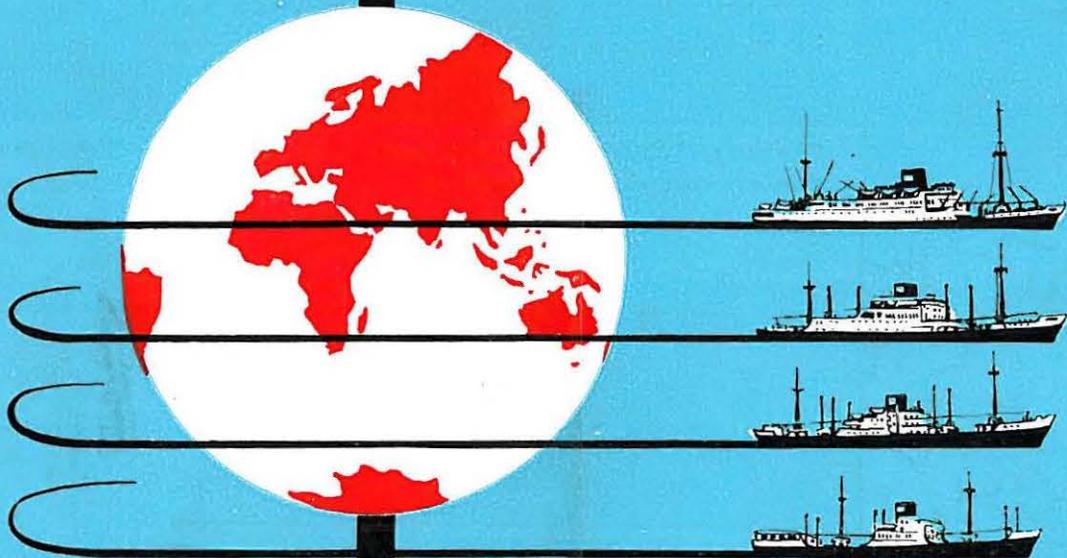




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. IX. No. 9. September, 1962

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S. AMERICA — G.T.H.M. SWEIJEN

SEPTEMBER 1962
VOL. IX. NO. 9



RIL Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG

From the Editor

60 YEARS AFLOAT

R.I.L. reaches a milestone. Mr P.H.J.G. Jonckheer and Mr T. de Meester reminiscence over the past 60 years. For those who do not know these two gentlemen, we hope to give some details of their respective careers in next month's edition

Pages 157 and 160/61

PICTURE PAGES

The three winning photographs in the Anniversary Photographic Competition appear on pages 155/6.

COMPANY PRESTIGE

Interocean House, Sydney, is in the news again. A visit by the city's Lord Mayor gives us another interesting pictorial record.

Pages 158/9

M.V. TJILIWONG, the first ship to sail direct from Australia to Nigeria has an enthusiastic reception.

Pages 158/9

MORE ABOUT AFRICA

The story of Walvis Bay. There seems to be more fish in Walvis Bay than anywhere else we've heard of!

Centre Page

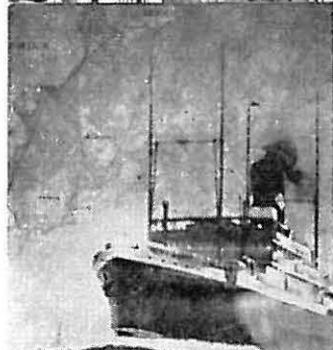
LOOKING AHEAD

Next month, RIL Post will publish a story of artistic merit, by Mr J. A. J. W. Niewenhuy's, who also remembers the Company from its early days. More artistry will be observed in the illustrations provided by Mr Niewenhuy's son.

OUT OF THE HAT

From the many photographs submitted in our competition, one will be chosen at random as 'Picture of the Month'.

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



JAVA-CHINA-
JAPAN LIJN



ANNIVERSARY PHOTOGRAPHIC COMPETITION

FIRST : MR HENRY WONG, H.K. M.H.



TRANQUILLITY

SILHOUETTE IN REUNION

THIRD : MR HO WCON TO
M.V. TJIMENTENG





WORK AFTER RAIN

SECOND : MR H. TAGAVA

R.I.L. NAGOYA

There were many excellent examples of photography entered in the anniversary competition and the judges had a difficult task in agreeing upon the three best which were all in the category: "Ports of Call".

Some of the photographs submitted were unfortunately not suitable for any of three categories laid down, but are nevertheless well worth reproduction, and the editor hopes to present some of the 'also rans', as 'Picture of the Month' in future issues of *R.I.L. Post*.

The prizes of HK\$100, HK\$50 and HK\$25 are awarded to the winners with the congratulations of the judges and your editor.

m.v. TJILWONG, the first ship to sail direct between Australia and Nigeria arrived at Lagos on June 28th. The vessel was officially welcomed by Alhaji the Hon. Zanna Bukar Dipcharima, M.P., and The Australian High Commissioner in Nigeria, Mr A.P. Renouf. The dis-



The Federal Minister of Commerce and Industry, The Hon. Zanna Bukar Dipcharima, Captain H Pronk and Mr G.D.M. Boot.

tinguished guests inspected the ship accompanied by Captain H. Pronk, master of m.v. TJILWONG, Mr G.D.M. Boot, R.I.L. Representative in West Africa and Mr H.N. Hansen, General Manager of the Holland/West Africa Lijn. Press, radio and television representatives were present and publicity was given to the even in all three media. Invitations were extended to a number of guests representative of New Zealand and Australian trade relations, and three successful buffet parties were given at Lagos, Tema and Abidjan. The parties were held outside, tarpaulins being erected over the lifeboats, thus accommodation for over 50 guests was available.

Australian wines and foodstuffs (presented in Australia) were prominently displayed, and the wines much praised by even the French guests at Abidjan. The piece de resistance, however, was the excellent cold collation prepared by the R.I.L. No. 1 Cook (ex m.v. Ruys), which was a rare treat on this coast.

The Etat Major of m.v. TJILWONG gave pleasant and enthusiastic co-operation throughout.

HONG KONG

60 YEARS AGO



MR JONCKHEER REMEMBERS

The commemoration of the 60th anniversary of the Java-China-Japan Lijn brings to mind the Hong Kong of sixty years ago.

When the Head agency of the line was established Hong Kong had already grown into a prosperous city with a considerable population.

A number of old-established foreign banking and commercial houses were accommodated in privately owned office buildings, and a few of them had apartments to put up staff members.

At the end of the century the majority of the foreign firms had moved their offices to a newly-built international business quarter. Due to the activities of a group of promoters, amongst them Sir Paul Chater, a great number of office buildings were rising on land reclaimed from the sea.

In 1905, the Head Agent with his staff, seven hands all told; viz. three Hollanders (all still alive) two Chinese clerks and two shroffs; moved from Alexandra Building to York Building.

The Chinese clerks were two Dutch speaking brothers from Suriname.

At the very beginning, in Duddell Street, the book-keeper was the only employee and a local firm, the only Dutch

concern in the Colony acted for a short period as agent. In 1906 the two Dutch Banks opened their branch offices; the staff of the last one to open arrived on the fatal typhoon day in September 1906.

The old fashioned punkas were disappearing. Electric fans had replaced them, except on the Peak. Gradually, the supply of electricity in the Peak district improved and the construction of Tai Tam Water Reservoir was completed.

Early in this century the district around the landing piers at Kowloon was for a great part occupied by the army, whilst new barracks were under construction on the Island.

During the second decennium the building of a new residential quarter was in progress. Meanwhile, the rail connection with Canton was completed and a miniature aerodrome in the hinterland was being planned.

At the time when the first motor cars were appearing on the Island, the possibility of road transport was practically nil. By the end of the second decennium, the road along by the beach made motoring possible over a short distance, and on the mainland the golf course was accessible along a primitive road.

P.H.J.G. Jonckheer.

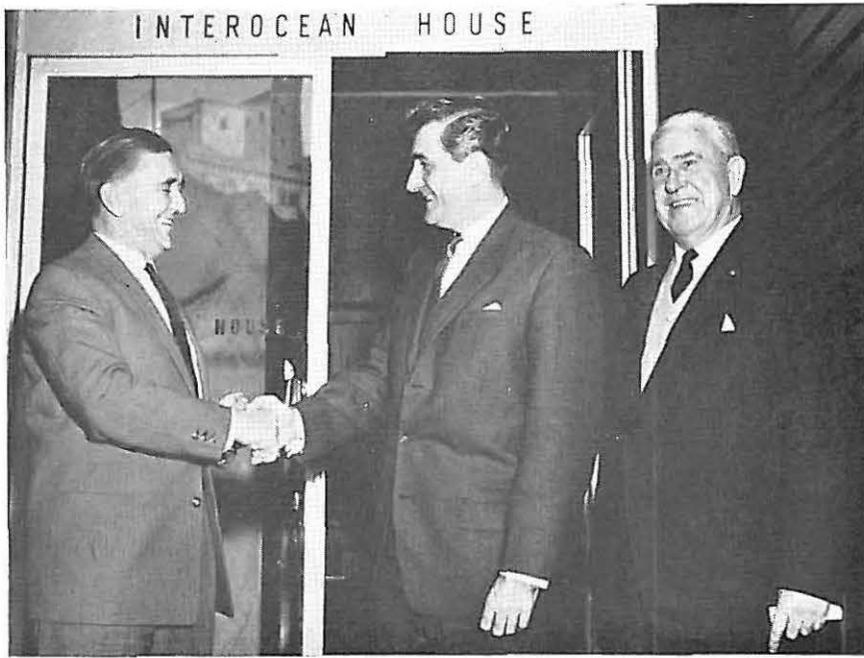
A S



Above: The Minister and Mr A.P. Renouf leaving m.v. Tjilwong, and right: On Board m.v. Tjilwong at Tema: Mr Shrape (Australian Government Trade Commissioner) Mr Evers (Acting Australian High Commissioner) Captain H. Pronk, H.E. The Netherlands Ambassador,



Mr van Hall and Mrs van Hall, Mr Houwing (Ghana Agent) and Mr G.D.M. Boot.

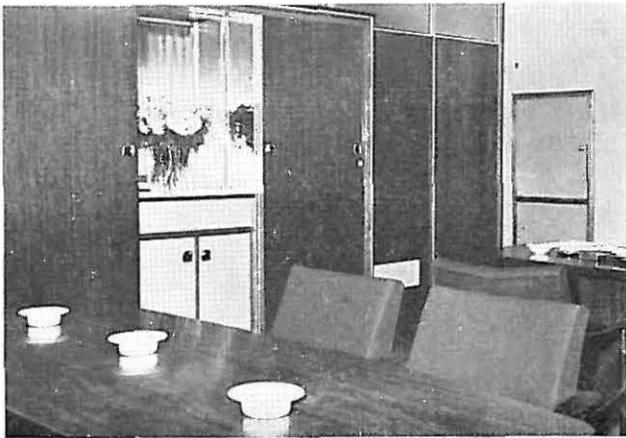


Mr de Loos greeting the Lord Mayor at the entrance to Interocean House, with Mr W.E. Adams at right.

INTE

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SY



General Manager's Office.

On July 3rd the Lord Mayor of Sydney, Alderman H.F. Jenson, honoured our Company by a visit to the new Interocean House, Sydney.

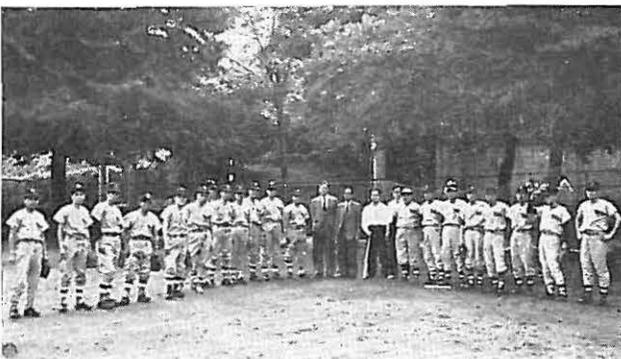
The Lord Mayor, who was accompanied by Mr W.E. Adams, the Town Clerk, was received by Mr P.A. de Loos, General Manager for Australia and New Zealand, at the entrance to Interocean House.

After being shown round the R.I.L. offices, the distinguished guests were entertained in the General Manager's private office by Mr de Loos and his Assistant General Managers.

Alderman Jenson stated that in his opinion, Interocean House is an asset to the city of Sydney.

S P C

BASEBALL MATCH IN YOKOHAMA



An inter-office match was held between Tokyo and the newly formed Yokohama baseball team on July 7th. The match took place on the ground of a Yokohama school, and was won by Yokohama with the score at 7-6.

Our picture, sent by Mr T. Usami, shows Mr A. J. Kleber, Mr Usami, Mr Oike and Mr Nagatamo with the teams lined up on either side.

Beginning with the Yokohama team the line up is as follows: Messrs. Yoshimura, Fujimaki, Inagaki, Hosoda, Endo, Ashikawa, Ito, Akimoto, Nagayama, Osada, Okuda, Nomura, Sekiya, Iwata, Osawa, Onishi, Shorakui, Kiyono, Tanaka and Kohno.

SEAN

SE

EY

The visitors admire an old Dutch picture.



A metal map which shows the voyage of the "Heemskerck" and the "Zee Haan" in 1642/3.



Alderman Jenson rings the bell.

T

HONG KONG WALKATHON

Some R.I.L.'ers who competed.

- Cheng Ching Wan (MH) 雲青鄭
- Fung Shiu Man (MH) 馮兆文
- Tam Wing Chu (HO) 譚永鐔
- Kan Kam Kong (HO) 簡鑑光
- Lam Chi Kwong (MH) 林賜光



Lam Chi Kwong (MH)
林賜光



Kan Kam Kong (HO)
簡鑑光



It is a good custom of a company when reaching a milestone in its existence to look back for a while and pay attention to the past and then to look forward into the future.

The Royal Interocean Lines Company, celebrating its sixtieth anniversary on September 17th of this year, certainly has good reason to look back as well as to reflect upon its present position.

When on September 17th, 1908, s.s. TjIPANAS, with Captain P. Zwart as Master, sailed from Batavia via Java ports and Macassar to Hong Kong and Japan, inaugurating the new direct service, a well planned desire was fulfilled.

Notwithstanding the usual ups and downs inherent in a fresh enterprise, Mr P.J. Roosegaarde Bisschop succeeded in expanding its fleet from three steamers of 5,000 tons d.w. in 1903 to an increasingly larger sized fleet of eight steamers in 1909/10.

Shortage of our own tonnage for the sugar trade from Java to Hong Kong/Shanghai, or the rice trade from Saigon to Java was from the start offset by using foreign tonnage, either in trip or time-charter, a policy which has been continued.

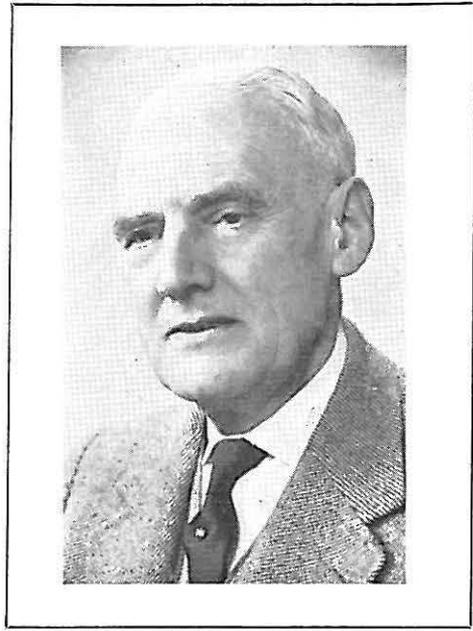
In 1914/15 s.s. TjikEMBANG and TjisONDARI came out to the Far East, as well-appointed ships with a higher speed. They played a successful role in the Java-Pacific Line, which was started in December 1915. The old JCJL did well financially during World War I, say, up to 1920.

Sufficient funds became available for a further increase of the fleet as well as for the building of wharves and godowns in the principal Java ports and in Macassar.

On January 1st, 1915, the Chinalijn opened its first office in the Dutch East Indies, in Sourabaja.

This first settlement was situated near the Roode Brug, not far from the Groote Boom (Customhouse for inward cargo), at the corner of the Pangoong (first floor).

On the ground floor there had been a market, mostly of stolen goods; hence our official address was Pangoong Diatas Passar Gelap (above Thieves Market Street).



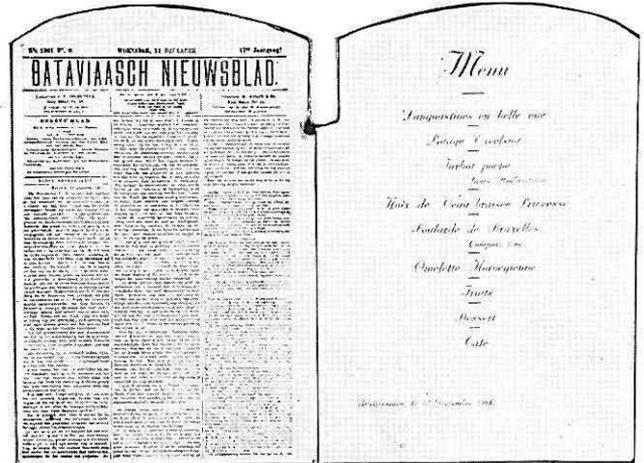
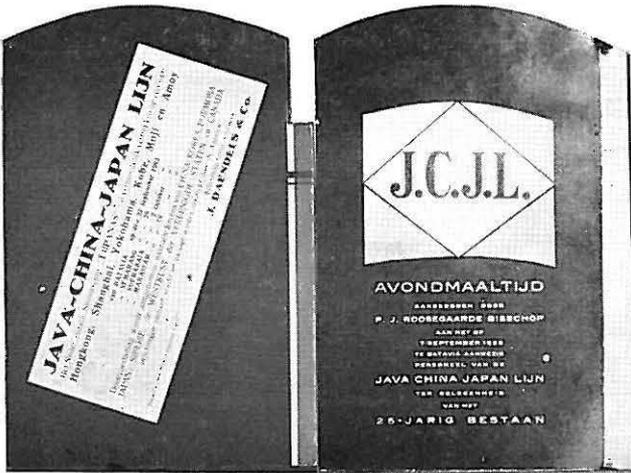
Mr T. de Meester.

J.C.J.L. and J.P.L. steamers and charters on the Java coast, Macassar, Balikpapan, etc., it had, also to advise the Head Office in Hong Kong concerning the planning for the erection of the Company's wharves and godowns at Tj.Priok, Semarang (HW 9), Sourabaja and Macassar.

The delay of our steamers on the Java coast was considerable, caused by a chronic shortage of godown space and lighterage at all ports of call.

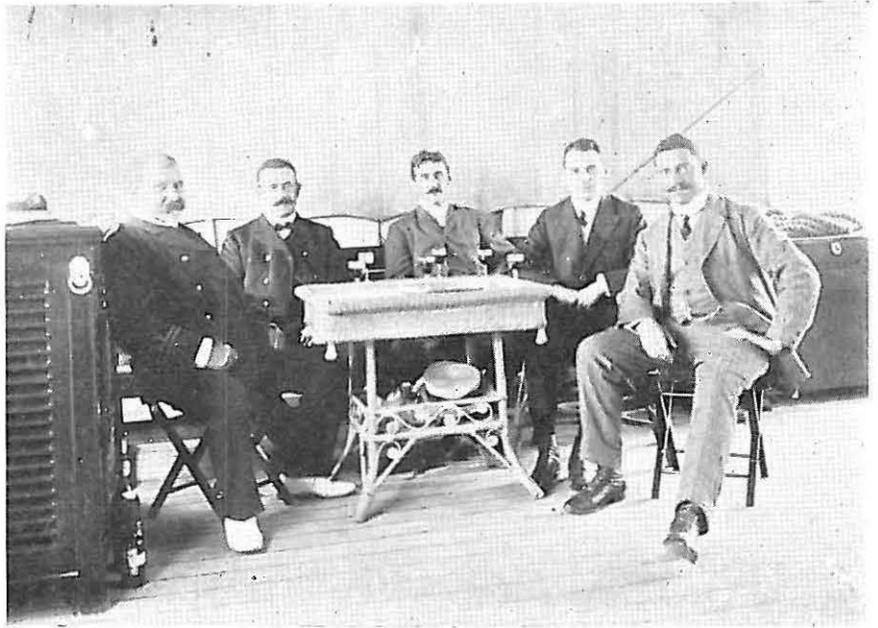
The booking of rice cargoes from Saigon to Java was largely concentrated at Sourabaja.

Until the paying off in 1919 by the J.C.J.L. of the Government subsidies, the Sourabaja Manager maintained a regular contact with the President Director of the K.P.M. Mr M.C. Koning, in his capacity as Government delegate. The advice received from him during the 1914-18 war, and his own charming personality still leaves a pleasant memory.



The menu card of the 25 years jubilee of the old Java Line, September 17th 1928.

LOOKING BACK ON R.I.L.



On board m.v. TJIPIANAS at Hong Kong, in 1909. Left to right: Chief Engineer C. van Beek, Chief Officer Van Dumme Jalink, Chief Engineer Bource, Shipping Clerk T. de Meester, Captain W. La Rooy.

During the last two years of World War I, communication with Hong Kong by mail or by cable grew gradually worse, putting a more or less independent responsibility upon the Sourabaja agent.

In 1920 the Head Office in Hong Kong issued its first instructions to prepare quarters at Batavia for its removal there early in 1921.

It was an "order from the Bridge", and I imagine that many old J.C.J.L. workers felt joy in their hearts when it was decided that the Royal Interocean Lines would make its headquarters again in Batavia.

It was no easy task to find suitable premises on the Kalibesar Oost, or to find contractors for the renovation of two old buildings, or furniture makers, etc.

In cooperation with Messrs Nieuwenhuys and Geus, the necessary arrangements for opening in Batavia and Tj.Priok were made successfully.

On December 31st, 1920, the writer took over the interests of the J.C.J.L./J.P.L. from the Managers of the Scheep-sagentuur Messrs van den Bosch and Delprat.

On January 2nd the office at Kalibesar Oost 10/12 was opened, and we had sufficient well-appointed floor space available to receive Mr Op Ten Noort shortly afterwards. During my term as General Manager in Batavia I remember with pleasure the visit of Mr Roosegarde Bisschop in 1928 and his presence with us for the celebration of the 25th anniversary of the Company and also of his personal jubilee. I recollect the animated and instructive discussions with him at Tosari about the Company's activities in the future and the projected building of two more vessels TJISADANE and TJINEGARA, with an increased passenger accommodation in first, second and third class.

In fact s.s. TJIJADAK, arriving in August 1929 at Tj.Priok was the forerunner of these two ships.

S.s. TJIMENTENG, s.s. TJIPONDOK and s.s. TJIKAMPEK, all three former S.M.N. steamers reinforced the tonnage for the Java/Japan Service.

The decision to organize a direct service from Japan to the Dutch East Indies made an improvement for both shippers and consignees, but this in later years proved to be an inducement for the Ishihara Steamship Co. to enter the Japan/Java trade also, which resulted in a heavy rate war between the J.C.J.L. and the Nanyo Kisen Kaisha.

The visit of His Excellency Governor General D. de Graaff on board m.v. TJINEGARA (Capt. P. Weide), was a successful event for a striving but not financially strong company.

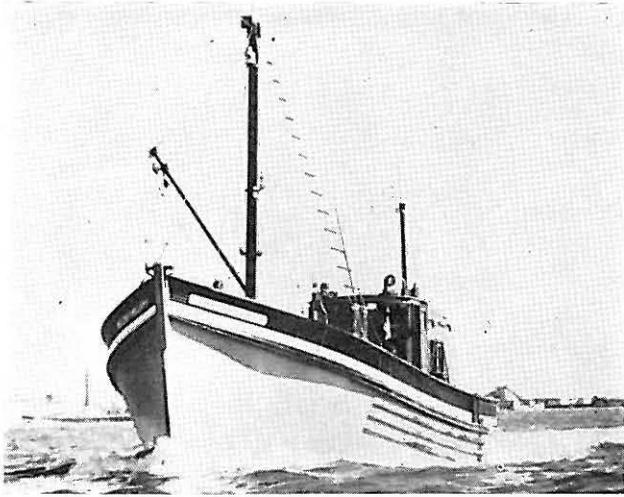
The latter condition was always a handicap to the old J.C.J.L. Our Company had an interesting trade, and it had, to a certain extent a monopoly in the sugar trade between Java and China, but, at low rates, with competitors always lying in wait. Consequently the financial results only occasionally allowed an investment for new tonnage.

Our so-called monopoly had quite a different character from the monopoly of the K.P.M. in the late Netherlands Indies.

But do not let us dig up the past too much.

The merger after World War II of the depleted J.C.J.L. fleet with steamers of the foreign services of the K.P.M. resulted in the founding of the Royal Interocean Lines, which now hold a prominent position in Asiatic - Australian - African and South American waters, a wide scope of trade which can hardly be ignored.

T. DE MEESTER.



Walvis Bay Pilchard Boat.

FISH, FISH AND FISH

"If she'd been a Sailer, (sailing vessel) we'd be all aback now. It would drive me round the bend bringing a schooner up to an anchorage like this."

The wind off the land, blowing powerfully across the direction of the northerly wind outside the harbour, threw up a short nasty sea.

"Starboard fifteen, slow ahead."

We edged in toward our buoy and laid her lengthwise with the sandy peninsula, bringing her up to her moorings. "Well, here we are, Walvis Bay."

And so the ship was brought to rest.

The south-west African coast where Walvis Bay is situated has been known for centuries to sailors roaming these seas as "The Skeleton Coast".

It is still a very forbidding anchorage, with sand all around, and only a small channel leading to the Atlantic ocean. Were it not for the settlement of Walvis Bay we could imagine ourselves in the middle of the Sahara, and the little water around us part of a mirage. Many adventurers have been drawn to this coast. Who hasn't heard of the



m.v. TJIJANAS alongside the wharf, loading canned fish.

Each year, at the beginning of the fishing season many of the Fishermen of Walvis Bay gather in fishing boats at the lighter anchorage out in the Bay, for the annual service of the Blessing of the Fish Harvest.

This year, the service was conducted by the Rev. N.J. Mostert of the local Dutch Reformed Church.

famous diamond-fields of South-west Africa. And yet they are not the reason for the existence of Walvis Bay. There, they are interested in quite another kind of wealth, the wealth of the sea.

Whatever hopes there may have been for Walvis Bay in the early days of its existence, that it might grow into one of the major ports of South Africa by the establishment of railway connections with the Rhodesias, were soon lost in the limitless desert-lands surrounding this lonely settlement.

It was not until 1948 that South Africa realized the importance of apparently inexhaustible fishing grounds off Walvis Bay, where enormous shoals of pilchard are found in the up-welling waters of the Benguela Current.

In that year, it became fact that the diminishing harvest off California would not be sufficient to supply the world market for very much longer.

Before 1948, the only fishing of importance in Walvis Bay was the seasonal harvest of Snoek.

Then during the years 1949 to 1952, the pilchard catch rose from 9,000 tons to 250,000 tons.

In order not to endanger the future harvest of pilchards, the South African Government stepped in to control the yearly catch. Although in 1953 a total of 290,000 tons was caught, the catch was limited to 250,000 tons from 1954 to 1959. In 1960 the total tonnage was increased to 300,000 tons and in 1961 to 375,000 tons, after thorough investigations had revealed that this catch would not endanger future supplies of the fish.

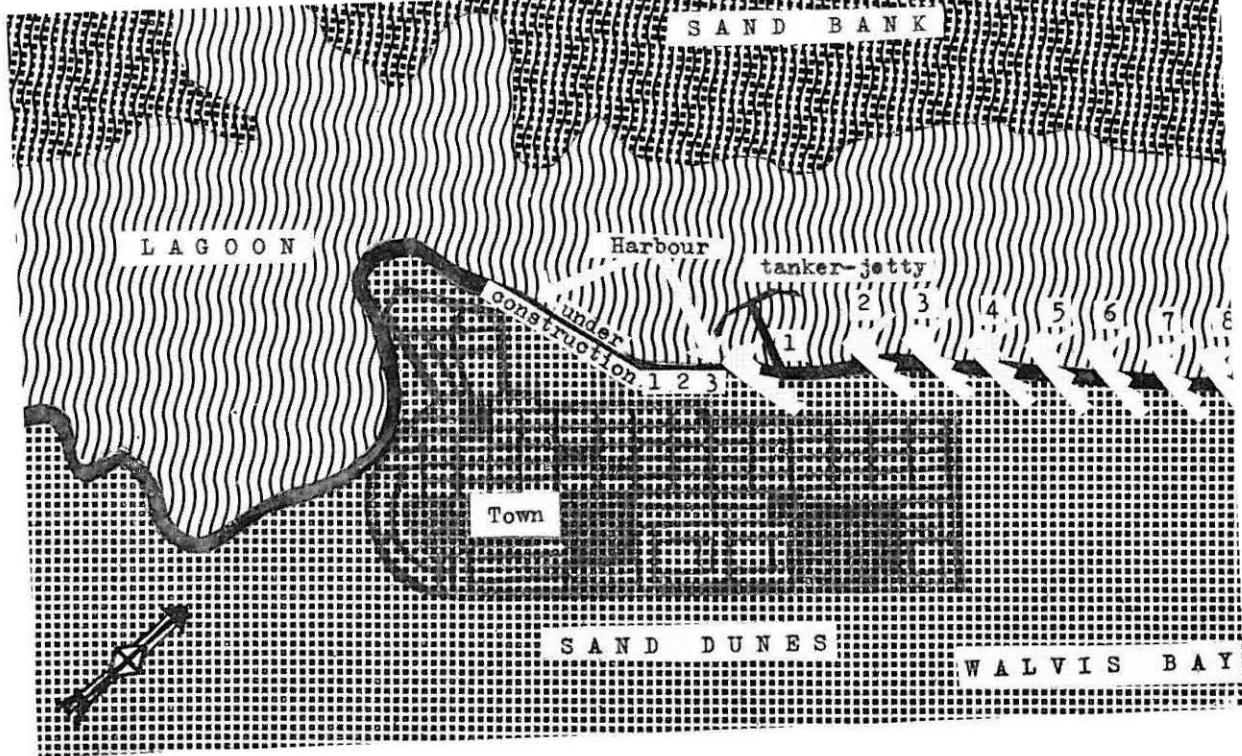
Although there is no season for pilchards, which are moving along this coast all year round, fishing is limited to 6-8 months when the oil-content of the fish is highest.



← Part of the town of Walvis Bay and three of its large processing factories.

PORT

F
S BAY



PRODUCTION

Unlike longer established fish-processing factories elsewhere in South Africa, Walvis Bay is able to regulate its production to a given period. The normal span of production is from March to September.

There are at present six established factories in Walvis Bay for pilchard-production, each of which has an equal share in the total allotment of 375,000 tons. One factory is able to produce its quota in just under six months.

In 1961, the total production was made up as follows:

- ± 80,000 short tons fishmeal
- ± 17,000 long tons fish body oil
- ± 4,150,000 cartons canned fish.

Total estimated value: £10,000,000.

Other industries, of course also draw benefit by supplying required materials for production.

In 1960, 300,000,000 cans were supplied by the Metal Box Co., who erected a factory at Walvis Bay to cope with this demand.

10,000 tons of tomato puree, for which 55,000 tons of tomatoes are required, are used for sauce; 31,500 tons of coal, which has to be hauled 1,500 miles from the Transvaal, for the boilers; 410,000 gallons of diesel-oil for the fishing boats; 350,000 gallons of fuel-oil for heat-dryers and other plant. As well as all these, many other materials are needed to keep the factories going.

Of Walvis Bay's total population, which stands at present at ±15,000, one in every three is directly or indirectly engaged in, or dependent on the fishing industry.

The actual staff of the factories is made up as follows: 400 Europeans, 2,500 Native, and 700 Fishermen.

Needless to say R.I.L. has a great interest in this growing industry, as a large proportion of the canned fish and its by-products is exported to the Far East.

We have a great respect for the people who have been instrumental in making Walvis Bay a port of importance in less than 14 years.

The port facilities have also been extended with remarkable speed, to meet the demand made by this important industry. The work which has been done since 1958 at a cost of £4,000,000 has proved to be enough to keep the port ahead of the demand on its capacity.

The harbour now has a total of 4,640 feet of quay-space, providing 8 deep-water berths, a 1,000 foot tanker-jetty, 13 cranes on the old wharf, and alongside two of the berths, modern single storey sheds 100 ft. by 400 ft. are being erected.

Of course there are also other exports from South-West Africa, which is rich in mineral wealth, mostly undeveloped.

300,000 tons of ores and other minerals are exported yearly. Other export items include 40,000 tons of produce, 5,500 tons of wool and 4,500 tons of skins and hides.

We can only foresee growth in the port of Walvis Bay, and with it, more benefit to R.I.L.

J. Blaauw.



Walvis Bay Harbour with Hofmeyr wharf (centre) and part of the new wharf on the right. On the left is the Tanker jetty.

Photographs by courtesy of the "South African Shipping News and Fishing Industry Review".

DUTCH FOLK CLOTHES PRESENTED TO KOBE CITY



A presentation ceremony took place at Kobe Municipal Hall on July 16th, when a set of Dutch female farmer's clothes was presented on behalf of R.I.L. by Mr A.N. Bouvy, Manager, Kobe Office to Mayor C. Haraguchi of Kobe city.

A doll clad in colourful clothes will be displayed at Rokko Ranch, which is owned by Kobe City Authorities.

← Mr Mayor Haraguchi admiring the clothes shown to him by Mr Bouvy.

SAYONARA AND WELCOME



L. to R.: Mr T.F. Guterres, Mr M. Sakurai, Mr T. van Middlekoop and Mr A.N. Bouvy.

A cocktail party was held on July 17th at the Hotel New Osaka to say farewell to Mr J. van Middlekoop and to introduce the new Osaka Manager Mr M. Sakurai to prominent staff members of leading traders, shipping companies and port authorities.



Greeting the Guests.

ANNUAL WOOL TRADE DINNER



The first Annual Dinner for Principals of Japanese wool shipping firms took place on board m.v. TJIJLUWAH on June 15th, 1962.

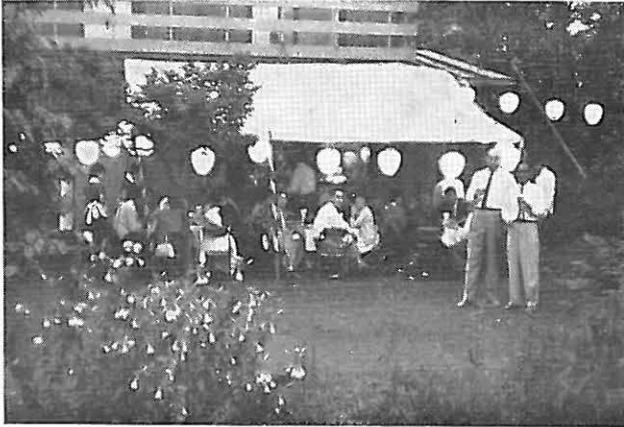
The dinner took the form of a Yakatori party, although nasi goreng, bami goreng and a cold collation was also served; and the traditional Japanese saki was offered to the guests.

This novel centrepiece for the table is a sugar model of m.v. TJIJLUWAH, flanked by a Dutch windmill and a replica of a Chinese Pagoda.

L. to R.: Mr H. Kanemori (Ataka) Captain H. Klein (Master TJIJLUWAH) Mr R. Fearnside (Marubini) Mr J. Prince (Mitsui) Mr S. McKee (Toyomenka).

← Chief Steward Hung, Head Waiter Tong, Acting C.D. Instructor G. Sluager

GARDEN PARTY



Mr T. Usami, Business Manager of Tokyo gave a garden party for 45 Tokyo staff members at his newly-built house, on July 10th. Our pictures show: (l.) Mr Usami standing with Mr F. Terwogt with guests in the background enjoying the lantern-lit evening; above: Mr F.J.A. Hens and Mr and Mrs Terwogt.

KOBE SEA QUEEN

The 9th Sea Queen and four Associate Queens of Kobe Port made their debut on July 20th, Maritime Day of Japan.



The ninth Sea Queen in the centre.

MACHINES TO SARAWAK

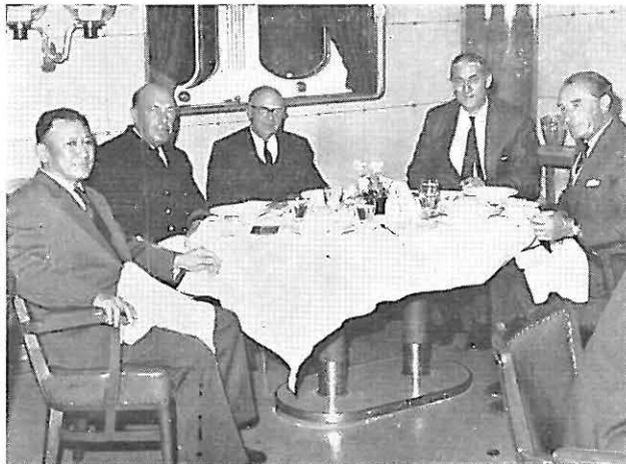
Three D6-60 in. gauge Caterpillar crawler tractors and two Moore TC 85 road graders, supplied for road making in Sarawak by the Australian Government under the Colombo plan, were shipped from Melbourne in m.v. SINABANG recently. For the sea journey to Sarawak, the machines were sprayed with a special rust-inhibiting coating called "Protecelene".

TRANSFER OF NAGOYA

OFFICE MANAGEMENT

About 230 guests attended a party given to say farewell and welcome to the outgoing and incoming managers of the Nagoya office. The party took place in the Congress Room of the Nippon Express Co., Nagoya, and the hosts were: Mr T. Usami, business manager Tokyo,

Mr M. Sakurai—Outgoing Manager and Mr M. Yoshioka—Incoming Manager.



From left to right: Mr M. Sakurai, Mr M. Yoshioka, Mr T. Usami and Mr Nagoshima.



Photograph by Courtesy of the Maritime Daily News (Nihon Kaiji Shinbun).

CAPTAIN H. PRINS RETIRES



L. to R. Mr J. van Zuylen, Mr Van Osselen, Mr Reyneker and Captain H. Prins.

On Tuesday, July 17th, a farewell luncheon was given by the Managing Directors in our Head Office on the occasion of the retirement of Captain Prins of m.v. BOISSEVAIN. Also present were senior staff members, the Chief Engineer of m.v. BOISSEVAIN and the Captain and Chief Engineer of m.v. TJIJLUWAH.

Captain Prins joined the K.P.M. as 4th Officer in May 1927 and served on many ships of that Company. He was imprisoned during the 1939-45 war for nearly 3½ years. On return from European Leave in 1946, Captain Prins was posted as Chief Officer on m.v. Ruys, and got his first command on July 16th, 1949.

As Chief Officer, in 1948, and again as Captain on board m.v. Ruys in 1958, Captain Prins distinguished himself in



The Ceremony of signing the Visitors Book

fighting the two big fires on board this ship.

As well as being rewarded for this by Managing Directors, Captain Prins was made a Knight in the Order of Oranje Nassau, on May 14th, 1959.

Mr van Osselen, in his after luncheon speech, mentioned especially the outstanding qualities of Captain Prins as a navigator and his ability in leading officers and crew.

In a short speech, Captain Prins thanked Mr van Osselen and proposed a toast to the future prosperity of R.I.L.

In Japan Captain Prins will relinquish his command and, accompanied by Mrs Prins, who joined him in South America, leave by air for the Netherlands.

D.K.

(Captain D. Kuijken)

25 YEARS WITH R.I.L.

A Sukiyaki luncheon was held in Yokohama in celebration of Mr Moen's anniversary with the company.

Our photograph shows those who attended. From left to right: Mr Nomura, Yokohama TD, Mr Terwogt, Manager for Japan, Mr Leurs, Yokohama CD, Mr van Steenberg, Manager Yokohama, Mr Moen, Mr Kleber, Admin. Assistant, Tokyo, Mr Du Bois, Chief Engineer, STRAAT RIO, Mr Sato Yokohama, Mr Saman, Yokohama TD.



PERSONALITIES

Mr van Osselen, Managing Director, left by air on August 13th for a business trip to Manila, Tokyo, Kobe and Osaka, and returned on August 22nd.

Mr J. van Middelkoop will take over Management of Ho Ho Traffic Department as from September 1st, from

Mr E.M. van Rhoo who will proceed on home leave. leave on August 31st. He is succeeded by Mr H. Wever.

Mr H.M. Roos HK HO (Traffic Department) returned by air from a business trip to South Vietnam, Cambodia and Thailand on August 15th.

R.I.L. ACTIVITIES

m.v. Schouten joined Van Linschoten, Roggeveen and Van Waerwijck in CHIWAS. Vessel sailed from Shanghai in her new empty on 18th August.

CAPTAIN H. LUBBERS



Shaking Hands with Mr Van Osselen.

On Thursday, August 9th, a farewell luncheon in our Head Office was offered by Managing Directors to Captain H. Lubbers. Senior staff members and senior officers from m.v. STRAAT BALI were also present.

Captain Lubbers started his career with the Javaline in 1929 and completed over 33 years of service; he was promoted to Captain on January 1st, 1954.

In his after-luncheon speech Mr van Osselen mentioned the long career of Captain Lubbers during which he always paid special attention to the training of junior officers to be responsible men on whom the management of a ship could be entrusted.



Signing the Book Mr Reyneker and Mr Van Osselen looking on.

In his answering speech Captain Lubbers stated that he always tried to further the good spirit aboard and to impress upon his officers the responsibilities of their jobs in order to be able to fill the gaps made by those who had to retire. He concluded by wishing the Company god-speed and a bright future.

On August 18th Captain and Mrs. Lubbers left Hong Kong for Sydney on board m.v. TJIWANGI for the first leg of their tour via Australia, South Africa and South America to the Netherlands, where Captain and Mrs. Lubbers intend to settle somewhere between Winschoten and Amsterdam.

K.G.

25TH YEAR ANNIVERSARY

On July 13th, Mr L.A. Millares celebrated his 25th year anniversary with the company.

The occasion was marked by a small gathering in the Manila Office. Among those present were Mrs Millares and the children, Captain G.W. de Bruyn and Chief Engineer J. Mos of m.v. STRAAT TORRES and the complete office staff.

During the celebration Mr Ribbink, Manager for the Philippines, took time to recall the service years of Mr Millares, his beginning with the company and his gradual promotion to his present position. Mr Ribbink pointed to Mr Millares as one of those who must have shared in the "ups and downs" of the Manila office.

Mr Ribbink was happy to state that during the relatively short period of his association with Mr Millares he had come to know him as a very pleasant and helpful colleague. He expressed hopes that he and the rest of the staff will continue to do so for the success of R.I.L.

Congratulatory telegrams from the Managing Directors and Mr Millares' friends in Hong Kong and Japan offices were read by Mr Ribbink and were subsequently handed over to him.

On behalf of Managing Directors, Mr Ribbink presented

to Mr Millares the company's memento—a gold pocket watch—receipt of which was appreciated very much by the honoree and his family.

Mr Millares responded by thanking Managing Directors and Mr. Ribbink and, after reiterating his pledge of whole-hearted cooperation, proposed a toast for the success of R.I.L.

V.E. Paz.



Mr Millares receiving the old watch from Mr Ribbink. Capt. de Bruyn of m.v. STRAAT TORRES looks on.



CAPTAIN H.J. KOSTER

It is with great regret that we have to announce the sudden death of Captain H.J. Koster, at the age of 60, on August 13th.

The late Captain Koster served with the Company from June 1924 until his retirement in March 1954. During those years he advanced from 4th Officer and was appointed Captain m.v. ТИКАМРЕК on January 1st, 1948.

The cremation at Westerveld on August 17th was attended by many friends, old colleagues, both active and pensioned, of Javaline and R.I.L. Cap'ains, Officers and personnel.

Mr H.E. Rouffier spoke on behalf of the Company. He elaborated upon Captain Koster's career as an efficient and capable seaman.

He had best known Captain Koster as a Chief Officer when he himself was still a shipping clerk, and together they had solved many loading problems.

Mr Rouffier went on to say Captain Koster was always a charming and amiable person, and was much admired for his pleasant and business-like approach toward the office staff. The speaker said he was always touched by the way Captain Koster's thoughts dwelt upon his family, which took such a large place in his heart.

He felt sympathy for Mrs and Miss Koster for whom this loss would be very difficult to bear, but he hoped that it would be a comfort to them to know, that all over the world the thoughts of many old Javaliners would be with them in their bereavement.

**SHIPS
OF
THE WEEK**

These photographs were taken on July 5th when recordings were made from the broadcast to m.v. Ruys as "East Ship" (top) and m.v. STRAAT VAN DIEMEN as "West Ship".

Guests of the Company on this occasion were: Chief Engineer and Mrs A. Vink and Mr M. van Doggenaar. They appear in the back row of the photograph showing the relatives of the officers serving in m.v. STRAAT DIEMEN.





MR LAM YUK YING

Lam Yuk Ying, Lammy, as many of his old friends called him, has been taken away from us. It came very suddenly, at a moment when he intended to go to his club and play tennis, his favourite sport in later years. He passed away two days later in the evening of August 6th.

The news of his untimely death came as a great shock to a very large circle of friends and acquaintances.

I can picture Lam in many different ways: Lam as one of RIL's most loyal employes, diligent, thorough, yet easy and smooth in his ways, always ready to co-operate and assist; an example for all. Lam the friend, sincere and affectionate, liked and respected by all who knew him; Lam the sportsman, a sportsman in the truest sense of the word; Lam 'socially', in his gay moods the life of a party; Lam, the head of a small but happy family . . .

He was humble yet proud, proud of his wife and sons, proud of the excellent name he enjoyed in the Colony, proud of his achievements both in his work and in the field of sport.

Lam loved to talk about his travels in China, Japan; the Dutch East Indies and Australia, where in his younger days he represented both China and Hong Kong as a member respectively of the Chinese National soccer team in the Far East Olympic Games and the Hong Kong Interport soccer team.

As to his achievements in office, there seems no better way to describe the esteem in which he was held by the Company, which he so devotedly served for 33 years, than to mention that Lam was the one singled out to become the first Manager of RIL's future Kowloon office.

We shall each of us remember him in our own way, but all of us will do so with affection, and we shall all miss him very much. Thoughts of deep sympathy go out to his wife and sons.

A.H.V.

林玉英，老朋友都叫他阿林，已和我們永別了。網球是林晚年所喜愛的運動。當他正欲去體育會打網球時，急病突發，二日後，即八月六日他去世了。噩耗傳來，使他所有的朋友都非常的震驚。

林在我想像中是屬於多方面的：他是渣華郵船公司最忠誠的一員，勤勉、完美、易與並和靄，永遠願意合作與幫助別人。他是衆人的模範，一個忠實與可愛的的朋友，認識他的人都喜歡與尊敬他。他是一個運動家，一個真正有運動道德的運動家。社交時，林永遠是心情愉快，使宴會增趣。林是一家之主，一個不大然而快樂的家庭。

他是一個謙遜與自重的人，他能引以為榮者。有他的妻及子，他在港所負的盛名，在事業上及體育上的各項成就。

林喜愛談及有關他在中國、日本、荷屬東印度及澳洲旅行的往事，那時他雖年輕他已為香港足球及中國全國足球隊遠東運動會的代表。

關於他在本公司的評價，最佳莫如他在本公司已忠實的服務了有三十二年之久，及他已被任命為將來九龍分公司的第一任經理。

我們將用不同的方式來紀念他，但我們大家都覺得有情長意短痛失良友之感。

最後，我們對其遺下的妻及子寄予無限的同情。

韋 璐 文



This month we are happily lured to a most attractive, although comparatively lesser-known area: East Africa.

Alastair Matheson takes us over Kenya and Uganda which he knows so well and where he personally lived through the many and varied circumstances that are vividly portrayed as a framework to magnificent illustrations. It is hard to say whether the pictures lend charm and body to the text or that the text has been written to enhance the photographs.

Maybe this is the time and place to note this reviewer's perennial complaint that a map of the areas concerned is signally lacking; it should have been printed on the end-papers.

Matheson writes a smooth-reading piece of journalism so that the book is a mine of useful information for the prospective tourist. However, it is hoped that some of our readers will also profit from this information because—and here is where the absence of a map becomes glaringly obvious—some of the beauty spots mentioned are just round the corner from the usual ports of call of R.I.L. vessels.

Maybe the period of 30 odd days waiting for one's turn in Mombasa is over, but even the odd day is sufficient for a visit to Tsavo Park, Voi or Arusha, and, prepared by the careful reading of

PICTURE CHRONICLE

A Matheson, Land of Wide Horizons

(MacDonald, London 1962 30/-)

this book, that day would long remain a most cherished memory, not to mention the colour-slides or photographs one might make. In the latter field, the book is priceless, we cannot but compliment the author on his own, as well as on his choice of pictures.

Being a Scotsman by birth, the author has not forgotten either mountaineering or fishing. We of the low countries may not be so much interested in the latter pastime but we certainly enjoy mountain climbing if only because of the lack of it at home.

The author's views on the senseless murdering of the larger game in Africa are worth noting; they are those of the lover of animals in their native surroundings and not those of the 'old maid' type. In short, they are healthy and humane.

The last two chapters are devoted to tribes and dancing respectively; the former of the greatest interest to the ethnographer, amateur or otherwise, and the latter, any reader's picnic, particularly the photographs which vitalise the text.

In general, here is a book that many of us will enjoy. It should be included in the libraries of our passenger-carrying vessels, as it covers exactly what the tourist may go to East Africa to see.

W.Z.M.

POSTINGS

On 1st September, 1962

<i>m.v./s.s.</i>	<i>Captain</i>	<i>Chief Engineer</i>	<i>Head of C.D.</i>	<i>Boatswain</i>	<i>No. 1 Fireman</i>
m.v. RUYS	A.J.v. Ankeren	G. Vischer	B.A.C.H.G.v. Zurphen	Lau Chung 劉忠	Lam Lim 林念
m.v. TEGELBERG	L. Rademaker	A. Snoek	P. Smit	Tang Kee 鄧祺	Lam Kow 林九
m.v. POISSEVAIN	G.W. de Bruyn	Th. Kuiken	A.P. Eekhout	Yiu Kwong 姚光	Kan Wai 簡惠
m.v. TJIJALENGKA	J. Versteeg	A.P.C. Reynhoudt	J.A. Nanninga	Cheung Ming 張明	Leung Yung 梁容
m.v. TJIJUWAI	J. Jacobs	H. Spruyt	Tsui Fook 徐福	Yiu Chei 姚才	Wong Sang 黃生
m.v. TJIWANGI	P.H. Zwcers	B. Kragt	Yip Pak 葉北	Wong Pak 黃柏	Chan Ching 陳清
m.v. STRAAT BANKA	J. Kuiken	J.v. Boven	Zee Yuen Ching 徐餘慶	Ho Tao 何桃	To Sang 杜生
m.v. TJI NEGARA	H.J. Steenbergem	G.J. Doves	K.A.W.M. Verkerk	Leung Yung Kan 梁容根	張細 Tang Kau
m.v. STRAAT BALI	J.R. Ezendam	J. Stoop	Tsang Hin Fai 曾顯輝	Chan Hock Ming 陳學明	鄧球 Lam Kam
m.v. STRAAT MOZAMBIQUE	W. Buys	C. Schavemaker	Chiu Chang Sing 趙振聲	Lee Wah 李華	林錦 Leung Yiu
m.v. STRAAT MAGELHAEN	P. Algra	J.G. Mayoer*	Tsang Shum 曾森	Chan Fong Yan 陳方恩	梁耀 Lam Ping
m.v. STRAAT VAN DIEMEN	Th. Terhorst	J.R. Meyer	Ling Yau 凌有	Kwok Hing 郭雄	林平 Leung Hoi Kwan
m.v. STRAAT RIO	W.A. Giel	J.P. du Bois	Tong Chung Kin 唐松建	Lee Lun 李麟	梁海坤 Keung Chee
m.v. STRAAT MALAKKA	A.J.M. Michielssen*	J. Verdonk*	Chiang Lam 蔣林	Pang Yiu 彭耀	姜志 Choy Yat Lin
m.v. STRAAT SOENDA	H. Pronk	P. Reuvers	Au-Yeung Wai Shing 區陽惠城	Lai Dai Hee 黎帶喜	蔡日連 Lee Wah
m.v. TJI BANTJET	J.H.W. Voigt	F.M.H. Beckers	Ng Hong Lun 吳康麟	Poon Pak Hung 潘柏雄	李華 Lam Sau
s.s. TJI BODAS	D. Proce	A. Geurts	Tsang Choy 曾才	Chan Chuen 陳全	林壽 Lam For Hing
s.s. TJI PONDOK	D.C.M.v.d. Kroft	P. Tigchelaar*	Luk Kar Sum 陸家森	Lee So 李蘇	林火興 Tong Kow
s.s. TJI KAMPEK	A.J. Winkelmolen	J. Pronk	Chu Yiu Fai 朱耀輝	Loo Too 盧道	唐九 Choy Ying
m.v. STRAAT CLEMENT	P. de Roode	H.B. Visser	Wong Shiu Chan 黃兆燦	Leung Tat Keung 梁達強	蔡英 Tam Chuen
m.v. STRAAT CLARENCE	C. Baak	H.M. Deggens	Tong Yuet Tim 唐悅添	Lam Wai 林偉	譚全 Cheung Kwai
m.v. STRAAT CHATHAM	S. Jochems	M. de Groot	Shum Wai 岑維	Cheung Ding 張丁	張貴 Chan Chun Ming
m.v. STRAAT CUMBERLAND	J.J.G. Kuik	M. Schaafsma	Lam Yiu Tang 林耀騰	Weng Loy 黃來	陳俊明 Cheung Ying Choy
m.v. TJI MENTENG	G.v. Altena*	A.J. Pouw*	Lee Kai Ming 李啓明	Ho Woon To 何煥桃	張英才 Tse Tak Wah
m.v. TJI PANAS	R. Jungeling	W. Bakker	Tse Kwok Yee 謝國儀	Lai Fook 黎福	謝德華 Lam Wui Heung
m.v. STRAAT JOHORE	E.P. Helleman	J.J. Kalkhoven*	Lee Siu Kee 李兆祺	Leung Tim 梁添	林會鄉 Cheung Shui
m.v. STRAAT SINGAPORE	Th. Rose	G.J.C. Bevelander	Chan Ping Lam 陳炳林	Leung Ham 梁咸	張水 Lee Fook Tai
m.v. STRAAT TORRES	G.P. Proper*	J. Mos	Wong Shan 黃山	Kwok Ming 郭明	李福泰 Lam Fook
m.v. STRAAT COOK	A.J. Zennevjlle	A. Vink	Loh Say Fong 樂瑞芳	Yip Bo 葉保	林福 Lam Chuc
m.v. TJI LIWONG	C. Dekker*	J. Maarschalkerweerd*	Lo Wing Nin 羅永年	Wong Moon 黃滿	林柱 Chan Chiu Fat
m.v. TJI MANUK	H. Muys	A.F. Ysenbrant*	Poon Man Kee 潘文基	Leung Ling 梁寧	陳超發
m.v. TJI TARUM	L.A. Ekemans	H.J.G.A. Otten*	Leung Lai 梁禮	Ng Moon 吳滿	

* Acting

PERSONNEL

NEW PERSONNEL



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

Mr W.Th. Broeder	4th Officer
„ Z.P. Gischler	„ „
„ L.G.F.L. Glaubitz	„ „
„ L. Ingenluyff	„ „
„ H. Soetekouw	„ „
„ H.E. Weert	„ „
„ A. Muller	Employé

SUCCESSFUL EXAMINATIONS



Our congratulations go to the following officer, who passed his examination as indicated below:

Mr A.A. Fermin	3rd Officer	Th.II	18-7-62
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LEAVE



The following personnel went on leave:

Mr J. Zeylemaker	Ch. Officer
„ D.B. den Braber	3rd „
„ P.J.M. Buysrogge	Electr./3rd Engineer
„ B.W.M.v. Gelder	3rd Engineer
„ K. Vlsser	4th „
„ G. Hoksma	5th „
„ M.J. Kuit	„
„ H.E. van Lohuizen	Adj. Chef
„ D. Boendermaker	Employé

Those who returned are:

Mr J.J.E.M. Bruyn	Ch. Officer	posted to
„ J.J.v. Nus	„ „	m.v. TIJWANGI
„ C.J. Hondius	2nd „	m.v. STRAAT CUMBERLAND
„ S.v.d. Heyden	3rd Engineer	m.v. STRAAT CLEMENT
„ H.H. Post	„ „	m.v. TJIMENTENG
„ C. Hol	4th „	m.v. STRAAT BANKA
„ C.H. Onderwater	„ „	m.v. TJILUWAH
„ H. Wever	Adj. Chef	m.v. STRAAT COOK
		Hong Kong M.H.

"We have a rather different method here, Captain . . ."



By courtesy of Shipbuilding and Shipping Record.

LEAVING SERVICE



Mr J.J. Erkelens	H. Employé	own request
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TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain H. Prins, Master of m.v. BOISSEVAIN went on home leave prior to his retirement.

Captain G.W. de Bruyn, Master of m.v. STRAAT TORRES was posted to m.v. BOISSEVAIN.

Chief Officer G.P. Proper, was posted to m.v. STRAAT TORRES as Acting Captain.

Captain H. Lubbers, Master of m.v. STRAAT VAN DIEMEN went on home leave prior to his retirement.

Captain Th. Terhorst was posted to m.v. STRAAT VAN DIEMEN following intermediate leave.

Captain H. Pronk, Master of m.v. TJILIWONG was posted to m.v. STRAAT SOENDA.

Acting Captain C. Dekker, Master of m.v. STRAAT SOENDA was posted to m.v. TJILIWONG.

Chief Engineer (temp. service) A. Bos was relieved on board m.v. TJITARUM by 2nd Engineer H.J.G.A. Otten.

BACK PAGE TRIO

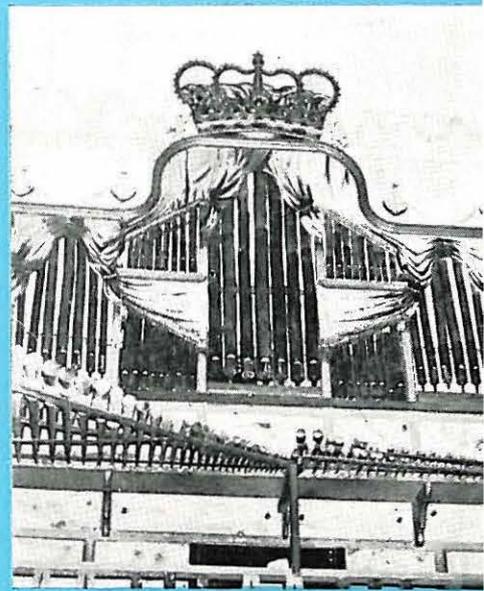
Painting — The Bamboo painting in the special Bamboo Suite in m.v. BOISSEVAIN. This delicate work enhances the beauty in decoration which is also to be found elsewhere in BOISSEVAIN.

Pole — Two coolie amahs in Hong Kong carrying rubbish in baskets suspended from a bamboo pole. This is a typical Chinese method of transporting goods, which can still be seen everywhere in Hong Kong. These women manage to move gracefully even when overburdened by heavy baskets.

Organ — The famous Bamboo Organ at Las Pinas, Rizal, in the Philippines. The result of many years of work, this organ though its notes are a trifle reedy, really can be played — your editor can vouch for this, having actually heard it recently.

Back Page Port Photo by "Foto K.L.M. Aerocarito N.V."

B A M B O O



PORTS OF CALL: ROTTERDAM

