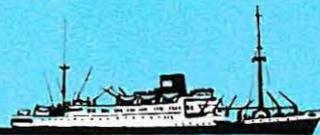
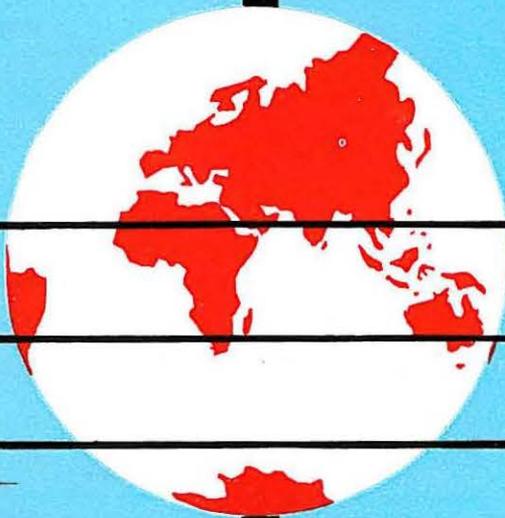




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VIII. No. 7. July, 1961

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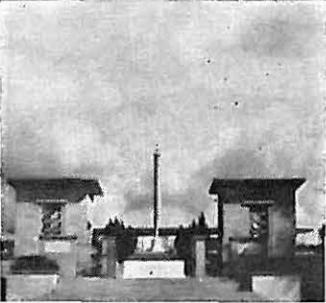
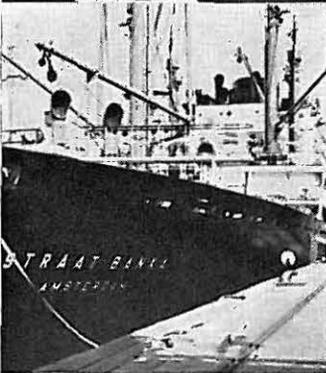
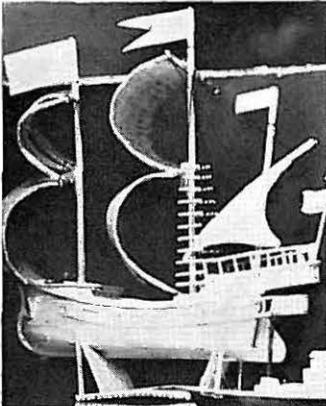


RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG



From the Editor

IN THIS ISSUE:

DUTCH SHIPPING AND SHIP-BUILDING

A review of the past and comparison with the present.

OUTWARD BOUND —

From Kobe, from Hong Kong and from Sydney. The Picture of the Month and its title come very near to Shakespeare's "Parting is such sweete sorrow".

LESSONS FOR LANDLUBBERS — No. 3

Apart from giving his name to deck shoes (as the many R.I.L. enthusiasts of that increasingly popular pastime, yachting, will know), Mr. Samuel Plimsoll also gave his name to — how to phrase it? — the Plimsoll Mark.

FAMILY PICTURES

Every family has its photograph album and R.I.L. is no exception. In this issue, brothers and sisters from a personnel and nautical angle.

PROMOTIONS — half-yearly list of promotions for Floating Staff.

AND IN THE NEXT

Beaufort's Wind Scale — in the days of sail and up-to-date.
R.I.L. Kobe Photo Club prize-winning photographs.

CRACK!

Captain D. Kuiken's photograph, as it appears on his Personnel Card, and now reproduced on page 118, is cracked.

Restraining ourselves, we are not making any crack about this crack (nor on any other subject in this edition).

Rather than wise-cracking, we should like to take this opportunity of pointing out how much we need good photographs for the RIL Post, and we therefore make an earnest appeal to the many crack photographers afloat and ashore to send us any of their pictures which they think suitable.

These pictures, which preferably should be black-and-white on glossy paper, will always be returned to their owners, if requested, as soon as possible in undamaged, unscratched and, for that matter, uncracked condition.

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

AFTERTHOUGHT

I recall that sometime in April your Editor asked me to write "a few words of farewell" in the *R.I.L. Post*. My answer at the time was that I had done so already in the January 1961 number of the *R.I.L. Post*.

One of the traits of the human character is that more often than not people change their mind. I claim to be a human being, and why then should I not also claim the right to participate in the change-of-mind-privilege?

R.I.L. Post has given a quite vivid description of the proceedings at the two farewell parties in Hong Kong but what *R.I.L. Post* could not do – nor could I – is to implant upon you the atmosphere of these parties. Actually the word "party" is all wrong – at a party one is supposed to be in a festive mood. And can one be in a festive mood at a farewell? I leave it to readers to answer this question. I would personally describe these "parties" as happy gatherings, happy in the sense of enabling me to carry with me valuable memories of the many expressions of kindness and friendship which I encountered on these occasions.

To illustrate my point I will pass on to you a remark (from a ship's officer when shaking hands): "You may leave the company bodily but in spirit you will remain with us". So looking at things in retrospect, I would say: all these fine memories play their part in "softening up" the sadness which invariably accompanies a farewell.

And I therefore wish to thank you all for helping me in thus making parting from the company easier. To those with whom I have not been able personally to shake hands, I would say through the medium of *R.I.L. Post* "good luck" and (so I hope): "till we meet again".

A.H. VELTMAN.

余憶今年四月時，本刊編者曾囑余爲本刊作道別之短文，當時余答稱此文早於今年一月份本刊內發表矣。

但改變初衷固人性之常，余亦人也，故余今改變初衷無不可乎。

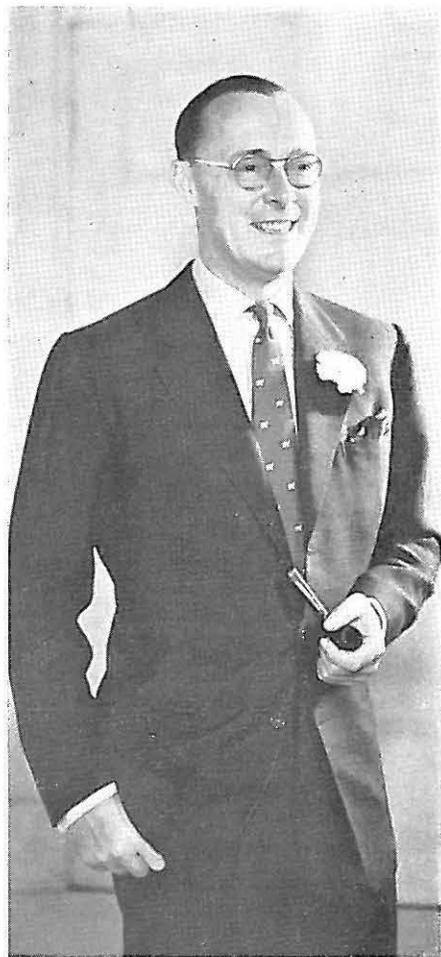
本刊對本公司同人向余道別之兩盛會已有極生動之描述（日本之會不久亦當發表）但文字及余本人所不能辦到者厥爲將當時之氣氛傳達讀者諸君。事實上「盛會」一詞實不盡正確蓋在此種場合人人皆當盡歡，但在道別之時豈有盡歡之可言乎？余請讀者爲余作答。余願將此等「盛會」描寫爲愉快之聚會蓋此等聚會遺余以極寶貴之回憶，並可見各知友流露之盛意及友誼。

爲表達此意余舉一例。當余與某輪船員握別時，該君曰：「君雖離吾等，但君之精神將長與吾等同在。」回首前事，余可言所有此種盛意，均有助「調和」離別時所不可避免之傷感也。

余欲再向諸君道謝因此舉令余對不能親向諸君一一親自握別之遺憾稍減。余並願借本刊敬祝諸君各事如意並衷心希冀後會有期。

A.H. 韋璐文

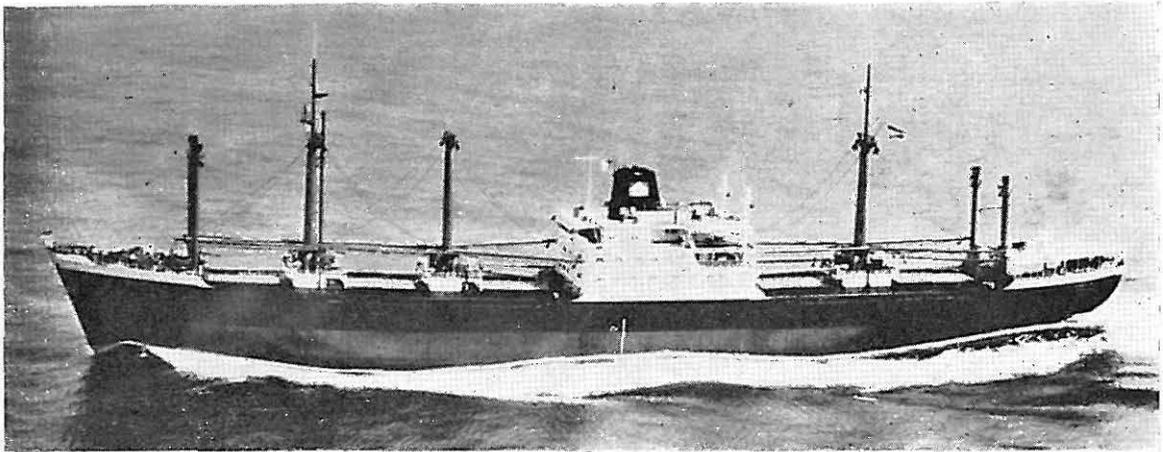
ROYAL BIRTHDAYS



(Photo M.C. Meyboom)

On 29th June, His Royal Highness Prince Bernhard of the Netherlands celebrated his 50th birthday.

Prince Bernhard holds a special place in the heart of Dutch people. Known for his tremendous interest in people and what people do, and for his high sense of vocation and devotion to duty, he is a first-class sportsman, fluent in many languages, and although not a robust man, is indefatigable in his many journeys abroad. Prince Bernhard is a modest man, a stickler for punctuality, deeply religious, and above all a family man, definitely the head of the family in the Royal "Soestdijk Palace".



m.v. STRAAT RIO — one of R.I.L.'s newest vessels

DUTCH SHIPPING AND SHIP-BUILDING

Ship-building, fishing and sea-faring have been — and still are — major industries of the Dutch and it is surprising to see how dominant a position they have been able to maintain in these industries throughout the ages and up to this very day.

In the old days, the shipping and ship-building industries were very dependent on each other and, consequently, the development of fishing and sea-faring kept pace with the art of ship-building.

That the art of ship-building is still very much alive in the Netherlands, is shown clearly from the fact that in 1960 the Dutch held 6th place, on basis of tonnage launched, before the USA and traditional seafaring nations such as Italy, Denmark and Norway. The figures in Schedule A dealing with the launching of ships of 100 tons gross and upward, give a good comparison between the principal ship-building nations.

Even to the casual reader these figures will make it clear that the Dutch have succeeded in maintaining their position among the top ranking ship-building nations, the sharp increase of launchings during the last 10 years notwithstanding. This flexibility and percentual stability point to a healthy industry, an industry which is able, if necessary, to absorb a sharply increasing demand for tonnage and which therefore is in a position to satisfy regular customers and to foster new relations as well.

How did the Dutch merchant fleet fare in the meantime? Did it indeed keep pace with Dutch ship-building activities? The answer is yes. As early as middle ages, the Dutch became known throughout Europe, from Russia to Portugal and the Mediterranean, as the "cargo carriers of Europe".

Dutch shipping of course had its ups and downs and many a hard battle had to be fought to keep the Dutch flag flying in the remotest parts of the world. The British, however, decisively staked their claim as the foremost sea power in the world and the incorporation of the Netherlands by France, under Napoleon, nearly proved fatal to the country as a maritime nation. However, these and subsequent calamities were overcome and the Dutch merchant fleet remained amongst the strongest in the world.

On a (1960) world total of 36,311 vessels, totalling 129,769,500 tons gross, the Netherlands take seventh place

with 1,891 vessels (5.2%), totalling 4,884,049 tons gross (3.8%), after (in that order) USA, Great Britain and Northern Ireland, Liberia, Norway, Japan and Italy and closely followed by France, West Germany and Greece. (See Schedule B).

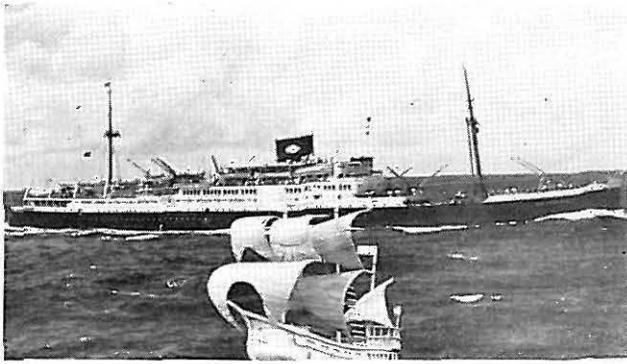
When studying these figures it should be borne in mind that the USA figures for 1950 and 1960 include the enormous laid-up reserve fleet (about 13,500,000 tons in 1960). The meteoric emergence of Liberia as a major sea power should also be seen in its proper proportions; no one can be under the illusion that this country has suddenly discovered a gift for seamanship (the same applies to the other countries which offer "registration under a flag of convenience", viz. Panama, Costa Rica and Honduras). Liberia's high ranking amongst the top maritime nations, as a matter of fact, is purely artificial and it is anybody's guess how long this situation will be allowed to continue; in other words, no one knows how long shipowners of diverse nationalities will consider it opportune to have their ships registered under "cheap" flags, such as the Liberian.

Returning to the Netherlands merchant fleet, readers may be interested to know some more about its composition and main characteristics (between brackets comparative figures for the total world fleet are given): 1,674 (22,035) vessels, no less than 88.6% (60.7%) of the fleet, representing 62.7% (43.2%) of the total gross tonnage, are motor vessels. From these figures the conclusion can be drawn that the Netherlands merchant marine is making above average use of motor vessels and that this is particularly so in the case of smaller tonnage.

69.8% (49%) of the Netherlands merchant fleet is made up by vessels between 100 and 1,000 tons gross; together, they only represent 9.9% (4.8%) of the total tonnage.

Of the total gross tonnage of the Netherlands merchant fleet, 14.6% (13.9%) is 20 years of age and over, slightly above the world average therefore. However, when we remember that amongst others our RUYLS, BOISSEVAIN and TEGELBERG belong to this category and that these beautiful sisters are being reconditioned to serve the travelling public for many more years to come, the Netherlands fleet being somewhat above the age average should not give rise to anxiety! The Netherlands merchant marine is sound and powerful and the Dutch have reason to be confident in its future; the R.I.L. being a healthy branch of this old — but very much alive! — tree, we too may face the future with confidence and pride.

F.T.



The ORANDA BUNE was the first foreign vessel flying the Dutch flag to call at Japan, at Nagasaki, in 1604 or 1605.

This model, made entirely of match sticks, was constructed with remarkable patience and skill by the nephew of Mr Y. Tomita (Kobe), and is shown against a background of the well known picture "Boissevain at Sea".

(Photograph by
Mr H. Fujiwara, Kobe)

SCHEDULE A

1938 total	3,033,593 tons gross	1950 total	3,489,277 tons gross
1. U.K.	(1,030,375)	1. U.K.	(1,324,570)
2. Germany	(480,797)	2. U.S.A.	(436,745)
3. Japan	(441,720)	3. Japan	(347,945)
4. The Netherlands	(239,845) = 7.9%	4. Sweden	(347,892)
5. U.S.A.	(201,251)	5. The Netherlands	(228,118) = 6.5%
6. Sweden	(166,464)	6. France	(180,846)
7. Denmark	(158,430)	7. West Germany	(154,506)
1955 total	5,314,850 tons gross	1958 total	9,269,983 tons gross
1. U.K.	(1,473,937)	1. Japan	(2,066,669)
2. West Germany	(928,569)	2. West Germany	(1,429,261)
3. Japan	(838,730)	3. U.K.	(1,401,980)
4. Sweden	(525,814)	4. Sweden	(760,206)
5. The Netherlands	(396,545) = 7.5%	5. U.S.A.	(732,381)
6. France	(325,837)	6. The Netherlands	(555,697) = 6%
7. Italy	(167,147)	7. Italy	(550,795)
1959 total	8,745,704 tons gross	1960 total	8,356,444 tons gross
1. Japan	(1,722,577)	1. Japan	(1,731,656)
2. U.K.	(1,372,595)	2. U.K.	(1,331,491)
3. West Germany	(1,202,138)	3. West Germany	(1,092,139)
4. Sweden	(856,642)	4. Sweden	(710,659)
5. The Netherlands	(607,497) = 6.9%	5. France	(594,422)
6. U.S.A.	(596,757)	6. The Netherlands	(566,993) = 6.7%
7. Italy	(518,323)	7. U.S.A.	(484,978)

N.B. No dependable figures are available regarding USSR, the People's Republic of China and East Germany.

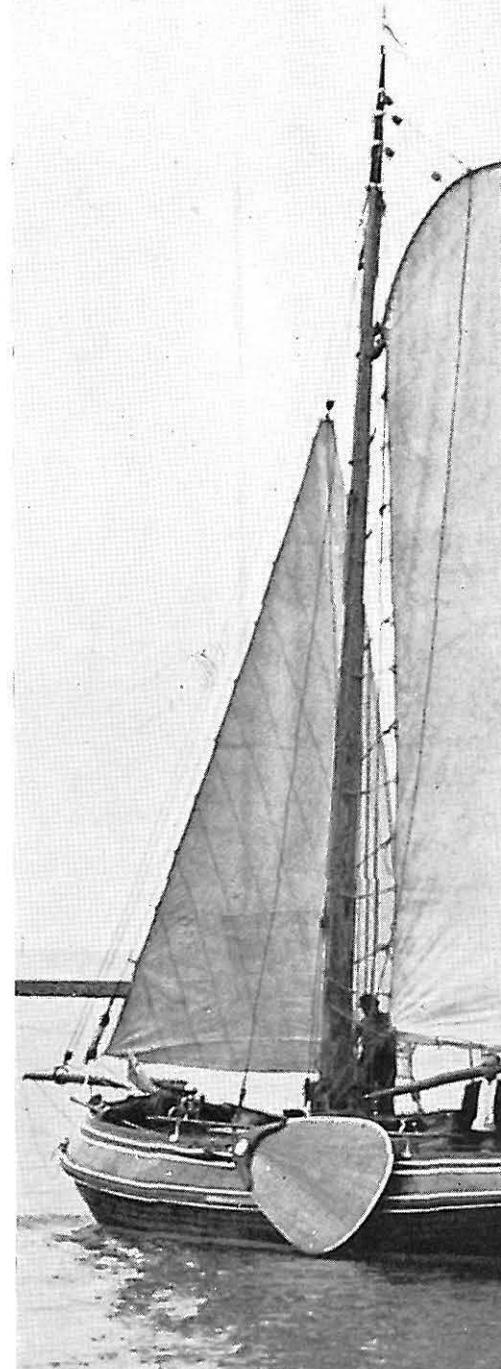
SCHEDULE B

The following figures (tonnage figures rounded off) also give an interesting picture of the comparative importance of the (in 1960) 7 leading countries, during the last 50 years:

	tons gross (No.) 1910	tons gross (No.) 1920	tons gross (No.) 1930
U.S.A. *	5,000,000 (3,380)	16,000,000 (5,381)	13,950,000 (4,105)
Great Britain and Northern Ireland	17,500,000 (9,417)	18,350,000 (8,561)	20,450,000 (8,238)
Liberia	— (—)	— (—)	— (—)
Norway	2,000,000 (2,065)	2,200,000 (1,777)	3,650,000 (1,916)
Japan	1,150,000 (846)	3,000,000 (1,940)	4,300,000 (2,060)
Italy	1,300,000 (1,080)	2,250,000 (1,115)	3,350,000 (1,380)
Netherlands	1,000,000 (628)	1,800,000 (987)	3,100,000 (1,401)
	1939	1950	1960
U.S.A. *	11,850,000 (3,270)	27,500,000 (4,953)	24,850,000 (4,059)
Great Britain and Northern Ireland	18,000,000 (7,009)	18,200,000 (6,060)	21,150,000 (5,246)
Liberia	— (—)	250,000 (22)	11,300,000 (977)
Norway	4,850,000 (1,990)	5,450,000 (2,202)	11,200,000 (2,725)
Japan	5,650,000 (2,337)	1,850,000 (1,499)	6,950,000 (3,124)
Italy	3,450,000 (1,335)	2,600,000 (1,059)	5,100,000 (1,312)
Netherlands	3,000,000 (1,532)	3,100,000 (1,530)	4,900,000 (1,891)

* including vessels for the Great Lakes

The 'Hilda', Holland's oldest booyer.



. . . FROM KOBE



PICTURE

OF THE

MONTH

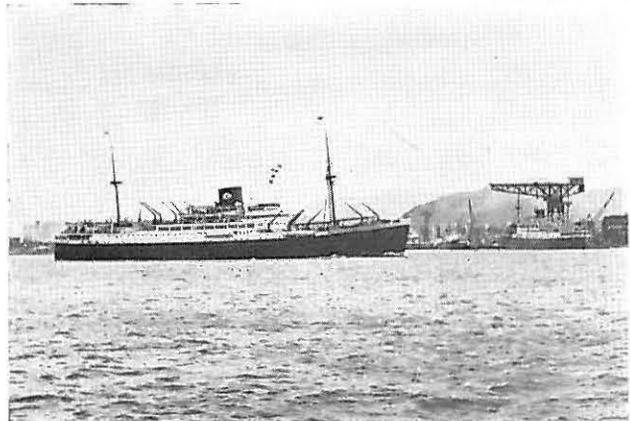
THE SORROW OF DEPARTING, photographed by Mr H. Fujiwara (Kobe), to whom the customary award will be paid. This is one of the entries in the latest R.I.L. Kobe Photo Club Contest. Prize-winning pictures will be published next month.

. . . TURES

. . . FROM HONG KONG



Captain and Mrs J.M. de Bruijn wave Goodbye to m.v. TJIWANGI on 15th May.



m.v. BOISSEVAIN, westbound, passes her sister ship m.v. RUYs in Kowloon Dock on 24th May.



Mr A.H. Veltman left Queen's Pier Hong Kong on 26th May on his way to Kai Tak Airport.



m.v. DAHLIA (charter ship) leaves Hong Kong on 12th May, westbound in the ASAS freight service.

. . . FROM SYDNEY

m.v. *Straat Banka* sailed on May 25th from Fremantle with the Australian Trade Mission aboard. (See November, 1960 issue).

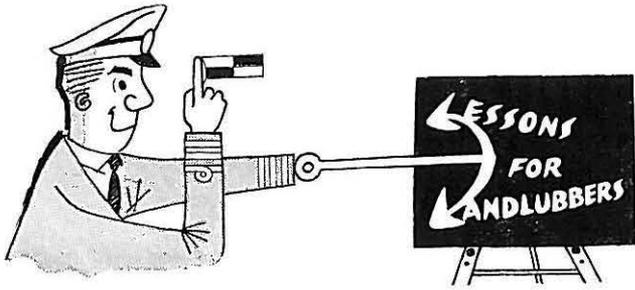
The entire passenger accommodation has been put at the disposal of 42 members of the Trade Mission and for display of products from more than 200 Australian firms.

On both sides of the ship,



just below A-deck, the words "Australian Trade Mission" are painted.

The exhibition will be open for visitors in Singapore, Malacca, Port Swettenham, Penang, Colombo, Bombay, Karachi and Cochin. According to reports which have reached us, the venture is expected to be a major success and will assist the export drive of the Australian Government.



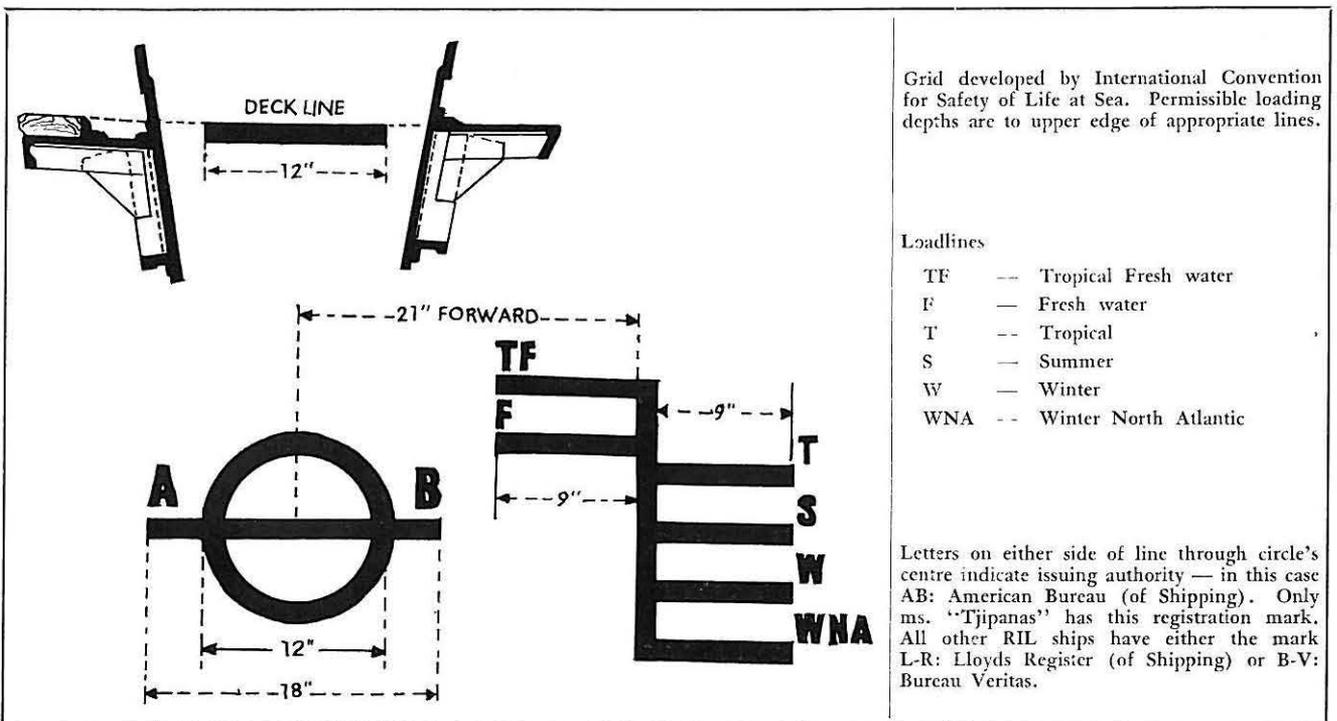
MR SAMUEL PLIMSOLL — his mark.

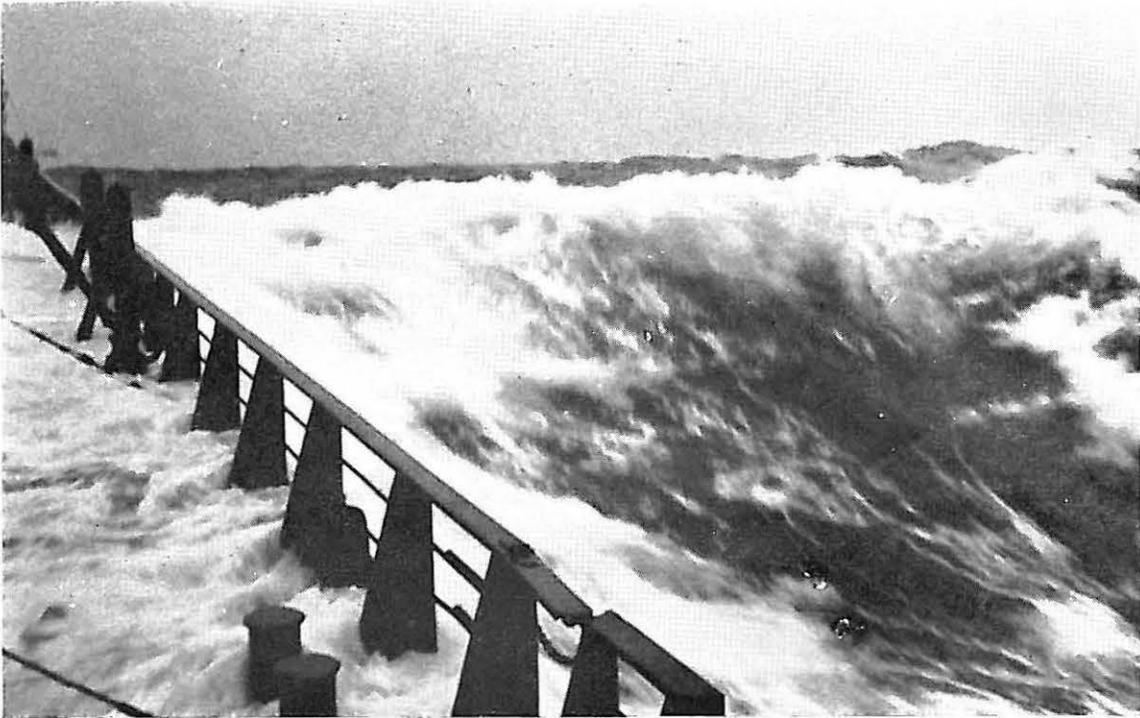
Strange as it may seem, a 12th Century Venetian sailor enjoyed greater safety at sea than did his counterpart of the early 19th Century. The secret, if it can be called a secret, stemmed from a rigid adherence to the load line principle. The Venetians, on the instructions of the doge, even marked their caravels with a cross to indicate the depth beyond which it was unsafe to load them.

Across the "boot" of Italy and out in the Tyrrhenian Sea, the Sardinians, trying to reduce their foundering, decided that over-loading was the primary culprit. They too came up with a load line. Their mark was quite different from the cross. It was simply a painted disc with a line through it, the ancient ancestor of the Plimsoll Mark.

About the same time, far to the north, Swedes on the island of Visby put a load line ordinance into effect, and across the Baltic to the south, the Hanseatic League, recognizing the advantages, quickly adopted the practice. They marked their vessels with a line so that it was easy to tell when a Hansa ship was properly laden. But when the Hanseatic League died, the practice died too. It remained buried until an English coal merchant and member of Parliament, named Samuel Plimsoll, began his famous crusade.

A sailor's life in 19th century England was not a happy one. His quarters were far from comfortable, food was poor and a "touch of the cat" for even the most minor





Photograph by Mr J. de Rooy (H.K. H.O. V.Z.)

offence was the standard punishment. Once signed on, even if it was under duress as a result of being "Shanghaied", he had to sail. If he didn't, he was sent to gaol. He was at the mercy of the quarterdeck, with no recourse for any injustices done to him. It was, without doubt, a life of virtual slavery.

Many of the ships he sailed on were far from "well found". To be sure, the good operators exercised care. Their vessels were well rigged, well maintained and rarely, if ever, overloaded. By and large, however, the smaller "fly-by-night" shipowners did overload their vessels and spent very little money on needed refittings. Losses at sea were heavy both in ships and men; and when steam replaced sail, the situation did not substantially change.

This was the incredible situation with England's lifeline when Samuel Plimsoll was elected to Parliament in 1868. For two years he sat in the House of Commons, making little or no mark on the stream of history. But in 1870, he listened to a talk by James Hall which detailed the present deplorable conditions. It changed the entire course of his life.

Shortly after listening to James Hall, Plimsoll journeyed to Newcastle-on-Tyne and had a long, searching talk with the shipowner. Hall, well aware of his need for an M.P., was quite willing to discuss the matter fully and actually passed over much of his material. Plimsoll, his enthusiasm now well aroused, observed that all this information should really move the Commons.

Returning to London, Plimsoll launched his campaign, which proved to be a bitter one. He argued, fought, manoeuvred. He travelled the length and breadth of the land, compiling case histories, in many cases illustrated with photographs, and talking before secular and religious

groups. He spared neither time, money nor himself in preaching his shipping reforms. And when Parliament was in session, he badgered his fellow members unmercifully. Friends he made, but he also succeeded in stirring-up a very strong opposition.

It was not until 1890 (after many political vicissitudes) that an act relating to load lines was introduced and became law.

One of Samuel Plimsoll's ideas waited until long after his death before it was adopted. This had to do with getting other nations to adopt his principles. In 1930 the International Convention on Shipping came into being. Eventually ratified by virtually every maritime power in the world, it set uniform safety principles for international shipping. So it was that James Hall's and Samuel Plimsoll's dreams became a reality.

The International Convention set world-wide standards for establishing load lines. It adopted the Plimsoll Mark, which is the 12-inch in diameter disc with the 18 inch bar through it and the 12-inch deck line above it, the determining factor in locating the Mark itself.

It also added something all its own. This is the grid, located 21 inches forward of the disc's centre which actually is a seasonal load indicator. It is made up of a vertical arm supporting six bars at right angles, each nine inches long, spaced according to prescribed calculations. The markings on each line of the grid were also established by the Convention. No comment is needed as to how closely these lines are watched by shipowners, crews, and enforcing authorities.

Derived from an article in "The Compass"

BROTHERS

THE BROTHERS KUIKEN



Thijs — Chief Engineer
on leave



Johannes — Captain
m.v. "Tjiwangi"



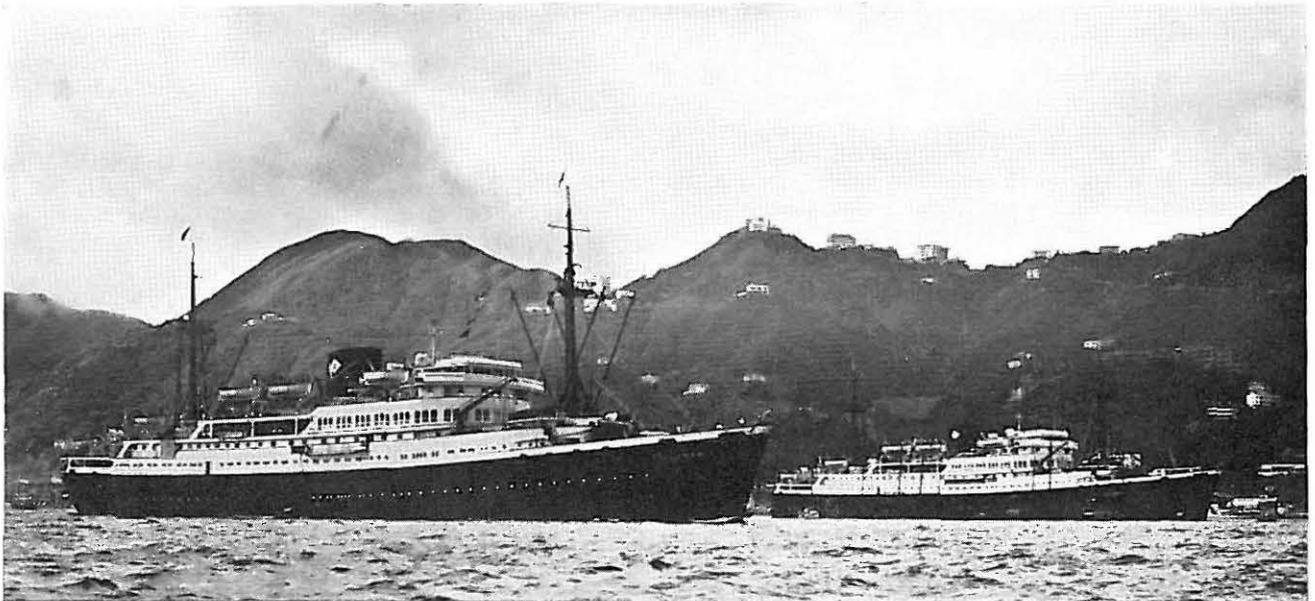
Dirk — Captain
m.v. "Tjipanas"

There are strong family traditions in Royal InterOcean Lines, and many examples of service from different members of the same family.

Captain J. Kuiken has served on 59 K.P.M. and R.I.L. ships, and although full pre-war particulars are not available it seems more than likely that these three brothers between them have served on at least 100 K.P.M. and R.I.L. ships! There are three R.I.L. ships, the "Ruys", "Tjibodas", and "Tjipanas", on which all of them have served at different times, and two of the brothers have been posted to each of the two Sisters (below), at one time or another.

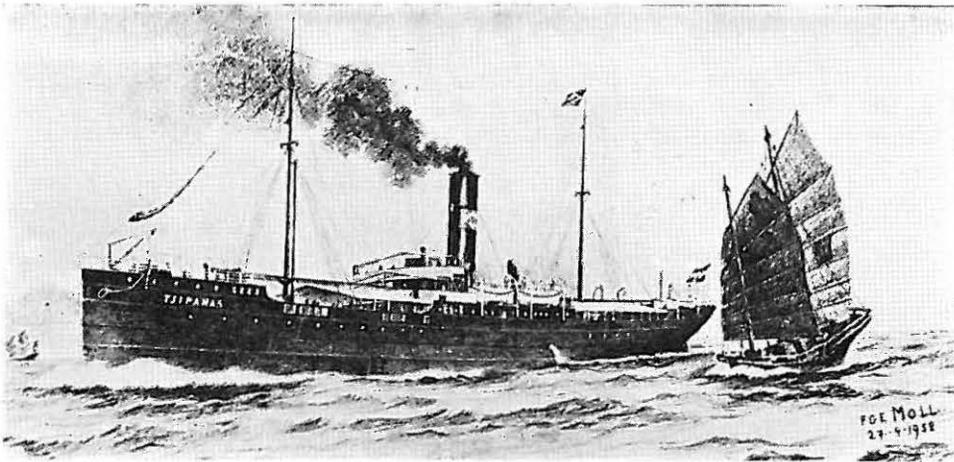
The next generation is now represented by Miss Cita Kuiken (HK MH), eldest daughter of Captain J. Kuiken.

. . . . AND SISTERS



m.v.s. "Tjiwangi" and "Tjiluwah" lie together in Hong Kong harbour

FORERUNNER

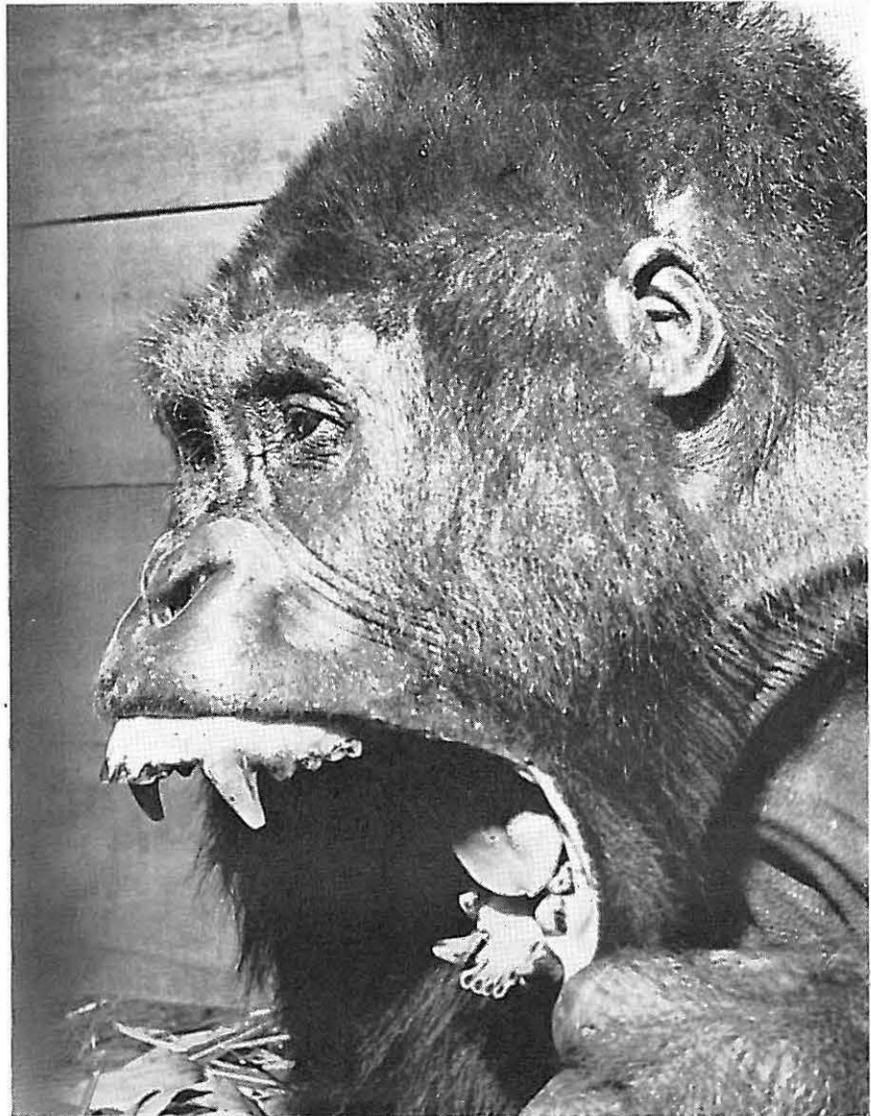


ss. "Tjipanas", 1903 — first ship to be built for J.C.J.L. and forerunner of many other R.I.L. ships.

. . . . AND FOREBEAR?

This "Devil of the Forest", as the gorilla is called in the Congo, was originally booked for shipment (or should we say passage?) by m.v. "Tjimenteng" from Mombasa to Kobe on May 10th, but eventually travelled by air.

This is one of a pair caught by the well-known Swiss field naturalist, Mr Charles Cordier, who is still searching for an "ape-man" — the missing link between ape and man — which he is convinced exists deep in the forests of Central Africa.



Reproduced by courtesy of the East African Standard

PERSONALITIES

Mr J.R. van Osselen left Hong Kong on June 13th for a business trip to Japan, where he visited our Kanto and Kansai offices. Mr van Osselen returned on June 25th.

* * *

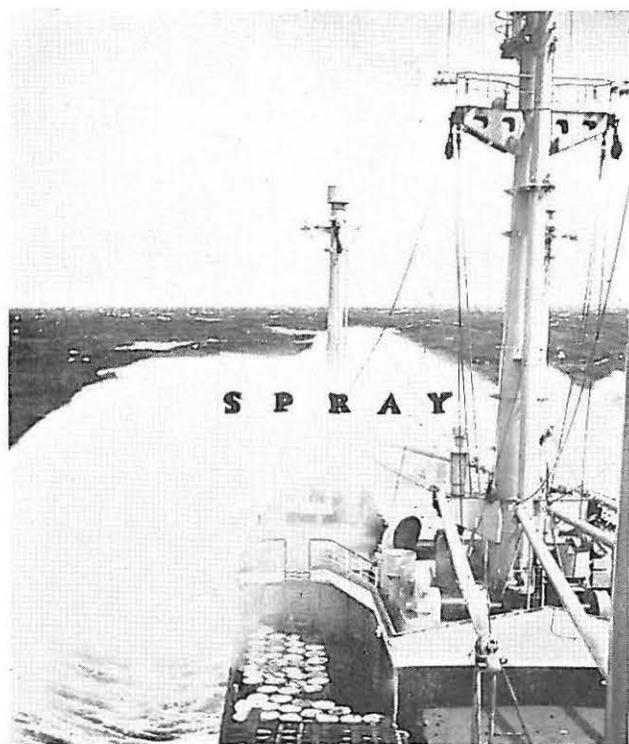
Mr J.C. Zwan, Chief Administrator, left Hong Kong on 15th June on Home Leave.

* * *

Mr E.M. van Rhoon, Manager Freight Department HK HO, made a short business trip to Saigon from June 6th to June 9th.



Mr A.H. Veltman, himself now a guest, signs the Visitors' Book for the first time at the traditional Farewell luncheon given by Managing Directors.



Desalting Sea Water

Intended primarily for use by ocean-going vessels, a new process for desalting sea water has been developed by the General Electric Company. From a hundred pounds of sea water, the new system is capable of extracting more than 40 pounds of fresh water. When used aboard ship, the system would occupy about 60 per cent less space and weigh about 40 per cent less than present systems.

Reversible Raft

A new lifesaving raft called the "Floating Igloo" has been put on the market by Vesilandske Gummivarefabrikk A/S in Stavanger. Made of foam plastic, the new raft weighs only 150 lbs. On both the top and bottom of the raft is a canvas tent with all the necessary equipment such as fresh water, medicines, emergency rations, flares etc. Seawater will fill whichever tent that strikes the sea, thus serving as a stabiliser.

Inflatable Life-rafts

Inflatable life-rafts have many advantages over lifeboats, but one disadvantage is the difficulty of carrying portable radio-sets. MARCONI has brought on the market a special installation for this purpose. The name is "lifeline". This apparatus can be handled easily and will be used for radio-connection with rescue ships. It can be used for *radio and telephony*. A *hand operated generator* provides the necessary power. The apparatus can be used for talking and a two-tone alarm signal can be given automatically.

Cylindrical Tanker

A Swedish naval architect has designed what can be claimed a unique type of oil tanker. The outstanding feature of this ship, to be employed on coast-wise trades, is that her hull is completely cylindrical in shape, which gives considerable reduction in the weight of steel required for her construction. The prototype design is for a vessel of 750 tons deadweight, and it is estimated that the cost of this vessel will be only half of what a conventional ship of the same capacity would entail. Extra large bilge keels ensures stability. It is hoped that a ship of this unusual design will be built in the near future.

R.I.L. ACTIVITIES

Having canvassed all Head Office departments for material for this regular column, and having met many friendly, but mostly blank faces, we have been compelled to fill the space – already set aside – ourselves. This picture apparently portrays the *activities* of our contributors during this hot summer month, at least as far as *R.I.L. Post* is concerned.



s.s. Despo: was redelivered to owners at Kamaishi on 15th May.

m.v. Dahlia: the charter of this vessel has been extended for redelivery Japan in September.

s.s. Karsik: empty Saigon mid June, sailed in ballast to B.E.A. to give an extra sailing from B.E.A. to the Far East.

PROMOTIONS

Our congratulations go to the following personnel who were promoted on 1st July, 1961:—

To Captain
R. Jungeling
D. Kuiken
J.D. Jelijs
Th. Terhorst
W.H. Schröder

To Chief Officer
J.H.v. Dijk
F. List
J.H. Mak
F.A. Zweere
A. van Os
C.J.v. Tuil
F.J. Panhuizen

To 2nd Officer
B.v.d. Berg
E.v. Laren
N.P. Dekker

J.B. West
H.K. Labrie
F.A. Herkenhoff
F.L.S. Dreyer
J. Haitsma
H.v. Dorland

To 3rd Officer
Z.v. Vgoorthuizen
F. Hartmans
W.K.R. Houwing
G.P. Telle
W. Backer
D.A.P. Algra
J.E.M. Fokke
T.A.J. Gulmans
J. Drost
C. Nanninga
J.M.P.v.d. Akker
J. Akkerman
R.v. Willigenburg
R. Bürmann

To 2nd Engineer
J.H.M.v. Miltenburg
P.A. Zwart
H.W.v. Buuren
H.v. Brussel

To 3rd Engineer
A. Volkert
R. Banning
J.J. Veldhuizen
A.J. Odink
M.L. Havelaar
H. Brinkman
G.H.J. Siebelink
Frits Huizinga
A.M. Heupink
R. Huizinga
G. Tomassen
M.A.H. Ritmeester

To 4th Engineer
Frans Huizinga
J.B.v.d. Vegte
L.v.d. Knoop
J.v.d. Zee
H.W. Molenaar
J. Coppoolse
R.R.v. Geest
A. Verhoeff
H. Mclissen
N.A.F. Croese
D. Kruger
M.V.Th.M. Kraanen
K. Tol
J.C. Pasman
H.N. Haas

To Purser 1st Class
B.A.C.H.G. van Zutphen

To Purser 2nd Class
K.A.W.M. Verkerk

SHIPS OF THE WEEK



These photographs were taken on 2nd June when recordings were made from the broadcast to m.v. STRAAT TORRES as "East Ship" (top) and to m.v. Tjikampek as "West Ship".



IN MEMORIAM

It is with deep regret that we announce the death of two of R.I.L.'s seagoing personnel.

Mr Leung Kar Ching (梁家正), No. 1 Cook on board mv. "Straat van Diemen", died on 17th May. Mr Leung joined the Company in 1955 and served on various ships. In 1958 he was among the crew flown to the Netherlands to join the "Straat Magelhaen". He was a hard worker and a good friend to all who worked with him.

Mr Leung aged 32, leaves behind him his wife and a daughter.

現在忱痛之餘宣告。

本公司華籍船員之逝世消息：

梁家正君于一九五五年加入公司任西大廚之職，服務在數船後在一九五八年乘機飛荷京接新輪「士打麥高漢」號，後又調「士打萬達文」輪，在一九六一年五月十七日卒在日本，享年卅二歲，遺有一妻一女。

梁君好人友愛，工作勤慎，現不幸逝世，殊堪悼惜。

* * *

Mr. Tsang Fat (曾發), pantryman, died at sea after a short illness on board mv. "Straat Bali" on June 2nd, and was buried at Port Louis, Mauritius, on June 3rd. Mr Tsang, aged 48, joined R.I.L. in 1957.

He is survived by his wife, two sons and daughter.

曾發君任職于「士打巴利」輪為大手班地厘，不幸患病不治，于一九六一年六月二日卒于「士打巴利」輪，葬于毛里士，路易士埠。

曾君遺有一妻，二子，及一女，享年四十八歲。

KRANJI WAR MEMORIAL



"They Died for All Free Men" is the description, engraved in six languages, on this Memorial, 14 miles north of the city of Singapore.

Here are recorded the names of twenty-four thousand service people who lost their lives in Malaya during World War II but to whom the fortunes of war denied the customary rites.

The annual (Dutch) national commemoration service was held this year on 4th May and Captain A.J. van der Heyden, being the eldest merchant marine Master in the port of Singapore on that day, was requested by the Consul-General to represent the Dutch Merchant Marine at the ceremony.

In the photograph is shown, from left to right: the President of the Dutch Club, Capt. van der Heyden, the Naval Liaison Officer & the Consul-General.

PERSONNEL

NEW PERSONNEL

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

Mr H. de Haas	4th Officer
„ M.H. Rob	„ „
„ K.J.v.d. Veer	„ „
„ C.M.H.v.d. Velden	„ „
„ P. van Andel	Employé HK MH

PROMOTIONS

Our congratulations go to the following officers, who were promoted to 5th Engineer:

Mr A.C. Hulst	retroactive per	24.3.1961
„ B.G.W. Karhof	„ „	16.3.1961

LEAVING (OR LEFT) SERVICE

Mr A.C. de Moor	2nd Officer	own request
„ A. Bos	H. Employé (R.S.)	„ „
„ J.L. Franck	H. Employé	„ „

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain Th. Rose, Master of m.v. STRAAT VAN DIEMEN, went on home leave.

Captain H. Lubbers was posted to m.v. STRAAT VAN DIEMEN following Intermediate Leave.

Captain D. Visser, Master of m.v. TJILIWONG, went on home leave.

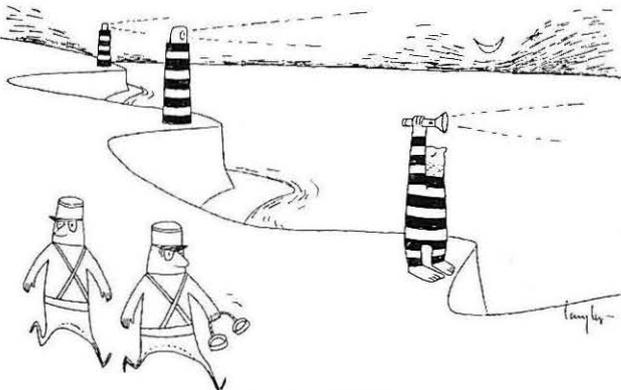
Captain J. Versteeg was posted to m.v. TJILIWONG following home leave.

Mr M. de Groot, Chief Engineer of m.v. STRAAT MAGELHAEN, went on home leave.

Mr J. Dirkse, Chief Engineer, was posted to m.v. STRAAT MAGELHAEN following home leave.

Mr M.G. de Wever, Acting Ch. Engineer of m.v. TJILIWONG, went on home leave.

Mr Th. M.J. Effring, 2nd Engineer of m.v. STRAAT VAN DIEMEN, was posted to m.v. TJILIWONG as Acting Ch. Engineer.



“ HIGHLIGHT ”

SUCCESSFUL EXAMINATIONS

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

Mr F. List	2nd Officer	I	24-5-61
„ R.Th.F. Brouwer	3rd „	II	31-5-61
„ B.G. Coops	„ „	II	18-5-61
„ R. Hol	„ „	II	26-5-61
„ K. Romeligh	„ „	II	17-5-61
„ K.J. Deutekom	4th Engineer	A	5-5-61
„ J.A.M. Koeltjes	„ „	A	15-5-61
„ A.C. Hulst	5th „	ASW	24-3-61
„ B.G.W. Karhof	„ „	VD	16-3-61
„ L.v.d. Knoop	„ „	A	25-5-61

LEAVE

The following personnel went on leave:

Mr R. Reichenfeld	Chief Officer
„ C.W. de Jong	2nd „
„ S. Westerweel	„ „
„ S. de Graaff	3rd „
„ C.E. Herbig	„ „
„ J.L. Nobels	„ „
„ C.C.J.v. Roon	„ „
„ G. Ytsma	„ „
„ R. Koppenol	3rd Engineer (Temporary Service)
„ Frits Huizinga	4th „
„ A.P.D. Biesters	5th „
„ H.J.A. Bollen	„ „
„ E. Teulings	„ „
„ J. Kroon	Instructor
„ J. van Middelkoop	Adj. Chef

Those who returned are:

Mr L.P. Weststrate	Chief Officer	posted to
„ K. Romeligh	3rd „	m.s. TJIPANAS
„ D. Ceppoolse	2nd Engineer	„ STRAAT CLEMENT
„ K.J. Deutekom	4th „	s.s. TJIBODAS
„ H.J.M. Peters	„ „	„ TJIPONDOK
„ L.v.d. Knoop	5th „	„ TJIBODAS
Miss M.C. Summers	Stewardess	m.s. STRAAT BALI
		„ BOISSEVAIN

BACK PAGE TRIO

Painting a ship's funnel

Painting her face; Mrs Joan Dempsey, telephone operator in our Sydney office from 1951-58, poses in the cabin de Luxe on board s.s. NIEUW HOLLAND.

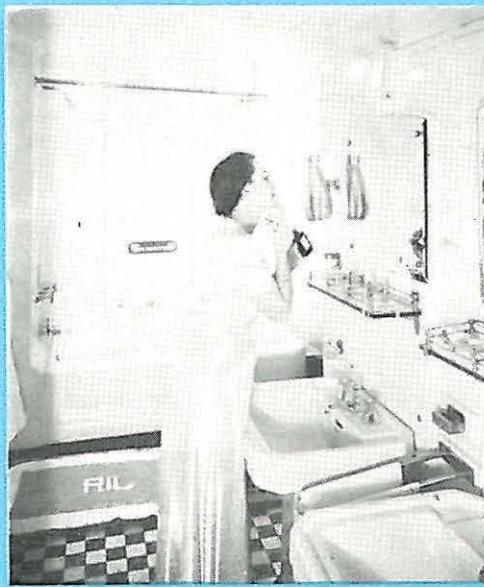
Painting in oils (or was it water colour?), the sailor-artist Kwok Bing, at work on board m.v. STRAAT CUMBERLAND.

Port Photograph on back page by kind permission Messrs Elder Smith & Co., Ltd.

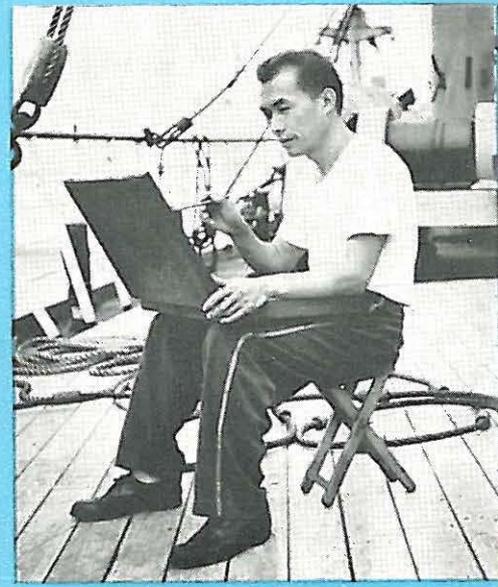
P A I N T E R S



Ship's paint



" War-paint "



Oil paint

P O R T S O F C A L L : A D E L A I D E

