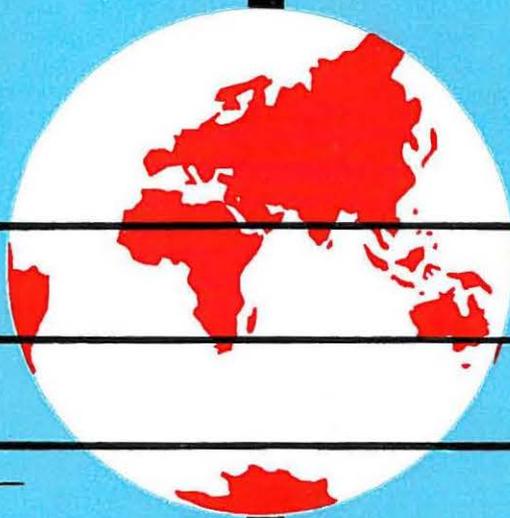




# *RLL* *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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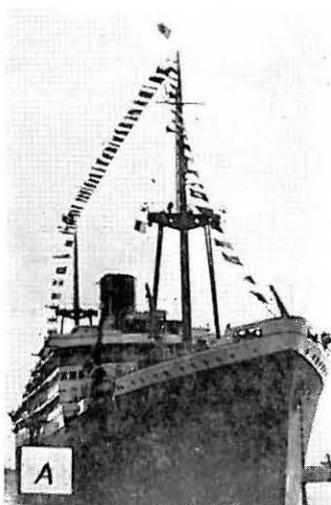


# RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES**

P. O. BOX 725

HONG KONG



## *From the Editor*

### **SOMETHING OLD . . .**

A pre-war painting of a ship now hangs in the lounge of the ship it portrays (p. 62/63).

A war-time story is related by a ship's doctor (p. 69).

### **SOMETHING NEW . . .**

Another R.I.L. ship is "as good as new" — m.v. TITJALENGKA (A) left Japan on 16th February after her three months' stay for reconversion (p. 64/65).

New ways of handling cargo are described by Mr David Ma (p. 59).

### **SOMETHING BORROWED . . .**

The *Natal Review*, The Natal Mercury Records Office, and the Durban Municipal Reference Library have all been ransacked by Area Correspondent J. Blaauw for his detailed and interesting account of the Port of Durban (p. 66-8) and its new Passenger Terminal (B).

### **. . . AND SOMETHING BLUE**

As this issue comes out, R.I.L.'s newest ship, m.v. STRAAT CHATHAM, should be on the high seas between Mauritius and Singapore. We hope she is enjoying blue skies and a calm voyage after her stormy beginnings (C) in Holland (p. 60/61).



### **PAUSE FOR THOUGHT**

We regret to announce that R.I.L. is going to the dogs: see poster on page 72 from our Correspondent in — could it be the Great Australian Bight?



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

# TALKING ABOUT CONTAINERS

*Mr David Ma (HK HO PCT), who has "talked" to us in the past about Funnels and about Atoms, now contributes this interesting forecast of the future handling of general cargo:—*

There has been tremendous progress in the propulsion of ships and in the design of hulls. Ships have become faster and bigger, using the same or less amount of fuel. There has been equally tremendous progress in the handling of bulk cargoes. Mechanical conveyor belts and suction devices have speeded up many times the loading and discharging rate of grain, coal or sugar. For the handling of general cargo — the bread-and-butter of liner-vessels — there have not been such fortunate advances in technology. Handling speed continues to be painstakingly slow, but handling expenses become higher and higher. It is not surprising, therefore, that many liner-companies are watching closely the innovation of the container, which promises to expedite despatch and reduce handling costs.

The main reason why the use of containers can speed up cargo handling as far as the ship is concerned is because of the economy of a large unit load. A container is a receptacle — usually a largish one. Its size varies from trade to trade, from country to country. The usual size is between 150 cubic feet to 350 cubic feet, with external dimensions of roughly 9' x 7' x 6½' for the larger ones. Its weight is usually limited to 4 to 5 long tons.

To discharge a 350 cft.-container from a ship's hold to shore may take, say 15 minutes. It involves one single operation. If, however, the same quantity of cargo is packed in small cases, each of 10 cft., thus altogether totalling 35 cases, the time required may well be half-an-hour or even one hour. Since containers are usually made of sturdy metal, the chance of damage or pilferage is greatly reduced, with the result that expensive claims can be avoided.

The advantages of containers are not confined to ship-owners. Shippers and consignees in many trades find containers most useful. In the first place, expensive packing "sufficient to withstand the normal strains of ocean-transportation" can be avoided. Goods packed in flimsy cartons can be put inside a container without fear of their being crushed or wetted. Secondly, a container can be made to fit exactly a railway bogie or a truck chassis, thus ensuring ease of handling after the goods have been landed. A "containerized-truck" can boast of house-to-house delivery.

However, containerization is by no means an unmitigated blessing. Although, as early as 1926, there was some use of containers in ocean transportation, only in recent years are they becoming more popular, particularly for exports from the United States. Containerization is still not generally accepted, because of its many "inherent defects".

Not all commodities are suitable for shipping in containers. Lengthy cargo such as iron/steel bars, sawn timber etc. cannot be put inside containers. There may be suitable cargo for containers in the outward voyage, but on most trade routes it will be difficult to find suitable cargo for the return voyage also. In such cases the shipping company, to avoid shipping back empty containers, will have to use what are known as collapsible containers. But to dismantle such a container will involve time and money, with the risk of damages. Also, a dismantled container still occupies space and still costs money to be loaded/discharged.

Not all ports are equipped to handle containers, which might be heavier than the lifting capacity of most shore cranes. Ideally, containers to be loaded or discharged should be carefully "parked" in a marshalling yard before shipment/after discharge. How many ports have such space next to their wharves? Furthermore, labourers may — and do — object to the use of containers, for fear of reducing the amount of work available.

Its obstacles are many, but as ships become more expensive, as handling expenses continue to grow, and as ship-owners re-double their efforts to cut costs, so will the use of containers expand. Like the steam engine, like the steel hull, like the grain elevator, the container will have its day.

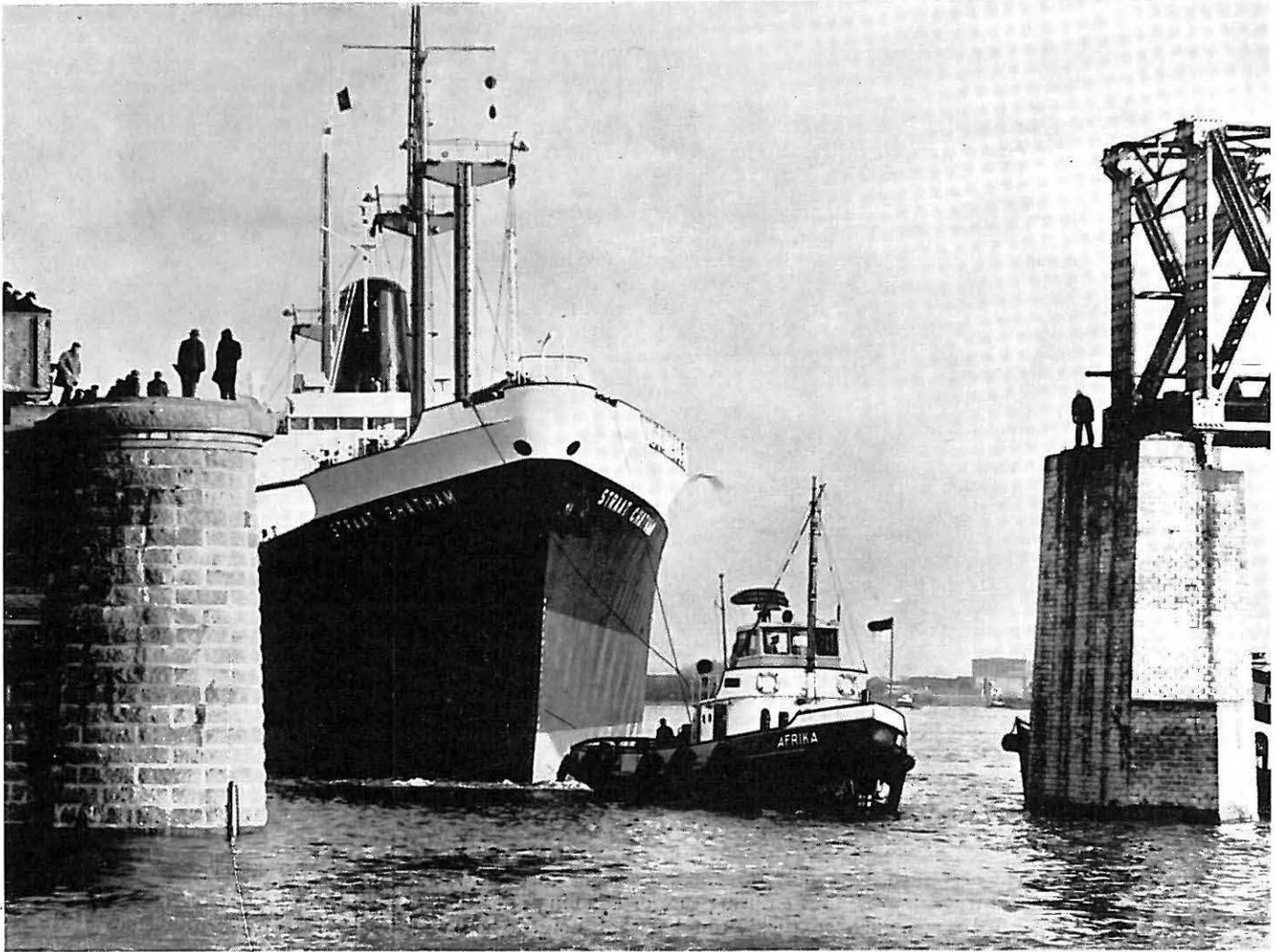
## ROYAL BIRTHDAYS



Queen Juliana  
of  
The Netherlands  
30th April.



Queen Elizabeth II  
of  
Great Britain  
21st April.



Photograph by courtesy "Van de Helling"

## TRIALS OF M.V. STRAAT CHATHAM

For the first time in its history, the "De Merwede" shipyard in the Netherlands had to postpone the trials of one of the ships built there.

On Tuesday 16th January, at 11.30 a.m., when R.I.L.'s new ship m.v. STRAAT CHATHAM should have left, a strong cross-wind was blowing. The ship was high out of the water and three tugs were unable to hold her. Consultations were held with the bridge authorities at the *Baanhoekbrug* and eventually the decision was made to postpone departure until the next day.

In the outcome, it was not until two days later that the STRAAT CHATHAM was able to leave. Cranes lifted out a complete horizontal section of the *Baanhoekbrug* and the vessel was towed safely through the very narrow waterway between the piers, on the way to dry-dock in Rotterdam.

When the time came for the 3-day sea-trials, it looked as if these would also have to be postponed because of bad weather. Eventually the vessel sailed on 23rd January,

as planned, but without the usual 1-day guests.

Even now the normal routine was not to be followed. On the Wednesday an S.O.S. was received: an English "Beaver" plane had crashed into the sea near the Noordhinder lighthouse. As the STRAAT CHATHAM was one of the nearest vessels, she proceeded to the spot with all possible speed. At 9.30 p.m., with the aid of search lights, a hunt for survivors was begun, although the ship was not able to reach the exact position because of the shallow waters.

Other vessels joined in—a coaster, a ferry—until there were eight altogether, and the proceedings were illuminated by "Very" lights dropped from a plane. Unfortunately no trace of the unfortunate plane was found and at 2.30 a.m. the hunt was called off, a radioed message of thanks being received by the Master.

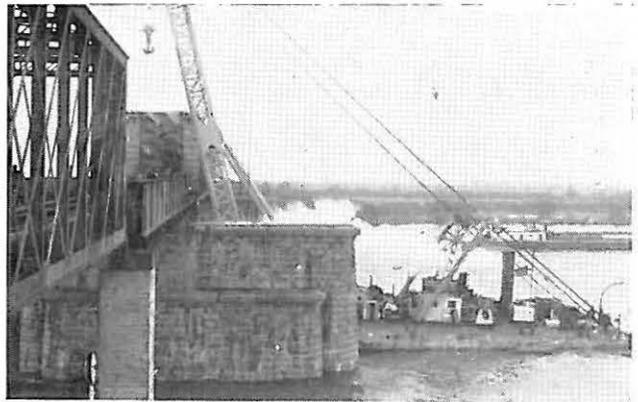
Satisfactory trials were then completed, and on 8th February, at 12 noon, the STRAAT CHATHAM was handed over.

## SHIP IS TOWED THROUGH BRIDGE

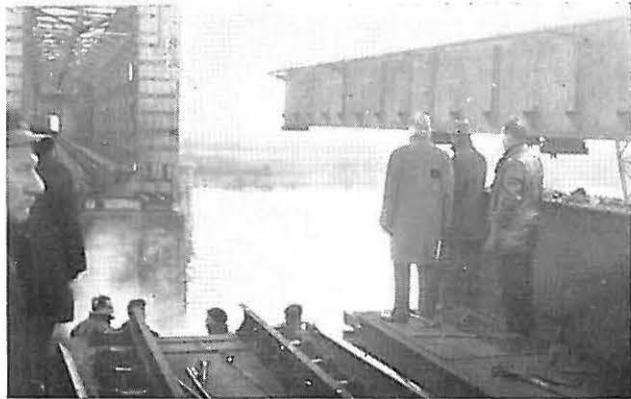
*Photographed by Third Officer G.J.H. de Reus of m.v. Straat Chatham*



Workers stand by as the last scheduled train crosses the *Baanhoekbrug*.



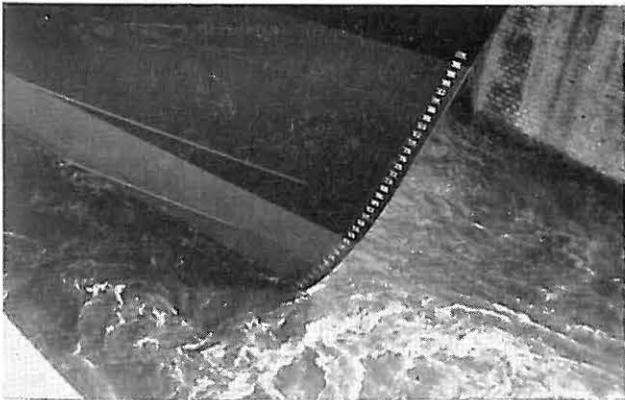
A floating crane manoeuvres carefully into exactly the right position.



The middle section of the bridge is swung away by the crane.



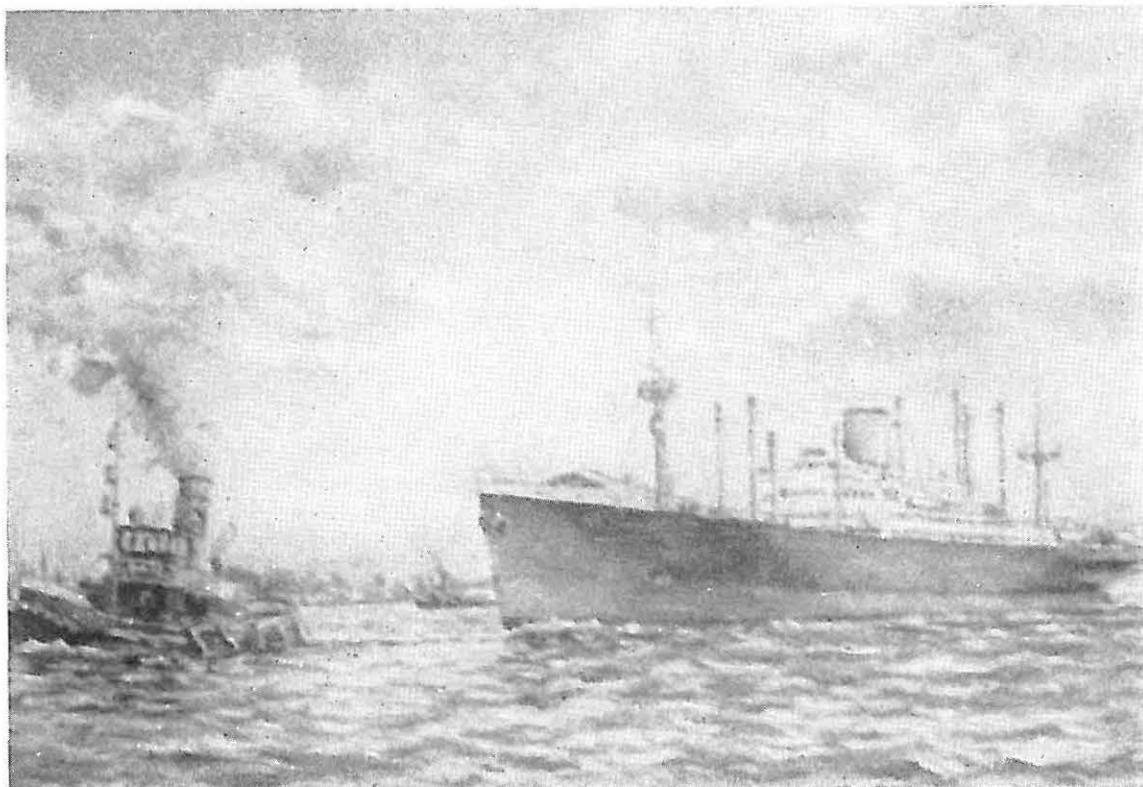
Here comes the little *AFRIKA* with *m.v. STRAAT CHATHAM* in tow.



The vessel's stem slides past the bridge piers with only just enough room to spare.



Away goes R.I.L.'s latest ship down the *Merwede* to the open sea.



## A PAINTING FINDS A HOME

*Area Correspondent J. Blaauw reports on the photograph of a painting:—*

The most exciting stories come to you when you least expect them. This happened to me a short while ago when Mrs A. Bailie came into the Durban office carrying a painting of m.v. STRAAT SOENDA, still under K.P.M. colours, which had been in her possession since the beginning of the last war.

This is her story as she related it to me:—

“Before the war, I was married to 2nd Officer J.H. Koejemans, of the s.s. “LAMATANG”, and living in Durban. On his ship 4th Engineer Nicolaas Heithuis was also serving. Nicolaas was well acquainted with brush and palette and did some very nice painting. I, of course, got acquainted with him and one day asked him whether he would do a painting for me. Well, this is it!” said Mrs Bailie, pointing at the painting she had brought along.

But this was not the end of her story as I was soon to find out!

Mrs Bailie continued, “My late husband and 4th Engineer Heithuis both got transferred to the s.s.

“SIBIGO” and on one of her voyages, this ship called at Montevideo, where just at that time the dramatic capture of the warship “GRAF SPEE” had been enacted. My husband, with a considerable number of other souvenir hunters, went on board and got hold of a framed picture of Adolf Hitler. Back on board with his find, Hitler was taken out and thrown overboard. The then completed painting of the “STRAAT SOENDA” was substituted and still remains in this very frame. On the ship’s return to Durban, the painting was given to me and has been in my possession ever since.”

“Mrs Bailie”, I said, “can you tell me where the original sketch was made?”

“Nicolaas made it whilst the “LAMATANG” and “STRAAT SOENDA” were berthed together in the port of Fremantle in 1939. You know of course that the “SIBIGO” was later sunk off the coast of Australia in 1945.”

“You have told me an interesting story, Mrs Bailie, and no doubt some of our present sea-faring people will remember your late husband and Engineer Heithuis. Could you please tell me the reason for your wanting to present this painting to the “STRAAT SOENDA?”



## M.V. "TJIWANGI"

*(which can be translated as Fragrant Vessel).*

When a fire broke out on board m.v. TJIWANGI on February 6th, while the vessel was lying alongside Taikoo Dock in Hong Kong, damage was done to the First Class lounge, bar, library and officers' accommodation.

Owing to prompt action from, first the officers and crew, and later the fire brigade, no further damage was done and fortunately no one was hurt.

The TJIWANGI will re-enter AJHAS on 18th April.

Naturally all R.I.L. personnel have been concerned to hear of this misfortune and Correspondent K. Ajita has sent us this photograph by Mr H. Fujiwara of a real "fragrant

vessel" – a typically delicate and intricate Japanese conception. In Akashi City near Kobe is the Hitomaru Jinjya Shrine where the Guardian of mariners and their vessels is worshipped. Here a single-sail vessel has been constructed, using live plum trees.

Blooming plum blossoms are tokens of a sunny and merry spring, which (according to the lunar calendar) has arrived.

As Mr Ajita says:

"We do hope that our TJIWANGI will, by the help of Neptune, recover from her sickness very soon and enjoy the spring time of her life again."

## A PAINTING FINDS A HOME *(Continued)*

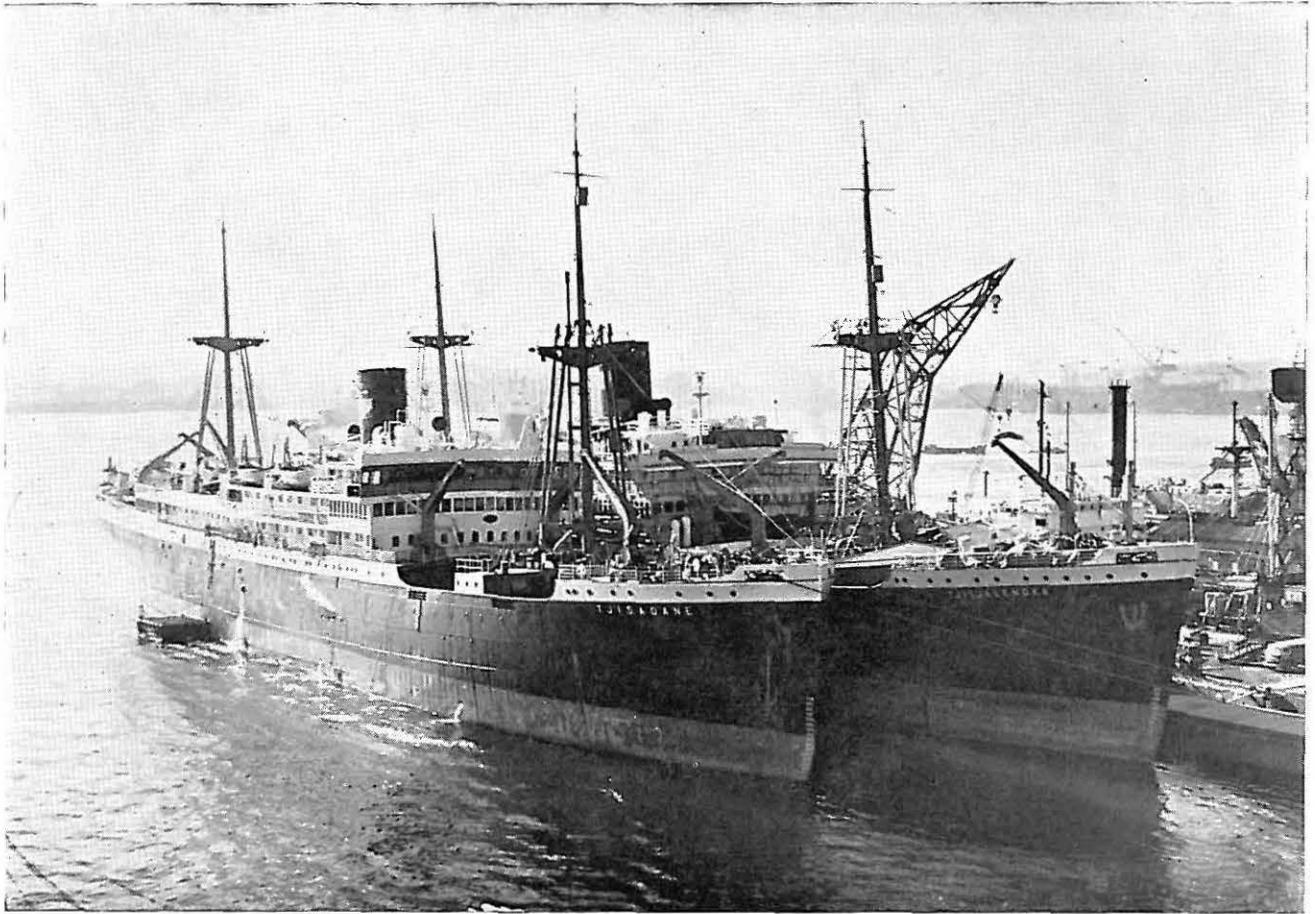
"Well", said Mrs Bailie, "it is more or less like finding a good home for it. My husband had very close friends on board her at that time and since I am going to give up my home now and spend some time travelling abroad, it will be impossible to carry it around with me, although I attach great sentimental value to this painting. I am just certain that the "STRAAT SOENDA" will be a good home for it."

"Mrs Bailie, I am sure that Captain Dekker of the "STRAAT SOENDA" will appreciate this gift and will

find a nice place on his ship to display the painting."

An appointment was then made to see Captain Dekker the next day on board his ship to make the presentation. Unfortunately, due to ill-health, Mrs Bailie could not go on board herself. The painting, which had been left in our office, was later taken on board and handed to Captain C. Dekker. It will be hung under the wall clock in the lounge of the "STRAAT SOENDA", where we hope it will be admired by many for a long time to come.

## TWO JAVALINERS BERTHED TOGETHER



When Mr G.H.J. van Echten (C.D. Dept.) returned to Hong Kong from Japan recently, he sent us the following letter:—

“During my recent stay in Japan in connection with the reconversion of m.v. Tjitjalengka, I witnessed a touching scene in Asano Dock at Yokohama, which I am sure will strike a chord in the hearts of all old “Javalijners”, namely the reunion of the only two remaining “Javaline” ships in the R.I.L. fleet, Tjitjalengka and Tjisadane.

This scene gave rise to a lot of thoughts, and watching these two old companions berthed closely together, I could not help remembering their popularity when

they served the Indonesia line; it would have seemed almost impossible then that these two ships, which looked so much alike and worked so closely together were to have such different futures.

To the younger ship, Tjitjalengka, we may now say: “There you go again, younger, better”. To the elder, Tjisadane, we may soon have to say: “Thank you old girl, you have done a wonderful job, and made a lot of friends, rest in peace”.

For all those in our Company who wish to share my feelings at that particular moment I am sure you will want to publish a photograph of this memorable moment”.

### OPERATION FACELIFT

The latest vessel to be completed in R.I.L.’s reconversion programme — now over a year old — is m.v. Tjitjalengka.

The first-class quarters have been air-conditioned and a new bar constructed. Those who knew the ship before will hardly recognise the redecorated lounge with its green Chinese carpet and new chairs. The two new doors lead-

ing to the verandah and the abolition of the old bar give a pleasant sense of space to this cool, comfortable room.

Among other improvements, the barber’s-shop and the hair-dressing salon have been modernized, and down below on D-deck a Japanese bathroom has been constructed.

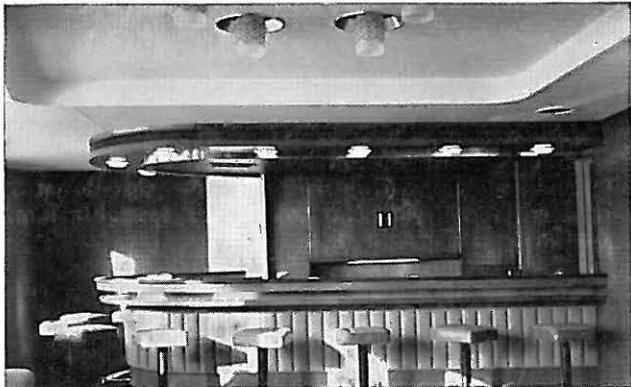
## M.V. TJITJALENGKA HAS A NEW LOOK



Busy Japanese workmen construct the new bar in the space which was once the well over the dining-room in the front of the vessel.



The redecorated and refurnished lounge on A-deck, showing the comfortable sofa and bookcases which have replaced the old bar.



The shiny-new bar counter awaits its first visitors.



Looking forward in the enlarged lounge; one of the new doors to the verandah can be seen on the right.

### PERSONALITIES

Mr D. Reyneker, Managing Director, left Hong Kong on 14th March for an extended business trip to Australia and New Zealand.

Jhr. C.L.C. van Kretschmar, Onderdirecteur, left Hong Kong on 27th February for a business trip to Holland, returning on 18th March.

Mr J.M. Hens, General Manager Traffic, HK HO, went on a business trip to Singapore from 14th to 18th March.

Mr J. van Middelkoop took over from Mr H. Wever as Agent in Osaka on 1st February.

Mr A.M. den Boer, Passage Manager, Sydney, made a round-the-world business trip via U.S.A., Holland, U.K., and Hong Kong between 16th February and 27th March.

Mr H.M. Roos of HK HO (Traffic Dept.) visited Taiwan from 25th - 31st March.

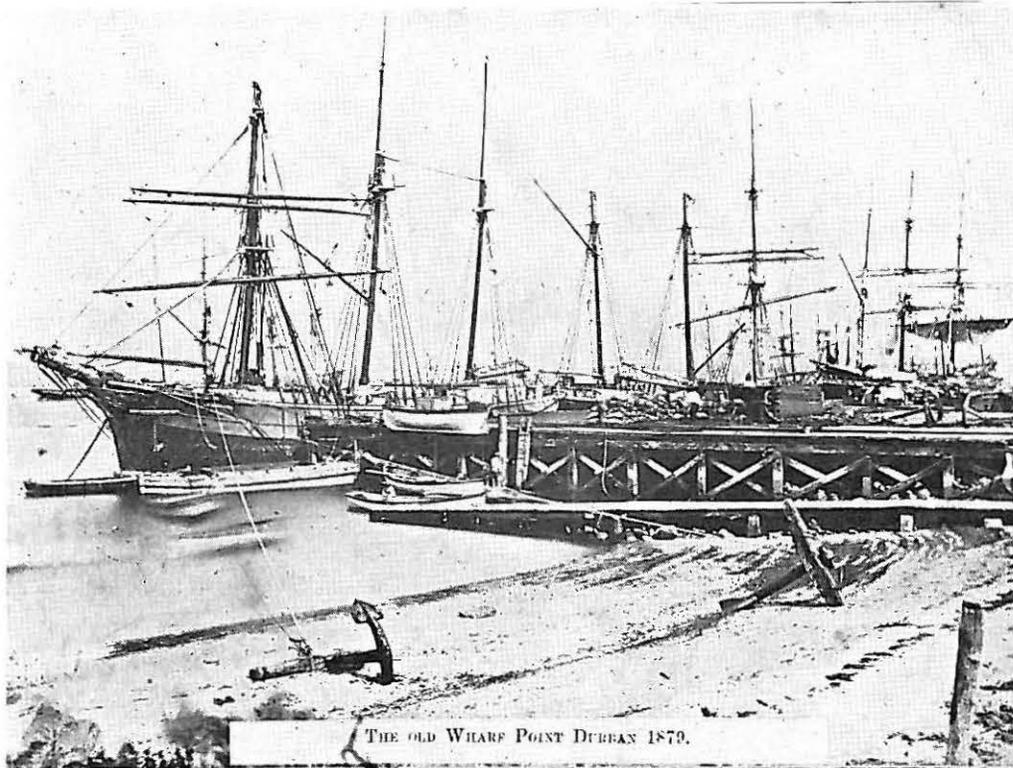
### SWEEPINGS

It's never too late to learn . . . . . Durban office recently received this cable:—

STRAAT TORRES  
VESSEL LEFT YESTER-  
DAY STOP MASTER  
INFORMED

. . . . . or too early!

When Amsterdam advertised in local newspapers for young men to be trained as apprentice engineers, an application was received from eight-years-old Riks Smit of Zevenaar, accompanied by drawings of his impression of the development of the Merchant Navy.



THE OLD WHARF POINT DURBAN 1879.

# THE PORT OF DURBAN

## PAST

As was usual in those days, the Portuguese were once again ahead of the Hollanders when Rodrigo Tristao landed at Durban Bay in 1552, having been shipwrecked from the 'Sao Joao'.

It is ironic that both landings of Portuguese and Hollanders at this, then desolate spot, were due to having been shipwrecked off this dangerous coast. Survivors of the ships "GOEDE HOOP" (1685), "STAVENISSE" (1686) and "BONAVENTURA" (1687) all settled on the Bluff. In 1687, some twenty men returned to the Cape in the self-built boat, "CENTAURUS".

Promising reports by these men, must have prompted the V.O.C. (United East-Indies Company) to send a certain Mr J. Gerbrantzen to Natal with the vessel "NOORD". This gentleman promptly bought the Bay of Natal and started a trade-post. Mr J. Gerbrantzen probably withdrew from Natal with the general evacuation of Hollanders from the Cape, when the British took over after winning the battle of Waterloo, but nothing further is known of him.

In 1820, the Zulus conquered Natal under the able leadership of King Chaka. He wasn't King of Durban very long because a Lieutenant Farewell called on him and bought it. Nice trading in those days.

However, when old King Chaka died (soon after the first settlers had arrived with the "JULIA" in 1825), his son, Dingaan, felt that as he had not been paid for Durban, the English had no right to be there and consequently he started chasing them. After some skirmishing Dingaan was cut down to size again and A.F. Gardiner, together with fifteen other citizens, founded D'Urban in 1835. In 1846, the "SARAH BELL" arrived at Durban. This was the

first ship ever scheduled to call there direct from the Continent. She didn't sink! In 1851 North-pier was built and, as expected, greater interest was shown in Durban as a port when Sir Robert Peel opened a Liner service to Cape Town in 1852.

The South-pier was built and completed in 1892, after which the Director of the Deutsche Ost-Afrika Linien inaugurated the Germany-South Africa service at Durban.

To make the port suitable for such big ships, the dredger "Ocropus" was bought and set to work on the deepening of the Harbour in 1895, and round the turn of the Century the North-pier was extended.

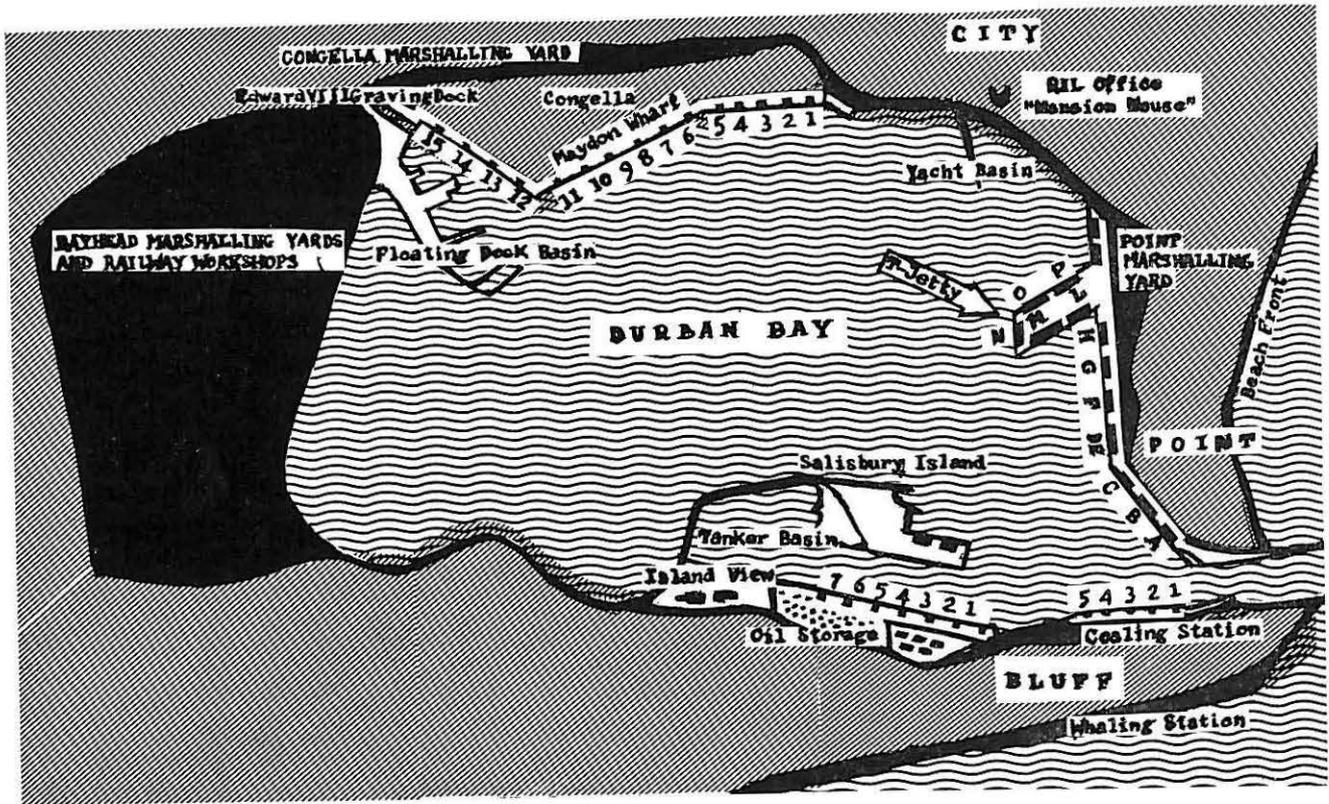
About 1920, the Hollanders began to show some more interest in South Africa again and the Holland-South Africa Line was inaugurated.

Meantime, plenty of improvements to the Harbour had been made and we now come to an important part of the development of Durban. This is where K.P.M., and later R.I.L., come in to take their part in making Durban what it is now - the largest and busiest port in Africa.

The first ship to arrive here was the prewar s.s. HOUTMAN; the fare to Batavia was advertised in The Natal Mercury on the 9th of May, 1931, as £55!

## PRESENT

Today, the land-locked area of 6.37 square miles constituting Durban Bay has available 30.00 ft. of Wharfage with a depth alongside from 20-42 Ft. at low water and a navigable entrance at the channel of 400 ft. The port has a floating dock, the Prince Edward Graving Dock, electric cranes up to 80 tons, precooling facilities, electric cooling plants and bulk oil supply plants.



Certain major harbour improvements have recently been completed and some are still in progress.

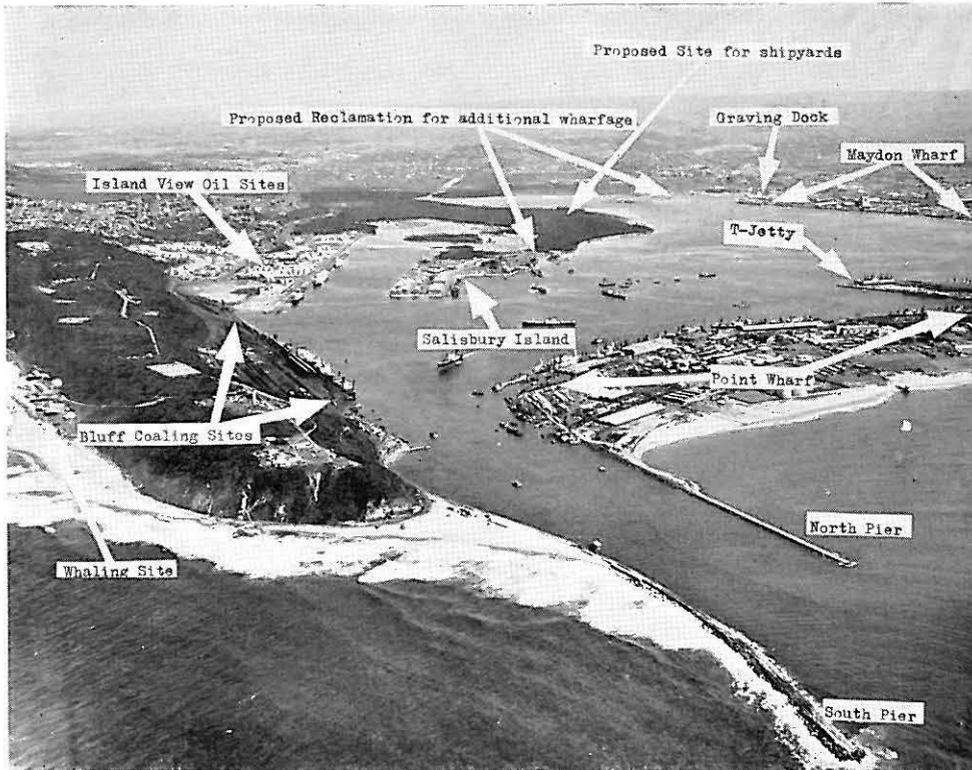
The new T-Jetty passenger terminal is nearing completion. The entire project comprises a cargo-shed at "L"-berth, 600 x 120 ft. long and 85 ft. wide, providing a cantilever cover of 27 ft. over the rail-siding, running the full length of the shed. The roof of this shed is constructed of precast panels 24 x 4 ft. and will provide parking for 300 vehicles. Access is by means of an overhead bridge spanning all service lines. A shipping gallery extends the full length of the shed on the water side and lines up with the passenger terminal and precooling store at "M"-shed on the adjacent berth.

The ground-floor "M"-shed provides an area of 900 x 120 ft. for general cargo handling and is constructed with a slight grade to provide a platform along the back of the shed for the loading of rail-trucks. The first floor extends over this platform and forms a cover to a hardened stacking area and roadway of 900 x 200 ft. There are precooling facilities on the first floor for 4500 scale-tons, with possible future extension for a further 4500 scale-tons. Access to the precooling chambers is by rail up an inclined reinforced concrete ramp and the handling of fruit will be by battery-truck to the shipping galleries.

Passenger traffic will be handled on the second floor with access through a covered telescopic gangway. Catering facilities and other amenities will be provided on this floor.

### THE NEW PASSENGER TERMINAL





## THE PORT OF DURBAN *(Continued)*

A modern air-conditioned block of 10 floors was constructed between the sheds to provide accommodation for the staff operating the Harbour area.

The cost of this project will be close to £3,000,000.

**Tanker Basin:** Work on the approaches and turning basin at Island View oil sites is progressing favourably. In view of the ever increasing size of tankers, the entrance channel was widened from 500 to 700 ft. and deepened to 42 ft. at low water. The 1000 ft. turning basin is being extended to 1400 ft. This involves the dredging and reclamation of approximately 4,000,000 cubic yards at a cost of ±£1,000,000.

### FUTURE

Many new cranes are to be erected in Durban in the near future, and the general port development scheme – one that will cost eventually something like £10,000,000 – was one of the big factors in the selection of Durban as a site for a new £25,000,000 oil refinery, in addition to the one which has already been in existence for some time.

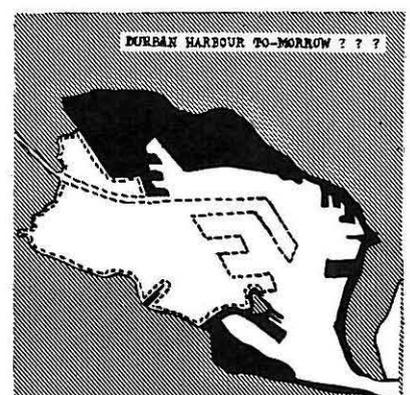
Regarding long-term plans for the future development of Durban Harbour, the South African Railways & Harbours administration has under consideration a scheme for the provision of additional wharfage, which will take the form of a series of piers, commencing at Salisbury Island and constructed on the Mangrove swamps and sandbanks. If this scheme is implemented, it will provide the port of Durban with about 34,000 ft. of additional wharfage.

Shipbuilding on a big scale is envisaged, for with its vast iron resources and the big and growing steel industry in South Africa, processed materials in the required quantities will be readily available in the foreseeable future.

Some Dutch and German Shipyards have already shown considerable interest in the possibility of opening shipyards and major repair works in Durban.

There is no end in the foreseeable future to the development of Durban as a major world port.

J. BLAAUW.



## A DOCTOR TELLS . . . "WE STOLE A TRAIN"

*Colonel F. T. Harrington was, until recently, a ship's surgeon on board R.I.L. ships, his last ship being m.v. RUYS. Previously to that he served in the Indian Medical Service, and the following account is of one of his wartime experiences:—*

In modern warfare even large hospitals of a thousand beds must be mobile. Whereas the peace-time hospital is housed in permanent stone buildings, the war-time unit equipment includes tented accommodation to enable it to function efficiently in the field. This constitutes a very big problem, for, apart from patients, such a hospital will have a staff of some 500 personnel. Besides, room under canvas must also be provided for offices, stores, the various special departments such as X-ray, pathological department, dental department, etc.

The hospital unit consists of its headquarters and ten sections each of one hundred beds. One purpose of this sectional division is to enable the hospital to meet emergency conditions so that if necessary one or more sections may operate independently in other areas. Sections can move complete in every detail with adequate equipment, stores and personnel, though naturally considerable strain on the hospital unit's establishment and organisation is experienced.

During the invasion of Burma, Imphal was surrounded, Kohima was under attack, and the enemy still moving forward. To cope with the resulting battle casualties, we received orders to move immediately to Manipur Road which was Railhead for the 14th Army, and on the line of communication back to India. Many more beds were urgently required to augment the medical facilities existing in that area. Moreover, we were instructed to leave behind us three hundred of our thousand beds plus all surgical equipment in our present site, so that a Garrison Hospital could be maintained. All surgical cases were to be accommodated in the hospital already in Manipur Road, while the medical cases would come to us.

This order entailed the moving, by road, rail and steamer, of over three hundred personnel and several hundred tons of heavy and bulky equipment. Most of the equipment was to proceed by train to its destination, hospital transport was to take to the road, while officers, some personnel and last minute stores were to travel by steamer, and then by train.

After supplying Movements Control with the required information regarding weight of stores and strength of personnel, we commenced moving our stuff to the nearest railway station, about three miles from a little terminus on a branch line of the Assam and Bengal Railway. Our limited transport was supplemented by bullock carts, surely the slowest form of transport on earth.

In military emergencies medical units do not have a high priority, and every available train was now in use rushing

troops and stores up to the forward area. Our prospects, therefore, of getting a train were nil, and in desperation I considered the possibility of commandeering one of the special trains bringing stores in for units in our area, but I saw little possibility of succeeding.

At the station our stores were stacked at a siding near the little single platform and a guard was mounted to prevent theft. Half-way through this operation, my Quartermaster reported that he had started loading wagons! Having heard of no train being allotted to us I was puzzled at this, but it transpired that our guards at the station, seeing these special trains coming in and off-loading, conceived the idea of detaching one or two emptied wagons and man-handling them around on to another siding. Then away would go the train minus two or three of its wagons. Loading commenced as soon as the light was good enough. As far as possible large American trucks were selected. This satisfactory state of affairs went on unhindered for about ten days, by which time we had a very respectable train to our credit. Only in such a jungly spot could such a feat have been possible, for the appearance of a strange train did not apparently stir the imagination of the station Babu and his staff of one.

On the last day of loading, however, a very agitated Q.M. reported to me that he had been ordered by the Station Master to offload the train. Our plans had been discovered. I dashed off to the station, determined on direct action, for I knew that if we lost this train we would not get another. This was no time for argument or persuasion, nor could higher authorities be expected to approve the procedure.

"Babu", I said, "if you interfere with that train I will shoot you. Further, I must have an engine and brake van immediately, for we are pulling out to-morrow without fail".

To my surprise the Station Master took the engine and brake van from the first 'special' which arrived early the following morning. With two men of my personnel in each of the forty-eight wagons, and two officers in charge, away it went triumphantly at 4 p.m. that day.

The subsequent piecemeal crossing of the Brahmaputra, the reassembling of the entire medical unit, and the "building" of a 600-bed hospital in 6 hours—just in time to receive the first casualties from the battle of Kohima—are sagas which must remain untold here.

F.T. HARRINGTON.



m.v. Tjitjalengka: in the decorated dining-room, Chin. Ch. Purser Cheung Yuk Tung (張旭東) gives a toast to the Company, watched on the right by the other three recipients:— Store Attdt. Cheung Hoi Tsai (張開齊), 3rd cl. Std. Kwok Wu (郭烏) and Cabin Std. Yuen Bok (阮僕).



s.s. Tjibodas: Boatswain Chan Chuen (陳銓) beams on everybody as he holds his watch.



m.v. Ruys: The ship's company are mustered on a festive-looking recreation deck to see Capt. A.J. van Ankeren congratulate Ch. Chin. Purser Lee Pak Hung (李伯雄) and No. 1 Fireman Lam Lin (林連).



m.v. Straat Clement: Capt. P. de Roode shakes hands with 3rd Cargo Clerk Lee Wah Sheung (李華湘) amid the happy smiles of his friends.

## PRESENTATION WATCHES

More happy pictures have come in from the Fleet of those long-service crew members who, at Chinese New Year, received inscribed watches from the Company.

Photographs from m.v. Ruys were posted in Lourenco Marques, from m.v. Tjitjalengka (taken by Mr T. Usami - R.I.L. Tokyo) in Kobe, and from m.v. Straat Clement in Beira. Mrs H. W. Louet Feisser (wife of the Second Officer) brought in the photographs she herself took on board s.s. Tjibodas.



## RUYS

When one of the Directors of Royal Rotterdam Lloyd was in Tokyo in January, he was invited by R.I.L.'s Manager for Japan, Mr J.Ph. Roosegaard Bisschop, to lunch on board a R.I.L. ship at Yokohama. Here he is—Mr L.P. Ruys—and the name identifies the ship as well.



## LION DANCE

Dear Editor,

On the occasion of Chinese New Year, when our ship arrived at Brisbane, we took the opportunity to demonstrate the "Lion Dance" ashore. This was greatly welcomed by all present at that port.

We beg to add that we made no preparation for such a dance. In order to increase the happy atmosphere amongst our colleagues, we made the head of the "Lion" and the "Large Head Monk" from Lucky Strike cases; as regards the music, we made use of an oil drum, the cover of the rice boiler as a cymbal and the vegetable washer as a gong. As a matter of fact this cheered the solitary life of the seamen.

CHINESE CREWMEMBERS

m.v. VAN NECK

R.I.L. Post sends its compliments to the crew of m.v. VAN NECK, both for their enterprise and for the excellent photograph.

## R.I.L. ACTIVITIES

m.v. Tjimanuk was the first R.I.L. vessel to call (at the end of February) at Sihanoukville, Cambodia's only sea port, which became operational early in 1960. Since then, m.v. Schouten has also loaded at this port.

## PROMOTIONS

Our congratulations go to the following personnel:

Mr W.v.d. Voorde, who was promoted to 5th Eng. as from 11th September, 1961.

Mr P.A. Saman (Yokohama) who was promoted to "Hoofdemployé" on 1st March, 1962.

Mr L. Millares (Manila) who was appointed Regional Staff Employé on 1st April, 1962.



## OSAKA SHIPPERS

A luncheon party was held on 25th January at the Hotel Osaka Grand to introduce R.I.L.'s new Manager, Mr J. van Middelkoop, to the leading shippers in Osaka.

From L. to R.: Seated Messrs G. Ashida (Nichimen), T. Inoue (Chori), G. Kakegawa (T. Kakiuchi), G. Matsumoto (Mitsui), J. van Middelkoop, H. Wever (R.I.L.'s outgoing Manager), S. Shirahama (Toyo Menka), Machida (Nakayama), Terada (H. Nishizawa), Standing S. Ishizu, I. Murai and M. Yoda (all R.I.L.), S. Mizushima (Mitsubishi), Z. Akita (Kinsho-Mataichi), E. Hida (Iwai), S. Suzuki (Matsushita), Y. Hashimoto (Nomura), T. Hojyo (Marubeni-Iida), E. Kondo (C. Itoh).



## SAYONARA PARTY

Here, in the Osaka office, is a smiling Mr H. Wever, just before going on leave. He is holding the inscribed silver salver which was presented on his departure by the staff members who surround him. At the back is Mr J. van Middelkoop who has taken over as R.I.L.'s Agent in Osaka.



*Starring:*

**DOGSBODY OF WAGGA WAGGA**

*in*

**HOUNDED INTO ACTION**

*Or "Barking up the Wrong Tree"*

*Supporting role:* **MISS MAUREEN EGAN**



1. "I only travel first-class and it *must* be dog-cheap."



2. "I don't want to be dogmatic, but I *must* have peace and quiet."



3. "You make it sound so attractive. Let me lie doggo for a few days."



4. "Doggone it—I've just remembered my overdraft."

*Photography*

*Continuity*

*Direction:*

*Area Correspondent*

**BRUCE POLAIN**

*Decor:*

**PASSAGE DEPT.**

*Produced from:*

**SYDNEY**

OPENING — 1ST APRIL



## SHIPS OF THE WEEK

Ever since May, 1954, *R.I.L. Post* has been publishing pictures of relatives of officers on board R.I.L. ships.

It may be that there are some new R.I.L.'ers who do not know what these "Ships of the Week" are, so for their benefit we are repeating some of the details:

Every week Radio Nederland in Holland broadcasts from Hilversum to two Dutch ships on opposite sides of the world – the 'East' and 'West' ships.

The dates of the broadcasts are notified in advance to the Company concerned – there will be eight for Royal Inter-ocean Lines in 1962 – and the Company in its turn nominates the two ships which will take part on those dates.

This month we publish photographs taken at the broadcast on February 9th. On that date m.v. TJINEGARA (East ship) was just out of Singapore and m.v. STRAAT MAGELHAEN (West ship) was in Durban. Eleven officers on each ship were chosen to take part, and relatives of the lucky ones were invited to Hilversum.

At the pre-arranged time messages were sent on several wave lengths simultaneously, from Holland to the ships. These were also repeated a few hours later, in case of poor reception, and the ship could have applied to Radio Nederland for the loan of the record of the broadcast. As well as the usual group photographs, this month we publish a picture of the actual recording in the VARA studio.



m.v. TJINEGARA



m.v. STRAAT MAGELHAEN

## IN MEMORIAM

### CAPTAIN JOHANNES MOEN



It was with the deepest regret that we learned of the sudden death in Vienna on 22nd February of Captain J. Moen.

Captain Moen started his seafaring career with the Java-China-Japan Lijn in June 1921, and was promoted to Captain in December 1938. Since October, 1946 he had held command on board the following vessels: "Tjibadak", "Tjisadane", "Tjitjalengka", "Straat Malakka" and "Tjiwangi", finishing his career as Acting Marine Superintendent of Royal InterOcean Lines.

His ability to take the right decisions at the right moment, his sense of duty, tranquility, dignified manners, and especially his friendliness, were always respected by his many friends and inspired them to follow his example.

On this sad occasion we convey our sincere sympathy to Mrs Moen, hoping that she will find the strength to bear what is for her so grievous a loss.

Captain Moen will be sadly missed by his many friends afloat and ashore, and our thoughts dwell with him again now that he has been called above to meet his divine Creator. May his soul rest in peace.

H.E.

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It is with deep regret that R.I.L. announces the death of two of its seagoing personnel:—



MR TONG WOON (湯煥) aged 47, joined the Company as Quartermaster in 1947. He became ill on board mv. "Straat Bali" en route from Capetown, and after some anxious messages had been exchanged, was transferred to mv. "Straat Banka" on 4th January. mv. "Boissevain" was also in the neighbourhood at the time, but the "Straat Banka" was due to reach Rio three days before the "Boissevain" reached Capetown. The transfer was effected with some difficulty owing to bad weather.

When mv. "Straat Banka" reached Rio de Janeiro, Mr Tong was transferred to hospital, where he died on 1st February. He had given loyal and faithful service to the Company and will be much missed. He is survived by his mother, his wife and two sons.



MR WONG BING, (黃炳) Steward, died on 18th February, in Kowloon Hospital, Hong Kong, after a prolonged illness.

Mr Wong, aged 51, joined the Company in 1947 and after serving on various ships, was finally posted to mv. "Straat Soenda". He entered hospital in Adelaide in October 1961, and was eventually repatriated to Hong Kong. His hard-working and loyal services to RIL will be much missed.

Mr Wong is survived by his wife and a daughter.

### 謹以忱痛之情宣佈下列兩海員哀訊

湯煥君現年四十七歲，於一九四七年加入本公司，嗣後在各輪服務。近在士打巴利輪任職司舵，當該輪航行往噶當途中，忽染重病，但因天氣關係，幾經艱苦始克，於正月四日送往士打賓加輪，因預算此輪可能提早三日到達南美熱奈盧，故未由寶樹雲輪轉送也。

抵熱奈盧後，遂送往醫院調治，不幸於貳月一日逝世，湯君忠誠服務，今溘然長逝，本公司失此良材，殊堪悼惜。

湯君遺下老母，妻室及二子。

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黃炳君現年五十一歲，於一九四七年加入本公司，嗣後在各輪服務，於一九六一年在士打順達輪任職，因病於同年十月送往澳洲亞德里埠醫院，迨後送回香港調治，因久病纏綿，不幸於本年貳月十八日在九龍醫院仙逝。

黃君勤慎工作，忠於職守，今一旦云亡，聞者惜之，黃君遺下妻室及一女。

# PERSONNEL



## NEW PERSONNEL

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

Mr M.v. Dorssen	4th Officer
" G. Schreuder	" "
" J. Veltkamp	" "
" Wiebe Verbaan	" "
" A.W.R. Tetenburg	3rd Engineer (temp. service)

## SUCCESSFUL EXAMINATIONS

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

Mr A.J. Pruysers	3rd Engineer	Th.B.	15-2-62
" A.F. Roskam	" "	B	20-2-62
" M. Koek	4th "	Th.B	12-2-62
" W.v.d. Voorde	5th "	VD	11-9-61

## LEAVE

The following personnel went on leave:

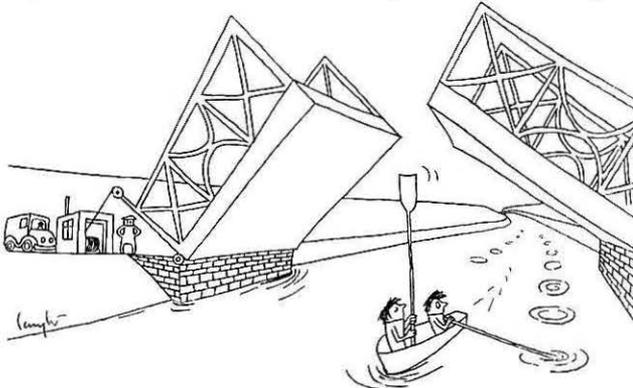
Mr J. Verburg	Chief Officer
" S.G. Vriend	" "
" H.v. Weel	2nd "
" J.E.M. Fokke	3rd "
" A.E. Saman	2nd Engineer
" F. de Graaf	5th "

Those who returned are:

Mr R. Smink	2nd Engineer	posted to	s.s. Tjikampek
" J. Hooymayers	4th "		m.v. Tjitarem
" M. Koek	" "		" Tegelberg
" H. Pesch	5th "		s.s. Tjibodas
" F. Terwogt	Chef v. Dienst		Tokyo

## LEAVING (OR LEFT) SERVICE

Jhr H.W. de Bloq van Scheltinga	H. Employé	own request
Drs J. Vroom	Adj. Chef	"



## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain H.A. Scheybeler, Master of m.v. TJIMENTENG, was posted to m.v. BOISSEVAIN and subsequently to m.v. STRAAT TORRES.

Captain Th. Terhorst, Master of m.v. BOISSEVAIN, was reposted to m.v. TJIMENTENG.

Captain H. Prins, was reposted to m.v. BOISSEVAIN following sick leave.

Captain E.M. Drukker, Master of m.v. STRAAT RIO, went on home leave.

Captain W.A. Giel, was posted to m.v. STRAAT RIO following home leave.

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

Captain W. Buys, Master of m.v. STRAAT MOZAMBIQUE, went on intermediate leave.

Chief Engineer A. Vink of s.s. TJPONDOK went on home leave.

2nd Engineer P. Reuvers, was posted to s.s. TJPONDOK as acting Chief Engineer following home leave.

Chief Engineer M. Schaafsma was posted to m.v. STRAAT CUMBERLAND following home leave.

Chief Engineer R.v.d. Brug of m.v. STRAAT CUMBERLAND went on home leave prior to his retirement.

Chief Engineer Th. Kuiken of m.v. STRAAT MOZAMBIQUE was posted to m.v. BOISSEVAIN.

Chief Engineer C. Schavemaker of m.v. BOISSEVAIN was posted to m.v. STRAAT MOZAMBIQUE.

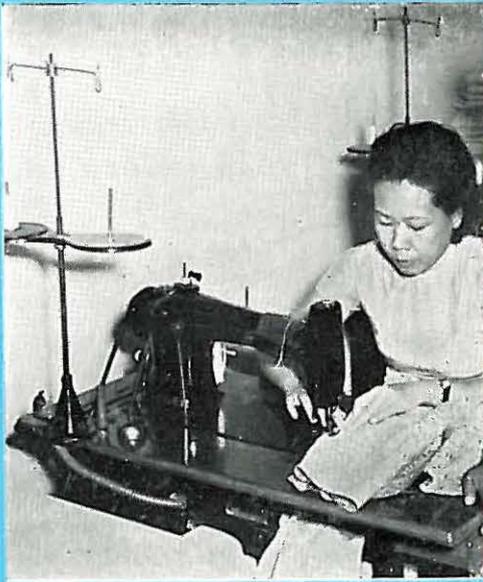
## BACK PAGE TRIO

**Handling** — raw cotton is loaded into m.v. STRAAT BALI at Santos. These bales of delicate cotton fibres are pressed to varying densities in different parts of the world, covered with coarse gunny cloth and bound by steel, wire or rope bands.

**Handleless** — one of the twelve electric sewing machines which are used in the Linen Room at HK HO. Mrs. Choy Hang Too is working on a cotton bedspread (manufactured in Holland) for a R.I.L. ship, and she is using a reel of cotton thread (made in Holland) which is 1000 yds. long.

**Handful** — cotton 'waste' is used by Actg. 2nd Engineer G. Zweegman (m.v. TJIPANAS) — as it is used by engineers all over the world — to wipe grease from his hands. This is all white waste, but multi-coloured threads are also used, both being shipped in bulk from Holland.

COTTON



PORTS OF CALL: PORT SWETTENHAM

