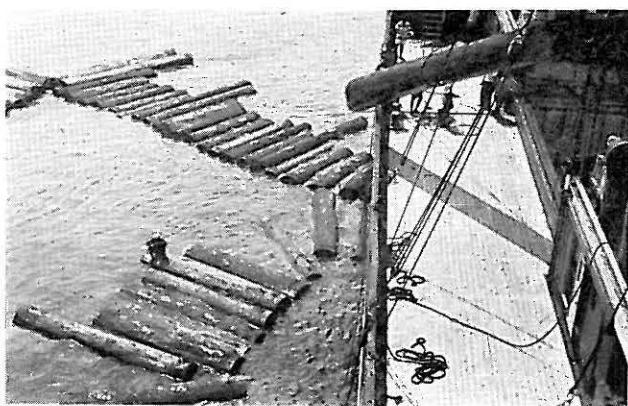
Vessel was delivered at Malmö (Sweden) on 28th April, 1961 and sailed in ballast for Vitoria via Rotterdam (bunkers).

Particulars of m.v. *TAI YIN* are:

Flag Norwegian	Balespace 621,000 cft.
SDW 12,340 tons	Speed 13 knots.

m.v. *Straat Bali* upon completion of her extended D.M.O. in Japan (mid May) will sail in ballast to South America from where she will give an extra June sailing to the Far East.

The new port of Kuching at Tenah Puteh will be opened officially by the Governor of Sarawak on the 5th June, 1961. R.I.L., being invited to participate in the official opening ceremony, has arranged that m.v. *SILINDOENG* will arrive in Kuching in time for the occasion, which will also be attended by two other ships trading with Kuching.



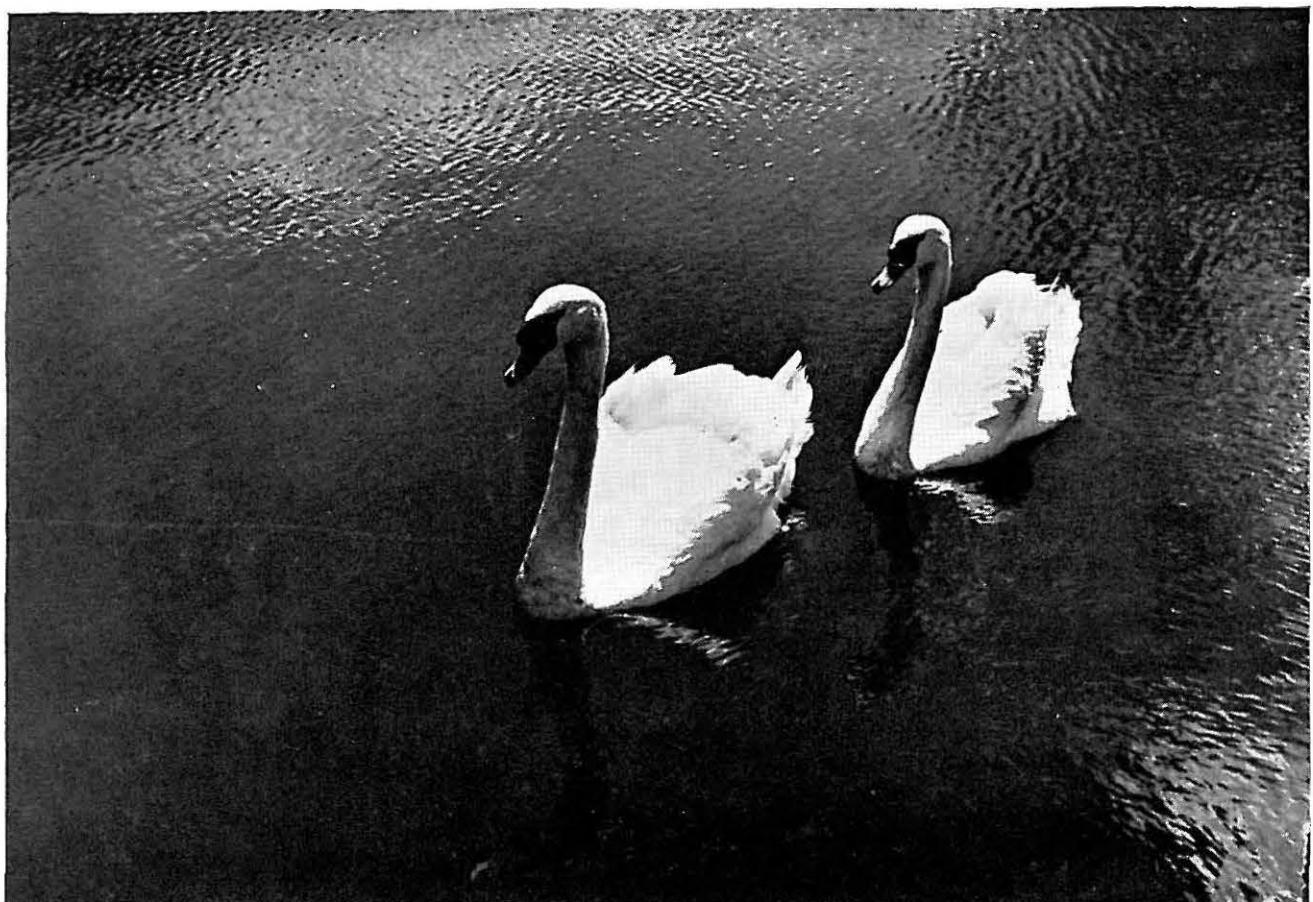
PASSAGE DEPARTMENT TOKYO

A new Passage Department has just been opened in Tokyo, on the ground floor of the same building as the Main Office (Nikkatsu International Building, 1st floor). This modern streamlined office makes a refreshing contrast with the old-fashioned, somewhat cluttered office shown in the picture below. This latter photograph was taken in 1937 at the pre-war office in Takachiko Building and was received by us through the courtesy of Mr T. Okazaki (retired Japanese Manager, Tokyo).

HOUTMAN IN WEST AFRICA

These interesting photographs were taken off the coast of West Africa by Captain T.M.A. Plante Febure de Villeneuve on board m.v. *HOUTMAN* last December. In the first, logs are being hoisted inboard straight from the water off Takoradi, and in the second is the busy scene as the native lighters from Accra come alongside with cargo. One man at least appears not to be disturbed by the confusion!

PICTURE OF THE MONTH



TRANQUILITY

As the two swans glide tranquilly over the calm waters, they come very near to the Chinese symbolism of two never-to-be-separated Mandarin ducks, representing the journey through life of a married couple, with the wife following closely behind her husband.

Photographed by Mr Henry Wong (HK HO ND) at the P.G. Farm, Hong Kong.



STOUT FELLOW

Years ago, the Manager of one of our offices found a rather peculiar document among his incoming letters.

It was a sheet of paper, which carried the printed heading:

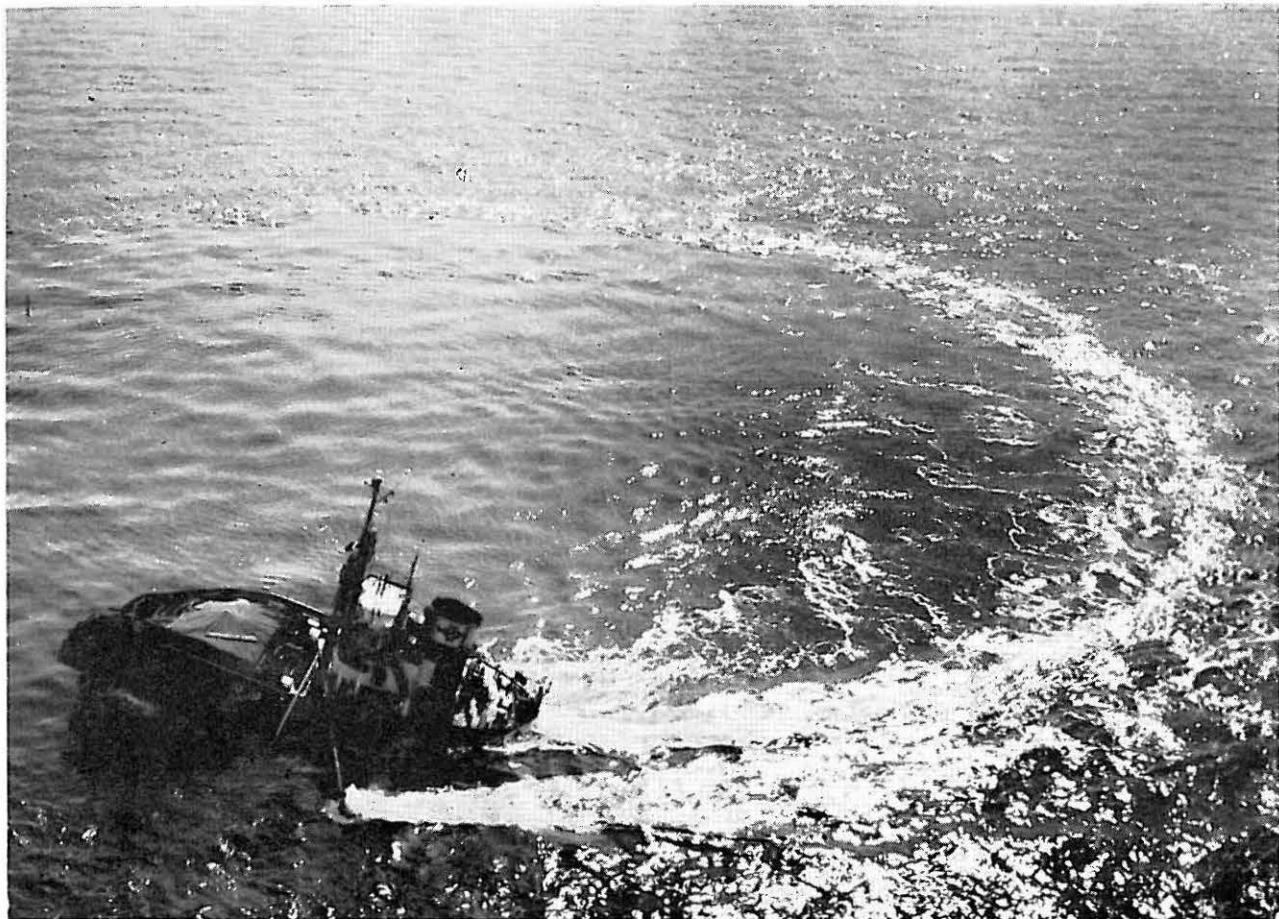
INTEROFFICE MEMORANDUM

From: Mr Albert Vebol ("Fatty")
To :

The contents of the memorandum dealt with passage matters and (judging by the hand-writing) it came from the employee in charge of the Passage Department.

The Passage man was called in and confirmed that he was the sender of the memorandum, but he was just as surprised as the Manager when his attention was drawn to the rather strange name in the heading. His first name was indeed Albert, but everyone in the office knew that he

A HALF-SHIP TRAVELS ALONE



TURMOIL

This most remarkable picture shows the rear half of the Japanese ship DAIICHI KEIHAN MARU. On February 20th this ship collided with the AMERICAN BEAR, off the coast of Japan, and was cut in two. The rear half of the DAIICHI KEIHAN MARU then kept on running, without anybody on board, at a speed of 8 knots, going round and round in circles of about 100 metres in diameter for 8 hours before she eventually sank.

Photograph by courtesy of Yomiuri Shimbun.

had strong objections to being called "Fatty".

A few minutes later, returning with the block from which the memorandum had been taken, he found (much to his surprise and also to the Manager's) that after every ten sheets showing his proper name, there was one sheet with the name "Vetbol".

It did not take the Passage man long to find out that his colleague in the Freight Department had "master-minded" this ingenious piece of work, which of course called for retaliation.

The Freight man, a few weeks before, had bought a small Fiat car

— in those times still a novelty — of which he was inordinately proud.

A few days later, when leaving the office at a rather late hour, he found his car parked in a most unusual way. It was standing crosswise in the Manager's garage with only a few centimetres space fore and aft.

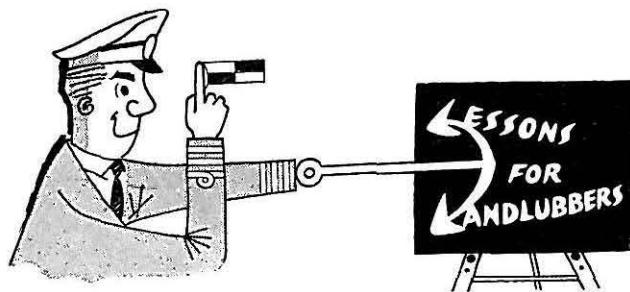
He then remembered that "Fatty", before leaving the office, had sauntered to his desk, enquiring whether he had still a lot of work to do. His reply had been that the Freight Department seemed to be much more in the hub of things than the Passage Department and that he still had at least half an hour's solid work before him.

Instead of making his usual remark about the Passage Department apparently being better organized, "Fatty" had bidden him a cheerful goodnight and had apparently taken advantage of the half-hour; the Freight man had unwittingly allowed him, with the assistance of some of his cronies, to move the Fiat into the Manager's garage.

As he was the last to leave, the Freight man could not get any assistance to move his car, and he had to take a taxi home.

His efforts to get the taxi fare back from "Fatty" produced no results whatsoever, the latter staunchly denying that he had had anything to do with the matter.

ANONYMOUS



EIGHT BELLS AND THE GLASS IS TURNED

Readers of our August, 1960 issue will remember that time-keeping on board ship at one time was restricted to the use of the hour-glass and notified to the ship's company by means of the ringing of bells.

The following is a schedule of ship's bell time:—

	<i>a.m. & p.m.</i>		<i>a.m. & p.m.</i>
1 bell	12.30	5 bells	6.30
2 bells	1.00	6 bells	7.00
3 bells	1.30	7 bells	7.30
4 bells	2.00	8 bells	8.00
5 bells	2.30	1 bell	8.30
6 bells	3.00	2 bells	9.00
7 bells	3.30	3 bells	9.30
8 bells	4.00	4 bells	10.00
1 bell	4.30	5 bells	10.30
2 bells	5.00	6 bells	11.00
3 bells	5.30	7 bells	11.30
4 bells	6.00	8 bells — Noon & Midnight	

AN OUTSTANDING AQUATIC ANIMAL

His name is George — described by Captain A.J. van der Heyden as "a greyish black, silky-furred devil from the Bocas", who has selected m.v. TEGELBERG as his permanent residence.

Almost every day Captain van der Heyden (under the pen name of "Skipper Heijdorius") includes a little note about George in his "Ship Board News" to passengers on the TEGELBERG, sometimes funny, sometimes wisecracking, sometimes even having educational value. He tells them of this rat, a sophisticated rat from the River Plate, who has made his home behind a fuse-box near the Purser's office. George appears to be a cunning animal; from the moment he boarded the ship, via a 10-inch hawser, he has evaded capture; even the exterminators at Yokohama were defeated when he sat on the edge of the funnel and laughed at them, after all passages and doors had been sealed for fumigation.

"Skipper Heijdorius" reports that George revels in the unusual, in the extraordinary, and joins in with gusto whenever a shipboard incident — big or small — takes place. He enjoys excitement (particularly where passengers are concerned) and has a definite weakness for the good things of life. Here he is — the rascal — at a typical (?) TEGELBERG party. Quite definitely an 'R.I.L. Personality'!



Original drawing by Third Officer M.L.v.d. Arend (m.v. TEGELBERG)

PERSONALITIES

Mr E.F. Moen, Chief Engineer, is transferring from the Floating Staff to the Shore Staff in the rank of "Adjunct Chef van Dienst" on 1st June 1961.

Mr Jacob Dekker has taken over from Mr J.H. Hendriks Jansen as Representative in South America as from 29th April.

HIGH HONOUR FOR CAPTAIN HOETJER



On the occasion of the birthday of H.M. Queen Juliana, Captain P. Hoetjer, R.I.L.'s most senior Captain, was created a Chevalier in the order of "Oranje Nassau".

The decorations belonging to this order were presented on May 15th by the Netherlands Consul-General in Hong Kong, Mr H.C. Schoch. The ceremony took place on board m.v. TJIJALENGKA which was flying Captain Hoetjer's personal "Joss Flag" (inscribed with the Chinese characters meaning "Fair Wind and Success").

Also present in the lounge on board were Mrs Hoetjer, Mrs. Schoch, Managing Directors and Mrs de Haan, the Etat Major of the TJIJALENGKA and representatives of the Chinese Crew, and Captains and Officers of R.I.L. ships in port.

Mrs E.M. Xavier (HK HO) presented Mrs Hoetjer with a bouquet of roses.

In a short opening speech, Mr J.R. van Osselen said that everyone was very happy to be present on board at this proud moment. He then invited Mr Schoch to present the decoration.

The Consul-General said that he had been very pleased on receiving the Queen's instructions to present this decoration to Captain Hoetjer who had a very long service record (nearly 36 years with R.I.L.). The honour reflected also on the entire floating staff and shore organization. The significance of this award was shown by the fact that it was recommended through the Ministry of Foreign Affairs, stressing the great importance of shipping for the country.

Mr Schoch then pinned on the medal and congratulated Captain Hoetjer.

Mr van Osselen followed by presenting the Captain with miniatures of the Order.

In his reply Capt. Hoetjer expressed his thanks and pride in receiving this award, which, he said, was also due to the good teamwork on board. He mentioned the importance of maintaining good cooperation between ship and shore and concluded by proposing a toast to the Company.

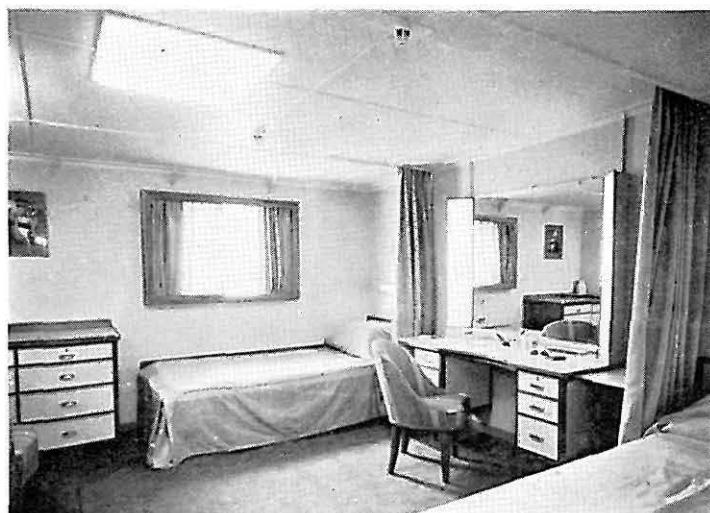
Captain Hoetjer asked us to inform readers that he intends to thank all those from whom congratulations were received but that, owing to the overwhelming number, he has not yet been able to reach everyone. (Ed.)



BOISSEVAIN



Cherry Blossom panel



Newly-furnished double cabin



Tropicana Bar

"Ni Regret du Passé, Ni
(No Regrets for the Past,

This motto on the Boissevain family crest
passengers on m.v. BOISSEVAIN in Hong
staircase from the Entrance Hall to the ne
words, as the sparkling ship made ready
enforced idleness during reconversion.

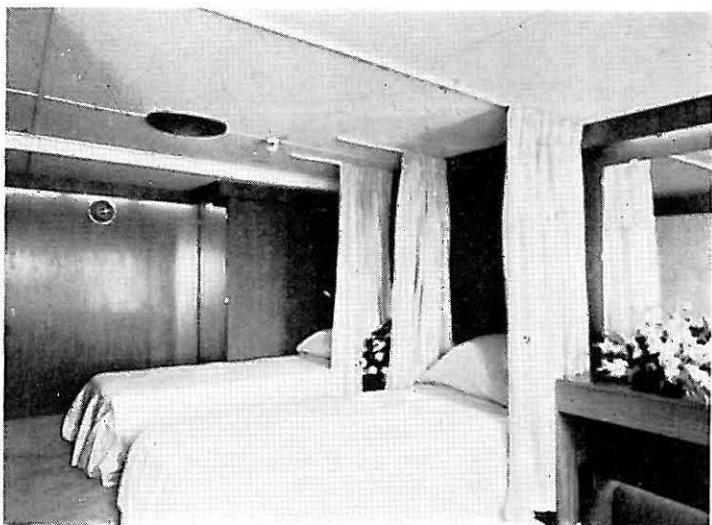
In the pleasant coolness of the air-conditioned
blossom cabins, the freshly decorated and
warm inviting glow of the new Tropicana
picture to those who were travelling t

The BOISSEVAIN sailed at 10 p.m., her
who have worked so hard over the rec

ESPLENDENT



Bamboo Room



Bamboo Room — sleeping section



Pacific Lounge

e l'Avenir" (Forward to the Future).
as caught the eyes of embarking
n May 5th, as they mounted the
: Lounge. Singularly appropriate
il again after her three months'

ip, the new Bamboo and Cherry-
ished First-Class cabins, and the
ar combined to form a pleasant

and appearance a tribute to all



THE GOLDEN FLEECE

Messrs Elder, Smith & Co. Ltd., our Agents in Adelaide, Perth, Fremantle, Carnarvon, Bunbury, Geraldton, Port Pirie and Onslow, are also Australia's largest wool brokers. Australia has more than 150 million sheep, and Elders are selling agents for almost one-sixth of Australia's wool. We asked Elders to tell us something about wool-gathering and the following is their interesting account:—

Millions of Sheep

“Much cry and little wool” is a saying that cannot be applied to Australia, for more than one-third of the world's woollen garments are made of wool from Australian sheep.

Climate and geography are largely responsible for this—the world's greatest wool-producing country. Millions of Merino sheep thrive on country where the average annual rainfall is six to nine inches, and where rain may not fall for six months or more; in fact, more than half the world's Merino wool is grown in Australia.

Most of Australia's wool is grown in the higher rainfall areas, carrying one or more sheep to the acre, and it is this type of country which produces the world's best fine wool. Often, in these areas, the Merino is crossed with a British breed to produce a bigger and more meaty sheep whose fat lambs will bring good prices for killing for the local or overseas market.

British breeds predominate in Tasmania where the climate is more like England's, and where snow is not uncommon in winter.

Many Australian farmers who concentrated on growing wheat or other cereals before World War II now run flocks of sheep as well; higher wool prices are partly

responsible for this change but the chief reason is that they have found that mixed farms (sheep and wheat) are good farming practice.

Whatever the type of farm, water (or the lack of it) is a never-ending problem for the men who raise sheep and cattle outback; one-third of Australia is desert country, another third is semi-arid and most of her ten-million population live in cities.

Fifty years ago, men working on the big sheep stations rode everywhere on horses, mules or camels. Today they are likely to patrol the four corners of the properties on motor-cycles, or even in four-wheel drive vehicles. One thing has not changed: they still need well-trained, highly intelligent sheep dogs to help them. These dogs display almost human intelligence and more than human patience and endurance in controlling sheep under their master's guidance.

Shearing

Shearing is carried out once a year, the time of shearing depending on climatic conditions. Heavy losses of newly-shorn sheep and lambs could result from a big drop in temperature, and so most of the shearing is carried out in the milder months.

Shearing is hard work but well paid. In less prosperous days, shearers went from station to station, and from farm to farm, looking for work in shearing sheds. They walked or rode on bicycles. Today they travel in cars. Most of the shearing on the larger properties is now done by contractors who provide a team of shearers and shed-hands. The contractor and his team—who may be six months or more away from home—will start in the early shearing districts, and move on to other country.

Shearers are paid according to the number of sheep they shear. Engines provide power for the machine shears. Rain can delay shearing, as wet wool, when pressed together for storage, is liable to catch fire because of spontaneous combustion. Shearers object to handling wet sheep because of the danger of rheumatism; where possible, therefore, a day's supply of sheep is kept dry under cover overnight so as not to hold up work. The sheep are then herded into pens, from which the shearers, two to each pen, take the sheep to their machines a few feet away. The shearing floor is called the "board".

First the wool is removed from the top of the head, and then from the belly. Then the front and back legs and one side of the neck are shorn. The sheep is then laid on its back, and the shears are run from the back legs to the head in long sweeping movements. As the wool forms a fleece, the sheep is turned on its side and hauled into almost a sitting position for the shearer to complete his job.

Grading

The fleece, without the belly wool and head piece, is in one complete piece. It is picked up by a shedhand and skilfully spread by throwing on to a table where other shedhands, one on each side of the table, tear off the dirty and inferior pieces and any portions particularly full of grass seeds. The fleece is then rolled into a loose sort of "muff" and carried to the woolclasser.

The woolclasser, a highly skilled man, places the whole fleeces in bins which each contain fleeces of similar quality — texture, strength, colour — to each other. The number of "classes" depends on the uniformity of the fleeces.

The men who buy the wool are looking for types to suit certain manufacturing processes, and all the wool in a bale or in bales of similar branded grade must be of uniform quality if they are to fetch the best price.

From the bins, the wool pressers take about 300 lbs. of wool, and place it in an oblong bale made of jute which is suspended in a wooden box-like press. This wool is pressed mechanically into the bale, and the flaps at the top are fastened with metal clips. It is weighed, and then stencilled with the owner's brand, a number, and letters indicating the type of wool inside.

Marketing

Most of the wool today goes from shearing shed to wool stores by motor truck, the balance by goods train, but fifty years ago thousands of bales were hauled by bullocks, or in some cases carried by camels to the nearest railway station.

The wool is weighed when it reaches the store, and stacked to await sale. Nearly all of Australia's wool clip is sold at public auction in different selling centres in the Commonwealth.

There are only a few weeks in the year when there is no sale somewhere. For example, in Adelaide a sale is usually held when 40,000 to 50,000 bales are available for offering by the various wool firms. Adelaide averages 12 sales a year. Elder, Smith's Adelaide wool stores hold the Australian record — 209,791 bales — for the greatest

amount of wool ever received by one firm at any one centre in a season.

When the wool is ready to be auctioned, wool experts of the agent's technical staff open representative bales, examine the wool, and from its type, texture, and cleanliness, assess its current market value to guide the auctioneer.

Buyers from many parts of the world then inspect the wool to find the types wanted by the mills they represent. They note in their catalogues the price they are prepared to bid for the wool they want. The buyer may have to vary his estimates as the auction develops; it is a task which calls for judgment and split-second decisions.

The auctioneer starts the bidding, which rises in farthings per lb. until each lot of wool is knocked down to the highest bidder. The frenzied calls as rival buyers try to catch the auctioneer's eye when bidding nears its climax make a wool auction difficult for a newcomer to understand. However, the auctioneer and his clerks are experienced men, and rarely is there a dispute. If there is, the wool is auctioned again immediately.

After the sale, the wool which was pulled out of the bales for inspection is pressed back into the bale, the bale is sewn up, and remains in store until the buyer gives instructions about its destination.



This woollen dress weighs only 4 oz. and has a touch of luxury in the woollen lace on the sleeves.

THE GOLDEN FLEECE

(Continued from previous page . . .)

If it is to be shipped overseas, the wool goes through a process known as "dumping". A powerful hydraulic press squeezes it to about one-third of its original size.

Australians are proud of their sheep and they know that wool is the key to their prosperity. Every penny difference per lb. in the average price for wool at auction each season means a rise or fall of £6,500,000 in Australia's wool cheque.

Wool is the supreme fibre, but it has imitators and challengers. For this reason, Australian scientists have been busy eliminating wool's few disadvantages. They have found ways of treating wool so that it will not shrink or be eaten by moths, so that it can be pleated permanently, so that it can be washed easily, and so that it will resist stains and repel water.

The world's wool consumption is growing, and so are Australia's flocks and prosperity - a 'golden fleece' indeed.



MR A.H. VELTMAN LEAVES HEAD OFFICE
29th APRIL, 1961.



BOISSEVAIN INTERIOR DECORATING TEAM.



GOODBYE, CAPTAIN DE BRUIJN

On 12th May a farewell luncheon was held at Intercean House, Hong Kong for Captain J.M. de Bruijn, on the occasion of his impending retirement.

Among those present were Captain A.J. Ankeren and Chief Engineer R. Jonker of m.v. Ruys, Captain J. Kuiken, who has taken over command of m.v. TJIWANGI from Captain de Bruijn and Chief Engineer P.C. Spuybroek of m.v. TJIWANGI, Captain D. Visser and Acting Chief Engineer M.G. de Wever of m.v. TJILIWONG and Mr L. van Hulst, who could attend this luncheon just before taking up his post as Superintendent at Sydney.

In his address Mr van Osselen outlined Captain de Bruijn's career which commenced with K.P.M. in 1927. Captain de Bruijn joined R.I.L. on 1st January, 1949 and was promoted to Captain on 1st July, 1952. He had served as Master on the TJBODAS, VAN HEUTSZ, TJIJALENGKA and finally on TJIWANGI.

Mr van Osselen referred to the typhoon met by TJBODAS on New Year's Eve, 1950 when Captain de Bruijn acted as Master on this ship, and to the fire in No. 4 hold in 1951. He said that these and all other difficulties were met by Captain de Bruijn with the utmost calm and that at all times he was in complete command of the situation. He was a very human person, whose good relations with his subordinates did not conceal his ability to maintain discipline. Passengers, officers and crew alike appreciated his good qualities.

In his usual imperturbable fashion, Captain de Bruijn replied that things had not always been easy but that he had always tried to make the best of events that came his way. He concluded by wishing "good luck to Royal Intercean Lines, good luck to you all."



FAREWELL CHIEF ENGINEER DAMSTRA

"I think I know that you have always served on board the Company's ships with pleasure, and I know that the Company has always appreciated having you in its service" . . . in this way Mr van Osselen addressed Mr J. Damstra, one of R.I.L.'s most senior Chief Engineers, when he was the guest of honour on 22nd April at a farewell luncheon at Interocean House, Hong Kong. Mr Damstra was passing through Hong Kong for the last time prior to his impending retirement.

At this luncheon, which was served in the Managing Director's flat, were also present Captain A.J. van der Heyden, Master of m.v. *TEGELBERG*, on which ship Mr Damstra has served as Chief Engineer since 1958, Captain A.J. van Ankeren and Chief Engineer C. Schavemaker of m.v. *BOISSEVAIN* and Captain P.A.J. van den Bergh and Chief Engineer D.M.A.J. van der Gugten of m.v. *STRAAT TORRES*.

Mr van Osselen expressed his regret at seeing one of our experienced Chief Engineers leaving and continued by sketching Mr Damstra's career, which commenced in 1928 when Mr Damstra joined the J.C.J.L.

During World War II, Mr Damstra was appointed as Second Engineer for the Royal Rotterdam Lloyd on board s.s. *MANGKAI*, a captured German ship. In March 1941, this ship was sunk in the Atlantic (see note) and Mr Damstra was taken prisoner of war. Immediately after the war Mr Damstra reported for duty and served in a large number of ships until he was appointed Chief Engineer on 1st January, 1953. From the end of 1954 Mr Damstra served as Chief Engineer on two of the Company's largest ships i.e. s.s. *NIEUW HOLLAND* and m.v. *TEGELBERG*.

Mr van Osselen then described Mr Damstra as a very capable Engineer and as an excellent host for the passengers, saying that he was well-known for the cooperation

he obtained from his subordinates by his tact and authority, and for the friendly relations which he always managed to maintain with them. Mr van Osselen concluded by wishing Mr Damstra all the best for the future.

In a quietly delivered but humorous speech, Mr Damstra thanked Mr van Osselen for his kind words and spoke of the pleasant times spent on board various ships. He recalled some details of bygone days and said that, although times and working conditions had changed considerably, he was sure that the younger set of today were just as capable as their predecessors. He concluded by proposing a toast to the prosperity of the Company.

Mr Damstra will make his last trip, together with Mrs Damstra, on m.v. *TEGELBERG* to Durban and after a short holiday in South Africa will retire to Holland by m.v. *ORANJE FONTEIN*.

Note:—

According to an interview with Wong Ling, Firemen's Cook on board at the time, this is the story of the sinking of the s.s. MANGKAI:

The MANGKAI left Glasgow on the 5th or 6th of March, 1941. When she was about ten days out, she was sunk by the SCHARNHORST. Wong Ling remembers that the Chief Officer afterwards told them that the MANGKAI was then about two to three days from the Canadian Coast. The MANGKAI left in a convoy of approximately forty-eight ships, but on the evening before the disaster, Wong Ling did not see any other vessels.

That evening the Captain issued a warning to all crew members that submarines were reported in the vicinity.

Wong Ling was awakened in the morning of March 16th by shell fire. His estimate is that about 100 shells were fired at the MANGKAI. The MANGKAI did not return the fire, because, according to Wong Ling, the SCHARNHORST fired from a considerable distance.

Practically every shell from the SCHARNHORST was a hit.

Of the four lifeboats, one was launched; after the vessel disappeared, another lifeboat stayed afloat.

The first lifeboat had from twenty-two to twenty-four occupants; the second boat had only three or four occupants.

The sea was rather rough and it was very cold.

The ship sunk by the bow.

The SCHARNHORST circled around the place of the disaster and the lifeboats were caught in the beams of her searchlights.

The SCHARNHORST signalled to the lifeboats by means of a signalling lamp which was answered by the Chief Steward.

The occupants of the two lifeboats were thereafter taken on board the SCHARNHORST.

An hour later fire was opened again and survivors of three other vessels were taken on board; some were from a "Prince Line" vessel and others from a Norwegian tanker. All survivors were put below decks and after one week were landed as prisoners of war at Bordeaux.



R.I.L. "TROUBLE SHOOTING AMBASSADOR" RETIRES

Mr J.H. Hendriks Jansen, R.I.L.'s Representative in South America, retired from the Company's service on April 29th after nearly 35 years of service.

On April 20th, Mr and Mrs Hendriks Jansen were guests of honour at a farewell luncheon, to which were invited members of the Buenos Aires staff and their wives, Director and Departmental Managers of Messrs Dodero, and the Captain and Chief Engineer of m.v.s Tjisadane and Straat Mozambique, which were both in port on that day.

Mr Jacob Dekker, who is succeeding Mr Hendriks Jansen as Representative in South America, spoke on behalf of Managing Directors when he thanked Mr Hendriks Jansen for the many and invaluable services rendered to the Company during a long stretch of years. He commenced service in 1927 as an officer on board ship and was transferred to shore staff in 1935.

Mr Dekker continued:

"I can tell you that Mr Hendriks Jansen during his time has managed to leave a big mark in the organization of our Company.

His particular flair for organization and getting things done in the simplest and, therefore, most efficient way has earned him the respect of all those above and below him. His ability in coping with difficult situations, or "trouble shooting" as the Americans

call it, has possibly been a reason why Mr Hendriks Jansen, once he had reached managerial level, was shifted from place to place more often than is usually the case with Managers, or "Representatives", in our Company. Since the war Mr Hendriks Jansen was in charge successively of Manila, Batavia, HK HO AZ, Djakarta, HK HO PZ, the Hong Kong Local Office and Buenos Aires."

Mr Dekker concluded by wishing Mr and Mrs Hendriks Jansen all the best of luck and much happiness in their future life.

Mr Hendriks Jansen in his reply expressed himself greatly honoured by the evidence of Managing Directors' appreciation. He went on to thank all those present for the cooperation received from them during his term of duty in Buenos Aires and, in particular, thanked each of the Department Managers personally for the wholehearted support and assistance they had always given him in furthering the interests of Royal Intercean Lines. He hoped they would continue to do so with his successor.

Mr and Mrs Hendriks Jansen will leave Buenos Aires on 29th April, 1961 for Washington, where they will be re-united with their son who is attending College in the States.

In the above photograph on the right, r. to l.: Mr Hendriks Jansen, Mrs Enrique Dodero, Mr J. Dekker and Mrs Hendriks Jansen.



MR KARUWAL LEAVES ROYAL INTEROCEAN LINES AFTER

An informal gathering was held in Jhr. C.L.C. van Kretschmar's room at Intercean House, Hong Kong on 4th May, to say goodbye to Mr J. Karuwal (HO CD). Present were the Managers of Personnel, Catering, Marine and Engineering Departments and several members of the

Catering Department, including Mr Karuwal's "comrades-in-arms", Messrs A.A. Brand and H.R. Anakotta.

Mr Karuwal joined J.C.J.L. in 1927 as a cargo clerk. In 1939 he was posted on board m.v. Tjitjalengka on her maiden voyage as a "proviand clerk" and stayed with this ship during the war, doubling his normal duties with that of gunner until the Tjitjalengka was converted into a hospital ship. After serving on various ships, he was posted to HK HO in 1948 and was soon promoted to Special Staff in 1949.



RETIREMENT — CAPTAIN GOSSELINK

. . . . minstens een voet water onder de kiel!

"Veel stroom mee en minstens een voet water onder de kiel" (a favourable current and at least one foot of water under the keel) — this was the wish of Captain C.H. Gosselink when he concluded his speech at the farewell luncheon which was given in his honour by Managing Directors at Intercean House, Hong Kong, on May 8th.

Present at the luncheon also were Captain D. Visser, Master of m.v. TJIWIWONG (who received a special word of welcome from Mr van Osselen on his first appearance in Hong Kong for five years), Captain A.J. van Ankeren (m.v. Ruys) and the Chief Engineers J.P. du Bois (m.v. TJIWIWONG) and R. Jonker (m.v. Ruys).

Mr van Osselen, in addressing the retiring Captain, commented on the fact that Captain Gosselink had brought the Ruys into harbour for the last time on 30th April (H.M. The Queen's birthday) and that it was on this very same day in 1927 that Capt. Gosselink had joined the K.P.M. — exactly 34 years ago. His career could be divided into two sections; first, the pre-war days during which he had served K.P.M.; this period concluded with the sinking of the m.v. MAMPAWA, whereupon he was taken a prisoner of war and was interned in Indonesia; the second period started on 1st January, 1949 when Captain Gosselink transferred from K.P.M. to R.I.L. This had been an important decision for him to take, but had

been one with which the Company had been very happy.

Mr van Osselen spoke of Captain Gosselink as a first-class navigator, a man devoted to his duties and a good entertainer of passengers. He referred to the last Eastbound voyage of the Ruys when she rescued a drifting trawler (see May issue of *R.I.L. Post*) and said that Captain Gosselink had put in a typically modest report of the incident. He also reminded his listeners of the award of a silver medal to Captain Gosselink by the Royal Netherlands Meteorological Institute (see November, 1960 issue). Finally Mr van Osselen hoped that the Captain would have a happy leave (341 days of which had accrued to him!) and a peaceful retirement.

In his reply, Captain Gosselink thanked Mr van Osselen for his kind words and said that he had never regretted his decision to join R.I.L. He, of course, had mixed feelings about leaving but he was looking forward to a holiday. Said Captain Gosselink: "I have always sailed with plenty of luck and have only done what had to be done". He concluded by wishing the Company and its personnel prosperity in the future.

Captain and Mrs Gosselink will retire to, as Mr van Osselen said, "die skoonste plekkie van Suid Afrika" (the most beautiful spot in South Africa) — Pretoria.

YEARS OF SERVICE

Jhr. van Kretschmar addressed Mr Karuwal, thanking him for his long and faithful service to the Company and saying that he had always been a good friend to everyone in the office.

Mr Karuwal replied modestly that he had only done his duty and concluded by proposing a toast to the future prosperity of the Company.

Mr & Mrs Karuwal left on m.v. BOISSEVAIN for a round trip to Japan before settling down in Hong Kong.



IN MEMORIAM

It is with deep regret that we have to announce the death, following an operation in hospital in Durban, on 29th April, of Mr Wai Ming (章明), steward on board mv. "Tjitjalengka".

Mr Wai Ming, aged 60, joined the Royal Intercean Lines in 1948 and had always given the Company loyal and faithful service on the many ships in which he served. He leaves behind him a wife and two daughters.

章明君任職於芝渣連加輪為侍應生，在南菲打賓埠，因病入醫院施行手術，不幸於四月二十九日逝世，殊堪悼惜。

韋君享年六十歲，於一九四八年，加入本公司在各輪服務，忠於職守，遺族有妻室及女二人。

The sad news has reached us of the death of Mr. Torres, the oldest member of the staff of Messrs. Agencia Maritima Dodero, S.A., Agents for R.I.L. at Montevideo.

The late Mr Torres, who was in charge of port work, was a well-known figure on board R.I.L. vessels and his pleasant personality will long be remembered.

The sorrowful news reached us that the Hon. H. G. Robinson, C.B.E., Senior Managing Director of Messrs. Ireland, Fraser & Co., R.I.L.'s Agents in Port Louis, Mauritius, passed away peacefully on 1st May.

In 1959 R.I.L. shared in the general rejoicing when Mr Robinson celebrated his 60th year of service with Messrs. Ireland, Fraser & Co. On the occasion of this rare event, Managing Directors recalled his keen interest in shipping affairs, his excellent relationship with government officials and with the trade, and the many personal friends he had made among our shore and floating staff.

Mr Robinson was in fact already in the chair when the K.P.M. opened their service to Africa, and his well-known enthusiasm for our Company was apparent to all who visited him. His passing away is felt as a great loss.



SHIPS

OF THE WEEK



These photographs were taken in the Grand Hotel "Gooiland" on 20th April when recordings were made from the broadcast to m.v. TJIMENTENG as "West Ship" (top) and m.v. STRAAT CLEMENT as "East Ship".

PERSONNEL

NEW PERSONNEL

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

Mr L.J. Brinxma	4th Officer
„ W.v. Daalen	„ „
„ P.W. Dijkman	„ „
„ A.J.v.d. Leest	„ „
„ R. Lindemans	Employé Durban

H.W.R. Baron v. Tuyl v. Serooskerken



LEAVING (OR LEFT) SERVICE



Mr B. Bakker	4th Officer	own request
„ C. Hubbeling	„ „	„ „
„ F. Timmerman	Chief Engineer	„ „
„ E. de Bruin	2nd „	„ „

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain C.H. Gosselink, ex m.v. RUYS, went on home leave prior to his retirement.

Captain A.J. van Ankeren, ex m.v. BOISSEVAIN, was posted to m.v. RUYS.

Captain H. Prins, ex m.v. TJBANTJET, was posted to m.v. BOISSEVAIN.

Captain J.H.W. Voigt, ex Intermediate leave, was posted to m.v. TJBANTJET.

Captain J.M. de Bruyn, ex m.v. TJIWANGI, went on home leave prior to his retirement.

Captain J. Kuiken, ex Intermediate leave, was posted to m.v. TJIWANGI.

Captain H. Lubbers, ex m.v. STRAAT VAN DIEMEN, went on Intermediate leave.

Captain Th. Rose, ex HK HO ND, was posted to m.v. STRAAT VAN DIEMEN.



LEAVE



The following personnel went on leave:

Mr W. Incke	2nd Officer	Th.I	4.4.1961
„ F.J. Broersma	3rd „	II	27.4.1961
„ R.Th.F. Brouwer	„ „	Th.II	27.4.1961
„ B.C. Faasse	„ „	Th.II	27.4.1961
„ A.J. Gerbers	„ „	Th.I	30.3.1961
„ L.P. Vink	„ „	Th.I	24.3.1961
„ R.J. Vleerbos	„ „	II	28.4.1961
„ R. Feyten	4th Engineer	A	17.4.1961
„ H.J.v. Horik	„ „	A	6.3.1961
„ M. Koek	„ „	A	24.3.1961

Those who returned are:

Mr A.J. Gerbers	3rd Officer	posted to		
			m.v. RUYS	, STRAAT CLARENCE
„ R. Feyten	4th Engineer			

Ch. Engineer J. Damstra, ex m.v. TEGBELBERG, went on home leave prior to his retirement.

Ch. Engineer G. Vischer, ex home leave, was posted to m.v. TEGBELBERG.

Ch. Engineer B. Kragt, ex m.v. STRAAT BANKA, went on home leave.

Ch. Engineer G.J. Doves, ex home leave, was posted to m.v. STRAAT BANKA.

Ch. Engineer J.P. du Bois, ex m.v. TJIWONG, went on home leave.

Acting Ch. Engineer M.G. de Wever, ex m.v. TJPANAS, was posted to m.v. TJIWONG.

Ch. Engineer F.M.H. Beckers, ex Interim. leave, was reposted to m.v. TJPANAS.

Ch. Engineer J. Stoop, ex m.v. TJIARUM, went on home leave.

2nd Engineer J.G. Mayoar, ex home leave, was posted to m.v. TJIARUM as acting Ch. Engineer.

BACK PAGE TRIO

A Trio of Masters in pictures on the back,

A Quartet, had we added a Quarter Master,

A Quintet of Masters in the text hereunder,

Young Master — "Young Master" as no doubt the Hong Kong Amah would call Rogier (II), son of Mr G.M. Pliester (now on Home Leave), on the bridge of m.v. TJBANTJET during sea trials after extensive repairs in 1959. Rogier — a budding Master?

Master — Captain J.M. de Bruyn (retiring this month) masters Lion Cub on board m.v. TJSADANE, of which ship he was Master at the time.

Old Master — Oil painting by Dutch Old Master Arnout Smith (1641 - 1710). This painting of a Dutch Harbour can be found in the Managing Directors' Luncheon Room and was presented by the Board of Directors on the occasion of the opening of Interocean House on 15th September, 1959, the 56th Anniversary of the Company.

Port Photograph on back page by kind permission of the Australian Consolidated Press, Sydney.

MASTER



Young Master



Master



Old Master

PORTS OF CALL: SYDNEY

