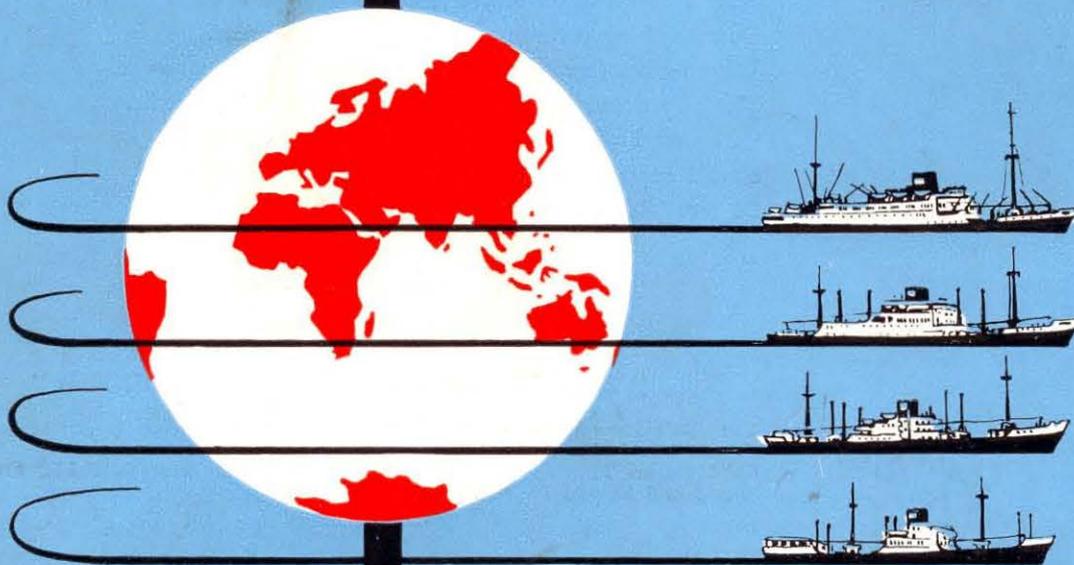




# *RIL* *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. X. No. 8. August, 1963

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AUGUST 1963  
VOL. X. NO. 8



# R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE  
**ROYAL INTEROCEAN LINES**  
P. O. BOX 725 HONG KONG



Laundrywomen Yick Kit Ping (易潔冰) and Yip Lin (葉蓮) are seen outside the big laundry in InterOcean House, Hong Kong, instead of inside as usual. To find out why, readers must turn to Page 153.

From the Editor

## CANDID COMMENT

(from an average truthful reader)

First, the Personalities just inside the cover:  
Next, I skim the photographs, flipping pages over;  
If I like the look of them, I will stop to read.  
Occasionally I see a friend, and then there is no need  
To urge my flagging interest; yes, I like the usual blue  
On the outside of our journal, and if I had a camera  
My hopes would spring eternal.

Have I ever sent an article to publish in the Post?  
Does anything peculiar ever happen on the coast?  
What me — a funny story! Do you take me for a noodle?  
The only drawings I can do are when I start to doodle.  
Of course I will remember you if anything unusual  
Should happen on the sea, but — more important still —  
Be sure 'R.I.L. Post' finds me.



## “WIE HEEFT DE DIKKE BOONAKKER?”

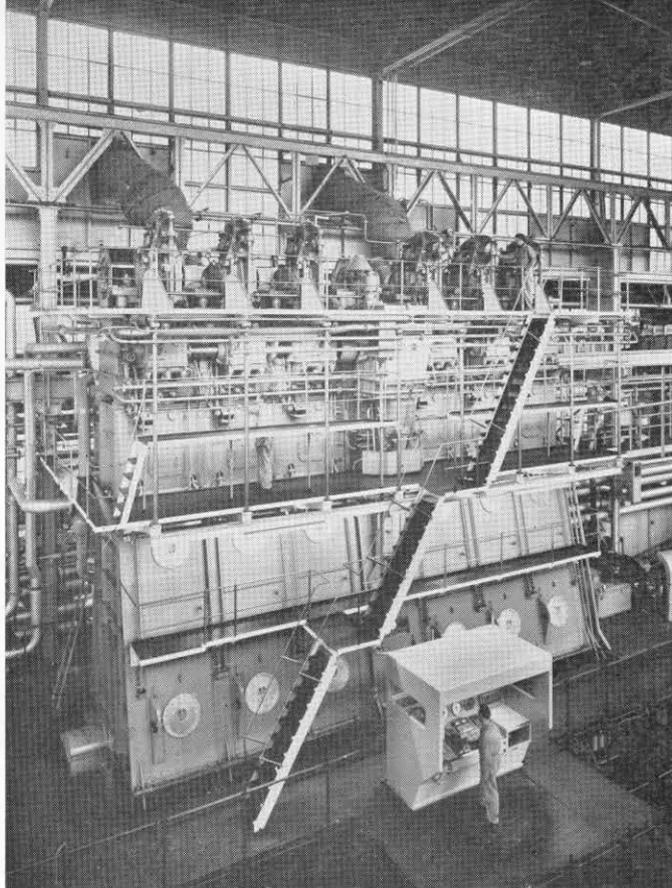
You don't know the answer? Then turn to page 148 for an explanation from Captain J.D. Jelijs. We should like to have added a photograph of one of our own Chief Officers in action with his 'Boonakker'. How about it, R.I.L. Freighters? HK\$15 will be paid for each published photograph.

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

## THE FIRST STEPS

## OF A GIANT

*(With acknowledgement to Mr J. van Haastert,  
K.P.M. Amsterdam)*



**30th** May, 1963 was a very special day at the Rotterdam works of P. Smit Jr. N.V. On this day, testbed trials were started for the engine built for m.v. Straat Freetown – a six-cylinder 840 m.m. bore B. & W. type 684 VT 2 BF-180 motor.

This engine, the second of a new type built by P. Smit Jr., will develop 12,100 b.h.p. at 110 revolutions per minute in continuous service. The first motor of this type was built a few months ago for m.v. Straat Frazer.

It is a tradition in the yard of P. Smit to start the trials of a newly-built engine at 9 o'clock sharp on a Saturday morning, in the presence of managers of the factory, representatives of the owners, the Classification Bureau and the Netherlands Shipping Inspection office. As always, it was an anxious moment for all interested parties when the engine was started for the first time: a few turns on compressed air, then the motor was started again and fuel-

injected. As the big engine came to life, smoothly and steadily, there was a general relaxing of tension and a cheerful atmosphere prevailed.

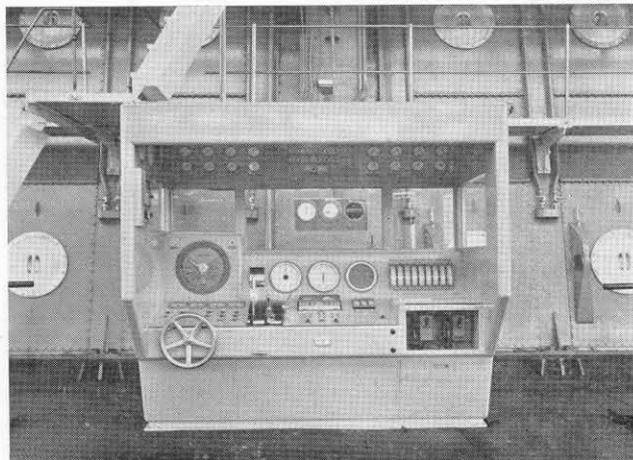
The building of these two engines marks the peak of a long series of engine developments and much experience by these builders.

The engine for m.v. Straat Freetown had a testbed run for two days, during which time it was stopped for inspection and started on a higher output several times. On 5th and 6th June, 24-hour full power tests were made, during which time 12,000 b.h.p. was easily maintained by this six-cylinder engine. Twenty-five years ago this would have required more than the combined output of two twelve-cylinder or three-eight-cylinder diesel engines. The combined output of the three eight-cylinder Sulzer engines of the Ruys, for example, is 8,600 b.h.p. One day, this huge engine (13 metres long 12 metres high) will also be twenty-five years old. We hope we shall be able to say of this one as well: "It has done a good job."

The picture of the main engine gives a good view of the new 'manoeuvring stand' mounted alongside the engine; it is more or less the first step towards automation. Automatic and remote controls have been used in ships' engine-rooms in limited form for many years, but remote control of large main diesel engines has only been developed in the last few years.

The new manoeuvring stand, with its soundproof walls and ceiling and its clear instrument panel, is a quiet observation post in the engine-room for the efficient control of the engine. Although full automation and the installation of a completely remote control room is not yet sought after, it will be possible by means of such a unit as this to study the problems which may arise if and when these are required at a future date.

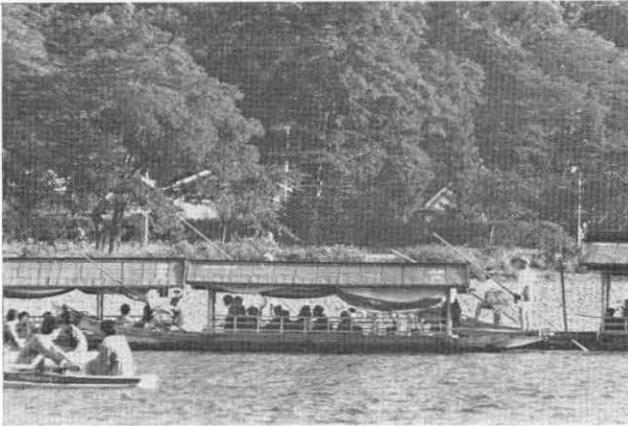
E. van't S.





'Shooting the rapids'

## THIRD JAPA



Up the Nagara river to see the cormorant fishing.

This year, it was the turn of Nagoya office to act as hosts to the rest of the R.I.L. staff in Japan on their annual Spring outing.

Unusually for Japan in May, the weather had been continuously wet all over the country, but on the 25th it cleared up for the first time and, with this auspicious omen, R.I.L.ers from Tokyo, Yokohama, Kobe and from Osaka hurried by train to Nagoya.

By lunch-time everyone was gathered in the Congress Hall of the NEC Building (R.I.L. Nagoya office). Mr M. Yoshioka, Manager at Nagoya, made a speech of welcome and the Manager from Japan, Mr E.M. van Rhoon, speaking as chairman of Shinbokukai (Social Gathering of R.I.L. Japan), expressed his appreciation to the organisers of this happy occasion.

About 3 o'clock, all the staff climbed into chartered buses which were to take them to Gifu, to see the famous

### Specialized Tankers

The world's first commercial *methane* tanker, the "Methane Princess", has been launched in England. The ship, equivalent in size to a 28,000-ton oil-tanker, is the first of two being built to carry the natural gas in liquified form between North Africa and Britain.

A new 19,200 tons d.w. *asphalt* tanker, the "Vibit", has been built by Gotaverken for carrying asphalt from the West Indies to Europe and Africa. She has special heating arrangements in the tanks to keep the asphalt fluid during the voyage. Thermometers in the tanks measure the heat at various points and readings are taken from an instrument cabinet at a gangway above the main deck. All ventilating, heating and other controls have also been installed at this gangway in order to simplify supervision when the main deck becomes too hot to walk on in comfort.

### Indoor Shipbuilding

The new Arendal shipyard, which was opened recently in

the Swedish city of Gothenburg, is of entirely novel design for the building of ships up to 150,000 tons d.w. *indoors*. The yard has been designed along radically new principles for the layout and production processes of a shipbuilding plant, and the new methods applied are expected to cut the building time for an ordinary large tanker by about 50%.

### Automation for General Cargo

The development of a fully automated cargo handling system for general cargo vessels has been announced by the MacGregor International Organization. Briefly, it consists of push button-controlled hatch covers and overhead travelling gantry cranes of 5-7½ tons capacity. Although it could be applied to a vessel with superstructure amidship, it is clearly designed for vessels with superstructure aft.

Although there is nothing inherently new in the system, what is original is the design of a system sufficiently flexible to be applicable to a wide variety of trades and types of vessel and to the infinite variety of general cargoes that they carry. It is claimed, moreover, that the new

## S P R

## NESE JAUNT



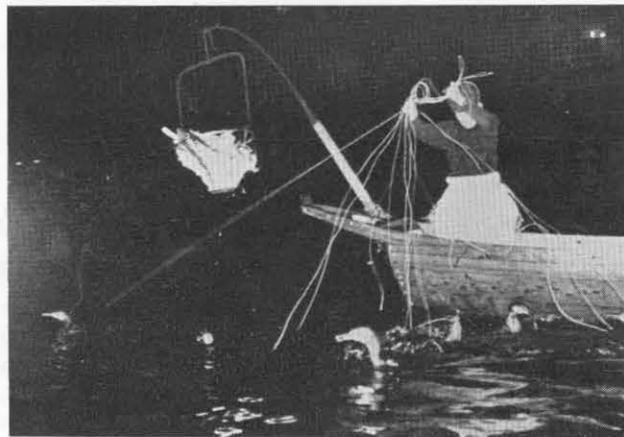
All R.I.L.'ers in Japan gather in front of Nagoya Castle.

cormorant-fishing. After an hour of rest at a Ryokan (Japanese-style inn) everybody relaxed in 'Yukata' (kimonos), including, of course, home-staff and ladies, and boarded the canopied house boats. Sturdy fishermen poled the flat boats with their gay paper lanterns up the fantastic, romantic Nagara river to see Japan's unique primitive method of fishing—a sight which will surely remain in the memory of everyone present.

Next morning, buses again took the R.I.L. staff to Inuyama to enjoy "shooting the rapids" on the Nippon Rhine:—the scenery of the River Kiso in Inuyama really does resemble that of the famous German river.

Area Correspondent Okuda reports that "An hour of shooting the rapids was thrilling enough even for brave (?) shipping men!"

Finally, buses brought the party again to Nagoya Castle, and then they parted. All had enjoyed meeting each other and last words were "till next time".



By the light of a flare, a fisherman adroitly handles the cords which control the 12 trained cormorants as they fish for Ayu (river trout).

## A Y

system is cheaper than any alternative system to provide the same handling speed.

The Magromatic system, as it is called, is now undergoing a practical programme which will provide statistical evidence of its claims.

### Power Craft for Tristan da Cunha

The British Government have placed an order with Thornycroft for a 24', shallow draft, cargo-carrying craft, with an 18 h.p. Perkins outboard engine, for the islanders of Tristan da Cunha.

### "Skirts" to Smooth the Sea

After studying the calming effect of seaweed on ocean waves, American scientists have recently developed a series of new "wave-traps" to tame destructive sea waves in order to create ship harbours, combat beach erosion, aid refuelling operations and protect off-shore oil rigs.

The traps are vertical panels of coated fabric hung from plastic foam floats which ride on the surface of the water. The complete trap system consists of three or more such panels and the whole thing is held in position by moor-

ings on the seaward and shoreward sides and by connecting lines between each panel. The devices are self-regulating in high seas and will withstand hurricane-force waves.

The project is still in the research stages but test traps have reduced three-foot waves to a height of a few inches or have eliminated the waves completely.

Westland Aircraft have produced a revolutionary advance in Hovercraft travel—a long rubberised "skirt" which will enable the Hovercraft to skim over the Atlantic, a prospect which may now only be five years away.

The design consists of an outer and an underskirt which crease under the craft when it is at rest. The air forced out from around the perimeter between the two skirts lifts the craft clear of any surface and the skirts brush over any obstacle.

The designers estimate that an Atlantic crossing made with a 200-ton craft, with 10-15' skirts, would considerably reduce operating costs.

E.A.R.



WELL-known to many members of R.I.L.'s Technical Department, is Cockatoo Island near the entrance to the Parramatta River. Way back in convict days, grain silos were built there; from 1870 to 1908 it was an industrial reformatory for women prisoners, and today the little island is a busy dockyard where D.M.O.'s are often carried out on R.I.L. ships.

## LOOKING

### 'AIR CORRESPONDENT'

Area Correspondent Bruce Polain writes that he recently had the excitement of an aerial flight over Sydney with one of the Company's Importers, and (as we have come to expect from Mr Polain) he sends us some first-class photographs.

The pilot of his plane was Mr Brian Butler, Service Manager for Hercules Motors. This company maintains a unique service to the customers, and (to interest those readers who are not so familiar with the problems of long distances in large countries) Mr Polain outlines a recent case:—

"A property owner several hundred miles west of Sydney was unfortunate enough to stall his Daimler in a flooded creek crossing, and as the creek rose higher the car was almost completely submerged. The owner rang the

Agents in Sydney, and Mr Butler loaded necessary tools and replacement parts into the Company's plane and flew up to the property.

He had previously instructed the owner to mark out an emergency landing strip on a flat piece of ground near the car, where the plane could safely be landed.

The necessary repairs were carried out, the car given a satisfactory road test and the "aerial mechanic" returned to Sydney. The charge for this was approximately £30 inclusive, which is very reasonable when you consider that even if a local mechanic had attended from the nearest township (some 60 miles away), the charges would have been quite high, and furthermore he may not have been a specialist for this type of vehicle."

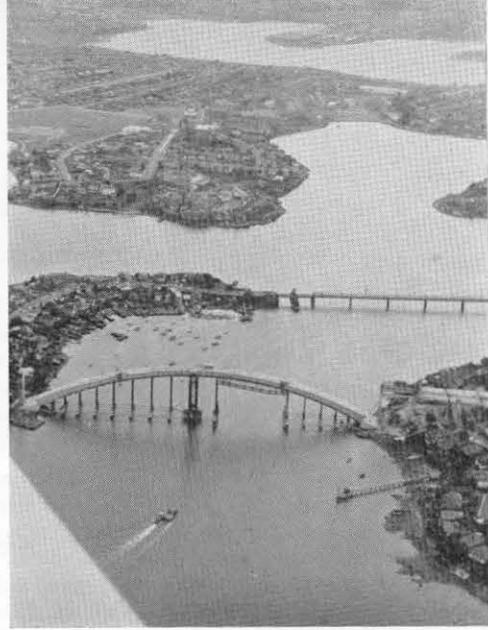


IN the foreground are the Walsh Bay Wharves with the Holland-Australia-Line vessel "SLOTTERKERK" berthed in the middle. At the head of the Wharves and almost obscured by the wing tip are several terraces of houses surrounding a park known as Argyle Square. The Royal Australian Historical Society has arranged with Local Government Bodies for these houses to be restored and kept as near as possible to their original design. This area was one of the earliest settlements in Australia, and is a popular tourist attraction.

Above the bridge pylon in the middle distance can be seen the partially completed Opera House on Fort Macquarie, and to the right of this building is Government House. The wooded area behind contains the Botanical Gardens and immediately behind these are the Woolloomooloo Wharves. In the centre is the well-known Circular Quay with the elevated Cahill Expressway running across the frontage before taking a turn to the right, where it disappears underground to take Eastern Suburbs traffic below the Botanical Gardens.

THE beautiful, but deeply-indented Sydney Harbour, whilst a matter for pride to Sydney-siders, also gives them some headaches. The many bridges required give rise to traffic bottlenecks and new and larger bridges are always being built.

This photo shows a bridge of most unusual design. To begin with it is the largest concrete span in the world and is being built alongside the original bridge at Gladesville. Four ribs of concrete boxes form the archway, and so far two ribs are in place. A close look at the foot of the arch will reveal the commencement of the remaining two ribs. These ribs are constructed by using pre-fabricated sections, approximately ten feet square. The method of construction is quite simple, being similar to a masonry bridge with the usual key stone in the centre. Although the engineers are quite sure that the construction needs no further support, stressed steel cables will run through the arch between the concrete ribs. Once the four ribs are completed the false-work or scaffolding will be removed, and as can be seen by the partially completed approach on the right hand side of the picture, traffic will run over the top of the arch.



## AT SYDNEY

### THE DOWNS AND UPS OF A CITY

An unusual heading for an article, you might say; however, this very much typifies the frenzy of activity in the inner City area of Sydney, where old buildings are being demolished to make way, in many cases, for sky-scraper developments.

Indeed, one cannot fail to be impressed by the extensive building programme going on in this City, and this has to a large extent occurred in close proximity to our own building, "Interocean House".

Certainly, one of the most ambitious and interesting projects which has just commenced is that of the Australia Square Project—opposite "Interocean House". This project is one of the largest single commercial developments in Australia: on completion, it will have cost £12 million.

The project may have some comparison with the Rockefeller Square in New York, and with the completion of Australia Square an intensely congested part of the city will be provided with an oasis of open Plaza, complete with trees, fountain and sculpture. The outstanding feature of the project will be a 515 feet high circular tower of 44 stories, which will enjoy the distinction of being the tallest concrete building in the world.

The Tower will have an observation terrace on the top and—who knows—perhaps in the future, Staff members of R.I.L.'s Sydney Office may ascend to this terrace to determine how far off Sydney Heads our ships are!

The accompanying Artist's impression (printed by courtesy of Messrs. Lend Lease Corporation) shows how the Tower building will look when completed, in comparison with Interocean House, shown on the right of the impression.

W.D. ABADEE



# THE PAPER DOCTOR

“Wie heeft de dikke Boonakker?” Even to many a Dutchman this call from our Chief Officer would sound like double Dutch. Actually it means that he is looking for his “paper doctor”, a medical reference book written by a Dr. Boonakker. (In Dutch of course) Not only is this used on board Dutch merchant vessels, it also has to be on board all vessels over 500 tons, by a decree of the Netherlands Minister of Transport.

As most readers probably know, the doctor on board our cargo-vessels is the Chief Officer who, armed with his “Boonakker”, a well stocked supply of medicine and an enthusiasm which, we must admit, depends a bit upon his personal interest in medical matters, fights sickness, sufferings from accidents, fevers and so forth. On our modern cargo-vessels he commands over a well-laid-out, and amply equipped sick-bay and what goes with it in the way of medicines, instruments etc.

The theoretical part of his training is taught to the Chief Officer during his schooling for the different deck-officer tickets; the practical experience he obtained, until recently, whilst attending first-aid courses during his nautical studies and by watching senior colleagues. I said “until recently” because, since about two years ago, it is now possible to attend, at one of the many excellent hospitals in Holland, a so called “Stage”, which is a three week course on the treatment of incoming accident-cases.

I was told by one of our “Chiefs” who attended this course that you become an active member of the hospital staff and are by no means a spectator only. You are part of the team, doing a full-time job under strict hospital rules. “The first day you wander around feeling rather lost”, he told me, “but later you are kept very busy all the time, attending to fractures, other serious injuries, dressing wounds, carefully cutting clothing away off injured people, attending emergency-operations, giving different kinds of injections etc.”

This course is, as yet, not compulsory, but many of our deck-officers are being given the opportunity to attend. However, let us get back to our paper doctor . . . . .

Dr. Boonakker’s text book fortunately is not only in use on board vessels but is also the standard book used during study at one of our Nautical colleges. This has the advantage that the Chief Officer has a thorough knowledge of the book; he is, so to speak, really and truly “at home” with his “Boonakker”.

In his foreword the writer explains, amongst other things, that his book is meant in the first place for ships without

a doctor or qualified medical assistant. The methods of treatment and advised medicines are therefore attuned to the unskilled helper, and modern methods (which could, in the hands of a layman, become a danger) have often been omitted from his work on purpose. He lays the greatest stress on *avoiding more damage*, rather than commencing what may be complicated treatment until a better qualified person can undertake it.

The book is divided into three parts – 1: The structure, build and functions of the human body 2: Nursing and 3: Sanitary science for merchant ships. The three chapters are subdivided into paragraphs. In Chapter 1, for example, you would find everything about first aid, from removing a speck of dust from one’s eye to applying artificial respiration. There is also elaborate information about all the organs of the human body and the use and functions of them. Chapter 2 gives information about every sickness you can think of and – even more important – how and with what medicines they should be treated. In this part also you will find information about infectious diseases and quarantine illnesses such as Yellow fever, Smallpox etc. Chapter 3, as the heading tells you already, gives information concerning the hygiene, “deratification” of ships, methods of disinfection and some government decrees.

If it should seem that we, on board, are unable to determine the illness or are doubtful about the treatment we should follow, we have our wireless with which, as a last resort, we are able to contact a radio station ashore and request medical advice by radio. Information concerning the procedure of this method can also be found in the “Boonakker”. Advice is given to the ship free of charge and is governed by international regulations and planning. The ship concerned supplies the radio station with the best possible description of the patient, his complaints and condition. The information is passed on to specially appointed doctors who will give (after careful study and sometimes more questions about symptoms etc. to the vessel) their opinion and suggested treatment or measures to be taken.

The “Boonakker” (or the paper doctor as many seafarers call it) is an indispensable reference on board a merchant ship, as anyone entrusted with the care of sick and wounded on board will tell you. Even more emphatic would be the many unknown who have been treated on board in a prescribed manner and recovered their health, or at the least did not get worse until they reached a place where qualified assistance could be given to them.

J.D.J.

## OLD MAN OF THE SEA

We quote from a letter received from Captain E.M. Drukker of m.v. Straat Banka:—

“I should like to make a small correction to a statement in the July edition of our Post, where this says that Chief Engineer Mr Vischer is the Officer with the longest seagoing career, having started in July 1927.

Naturally you could not have known anything different when it went to print

but, while not in the least wishing to take away anything from Mr Vischer’s distinguished career, I should like to put on record that I started my career in 1926, going to sea as an apprentice with the K.N.S.M. first and later as a K.P.M. apprentice with the S.M.N. As my vital statistics went down with the “Nieuw Zeeland” during the war, I am unable to quote dates, but the back of my watch states that I am in active service K.P.M. |

R.I.L. since January 9th 1930, when I joined my first K.P.M. vessel.

Since that date K.P.M./R.I.L. career has been continuous and uninterrupted by Naval—or P.O.W.—service, which makes my actual service longest as well

Therefore please allow me, just for once, to blow my own trumpet and claim the honours in this “old man of the sea” matter.”

Any other claimants to the title?

## R.I.L. ACTIVITIES

The Irish m.v. *Irish Larch* (10,693 gross tons) has been time-chartered for the 3rd August ASAS Freight sailing from Japan (one west-bound voyage only). The vessel was delivered in Japan on 22nd July and will be redelivered in South America.

As a consequence, the *Straat Mozambique/Straat Chatham* switch, announced last month, will not take place.

m.v. *Schouten* will remain in Messrs. KPM's employ for another round voyage.

m.v. *Tegelberg* (east-bound from Mauritius) called at the small island of Diego Garcia in the Chagos Archipelago to land six members of the Indian Ocean Expedition on 6th July.

m.v. *Tjipanas*, east-bound in the CHIWAS, called at Tsingtao (the first R.I.L. vessel to do so for three years) between 16th - 26th July, to discharge 6,000 tons palm kernels from Abidjan.

## INDIAN OCEAN SURVEY

The largest oceanographic exploration ever undertaken is now entering its major operational phase in the Indian Ocean.

A fleet of 40 oceanographic vessels carrying 350 scientists from 20 nations, with their highly specialised equipment, is on a full-scale voyage to explore the ocean.

Over a quarter of the world's people live in the countries surrounding the Indian Ocean. This intensive survey may reveal new sources of food and mineral wealth. It may even – as prophesied in these pages two years ago – discover hitherto unknown 'sea-monsters'.

A primary objective of the survey is to gather precise meteorological information related to oceanography, the ability to predict the onset of the monsoon, the quantity of rainfall, flood control and regular water supply for agricultural use.

To this end, R.I.L. has had a part to play: on 6th July, m.v. *Tegelberg* called at the small island of Diego Garcia (the first-ever call by an R.I.L. ship) to disembark six meteorologists who are to make observations there during the next nine months.

The ship rendezvoused promptly at 0700 with a motorboat and lighter half a mile north of West Island. Interested passengers (who welcomed the diversion on the long stretch from Mauritius to Singapore) turned out in force to watch the disembarkation which, owing to ideal weather and sea conditions, was completed in a brief three-quarters of an hour.

Perhaps another R.I.L. ship will take the meteorologists off again in nine months' time. Who knows what valuable information will have been gathered by then?

The understanding of variations in location and intensity of ocean currents can lead to more economic routing of ships. Such knowledge applied in the North Atlantic has already resulted in savings of as much as ten percent in fuel consumption.

(Partly derived from H. Dyson in *The Nautical Magazine*).



1.



2.

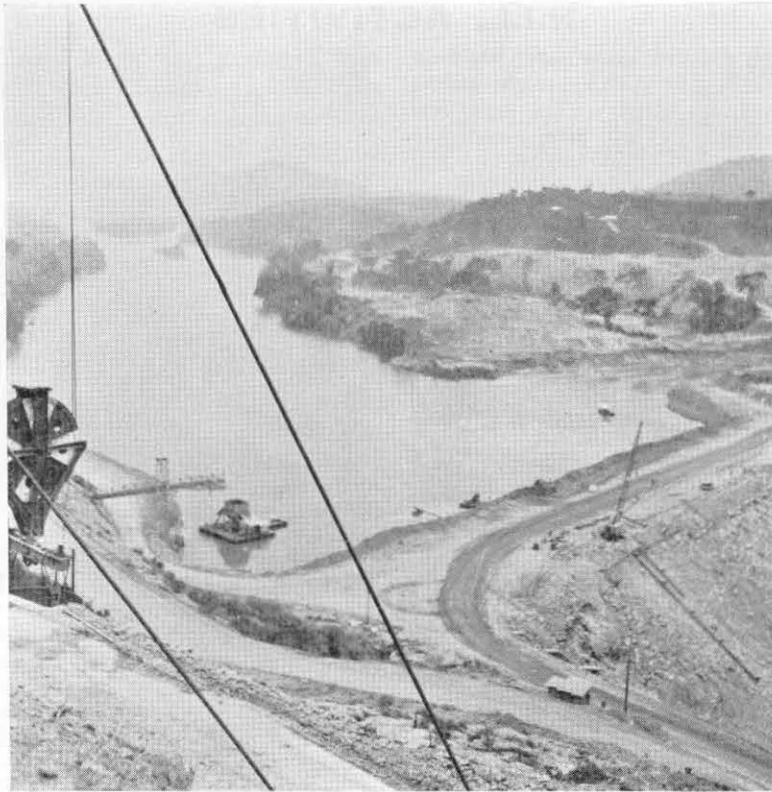


3.

1. The 6 meteorologists.

2. Behind W. Island can just be seen the main coral island—roughly horseshoe-shaped—which produces coconut oil.

3. Disembarkation by rope ladder.



## HARNESSING A MIGHTY POWER

*Last March, Mr E. van Walree left Amsterdam to make an extensive business trip in West Africa. During the course of his visit to Ghana, he went with R.I.L.'s Representative in West Africa, Mr G. D. M. Boot, and Mr Houwing (H.W.A.L. Agent for Ghana) to the site of the Volta River Dam (above) — which is for Ghana what the Delta Works are for Holland.*

As Ghana, a newly-arising country, has advanced along the road of planned industrialization and development of natural resources, it has been essential to try to balance the agricultural economy of the country with the developing industrial economy.

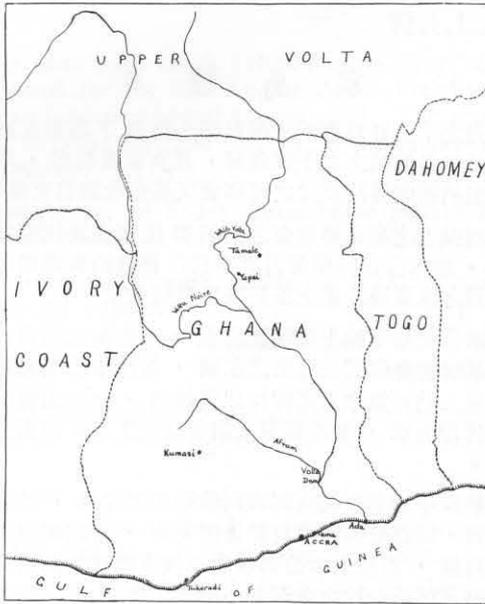
A glance at the map will show that this West African country is dominated by the huge River Volta. When, in 1951, Dr. Nkrumah's newly-formed Government (of which he was first Prime Minister) assumed office, it lost no time in examining the possibility of using the power of the Volta to produce electricity for general use and for large scale aluminium smelting.

After some years of discussion and negotiation, a plan was finally submitted in February 1959 which provided for the building of a dam at Akosombo, some 80 miles from the mouth of the river at Ada. An Italian Consortium was awarded the £G16 million contract for the dam, and work was started in September 1961 with the dredging of sand from the river bed excavations, and the construction of access roads.

The Akosombo dam will be 370 ft. high and 2,100 ft. long with an electric powerhouse capable of generating on its own more than twenty times all the electric power that comes from the Electricity Department in Ghana at the present time. There will be ancillary hydro-electric projects at Kpong (12 miles downstream) and at Bui on the Black Volta. An extensive grid system covering the major part of Southern Ghana will enable electricity to be distributed for domestic and industrial users over a wide area.

In parts of Ashanti, the Eastern and Volta Regions of Ghana are vast quantities of the raw red mineral known as bauxite. This is dug from the ground, washed and processed with caustic soda to produce alumina — a white powder containing a high proportion of aluminium ore. The alumina powder is exposed to intense heat in a smelter plant, thus releasing the aluminium ore which is then cast into ingots.

An essential feature of this process is the electricity needed to generate heat in the smelter plant. Under the new



*Messrs Houwing, Boot and van Walree.*

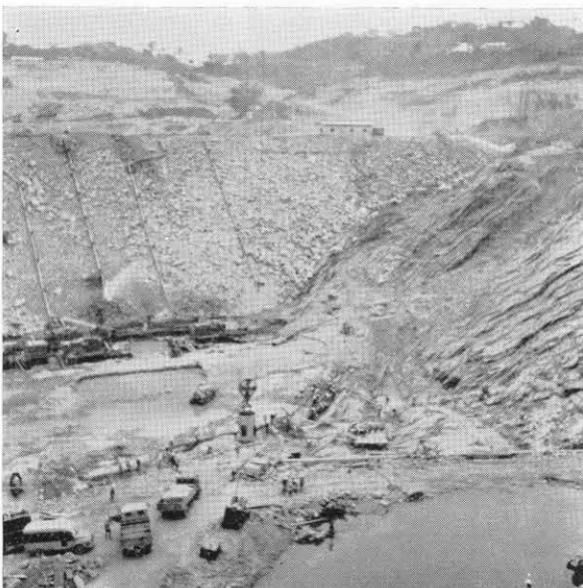
hydro-electric scheme, enormous quantities of cheaper electricity will readily be available and a new aluminium smelter is to be built at Tema on the coast.

Naturally, as the waters of the Volta rise behind the new dam, a vast lake will be formed in what are now the Volta and Afram valleys, and large stretches of the Afram plains and the valleys of the tributaries. The lake will be the largest man-made lake in the world—250 miles in length—stretching from Akosombo in the south to Yapei (Tamale port) in the north.

Some 67,000 people will have to be rehoused, and new communities are planned on the banks of the lake which are likely to develop into prosperous fishing and farming communities. Travel across the water by sailing and

motorized vessels is likely to revolutionize the transport system of the country. It may well be that new sources of mineral wealth can be tapped e.g. the iron ore deposits in the North which have hitherto been too far off the beaten track to be an economic proposition. Another ancillary project is that of holiday centres around the lake.

It will be seen then how the power of the waters of the Volta River, properly harnessed, will be able not only to supply the full needs of an important new industry for Ghana—the manufacture of aluminium—but also the full domestic and growing industrial needs of Southern Ghana as a whole. No longer will the country be dependent on expensive imported diesel oil for generating all its electricity. The driving force will be the waters of the Volta itself.





A Steady stream of callers collect their money.

## ALLOTMENT DAY

The 15th of each month is an important day in Hong Kong for families of R.I.L. crew-members. All day long they can be seen coming and going—a steady stream of wives, children, babies and elderly folk—to the top floor of Interocean House, where Cashier Lo Man Kee waits to hand over the precious allotment of dollars.

Over 600 men each month allot a proportion of their pay to their families, and the Company reserves this day to make sure that the money is safely delivered to them.

Every seaman who sails on an R.I.L. ship that will be away from Hong Kong for more than three months at a time can make a regular allotment, and his wife (or whoever else he names) is given a special card. On this is fastened her photograph (for identity purposes) and she has to sign for the money each time she collects it—an English or Chinese signature, a personal 'chop', or a thumbprint will do.

At sea, the bread-winner is paid each month (or in port, or at the end of the voyage if he prefers) by the Master of his ship. Emergencies can be met, if necessary, by means of special allotments, and he can 'get down to the job' in the safe knowledge that his family are taken care of on shore.

On the last Allotment Day we 'snapped' a representative line-up of family members. From right to left, the seamen concerned were:—

Cargo Clerk	Lam Koi	—	m.v. Tjitarum
Asst. Crew Cook	Ho Ying Yuk	—	m.v. Tjipanas
Steward	Mak Wan	—	m.v. Straat Johore
Crew Cook	Mok Cheung	—	m.v. Straat Johore
Fitter	Chan Wai Hung	—	m.v. Straat van Diemen
Donkeyman	Ho Chee Ching	—	m.v. Tjipanas
Sailor A.B.	Cheung Loi Yau	—	m.v. Van Waerwijck
Boy (Engine)	Ng Kam Shing	—	m.v. Straat Colombo
Offrs' Stwd.	Foo On	—	m.v. Boissevain
No. 2 Fireman	Cheung Ping	—	m.v. Straat Clement
No. 4 Fireman	Poon Chu Fat	—	m.v. Tjitarum
Electrician	Wong Chan	—	m.v. Straat Cumberland

## 家屬糧日

每月之十五日為香港渣華郵船公司轄下海員家屬出糧之日期，是日各海員之妻子或親屬，其有家屬糧者，均到本公司六樓出納部向等待支付之司庫盧文基先生親自支領家屬糧。

六百以上之海員將薪金之一部委托本公司代交其在香港之家屬，故本公司特留每月之十五日為發給家屬糧之日期，俾各海員之家屬糧均能全部於該日發給妥當。

在本公司轄下輪上任職之海員，凡出海三個月以上者，可以申請家屬糧與其在香港之家屬，並由本公司發給糧單一份，糧單上貼有領款人之照片以資辨別，故於出糧時，該家屬必須攜帶糧單，並在糧單上簽署或蓋上私人圖章或指模方能領款。

在航程中船主每於到埠或到航程之尾埠時，始發給薪金與各海員，如遇海員家中有緊急需要時，可向船主申請滙寄特別家屬糧，直接由本公司以最迅速之辦法交與指定之收款人，俾海員可免失款之慮而安心繼續工作。

在上次支付家屬糧時，本公司拍得各海員家屬照片乙幀，以下為各有關海員家屬照片（由右至左）

大手理貨員	林	概	芝大隆
幫船員厨	何	應	芝班拿士
侍應生	麥	運	士打佐賀
船員厨	莫	祥	士打佐賀
大手沸打	陳	為	士打萬達文
燈見	何	子	芝班拿士
水手	張	來	萬華威
更仔	吳	金	士打哥倫布
侍應生	富	安	寶樹雲
二手生火員	張	平	士打機利文
四手生火員	潘	朱	芝大隆
大手電器	王	燦	士打金馬輪



One careful wife checks her dollars.



*R.I.L. ships bring water to Hong Kong to help the thirsty queues.*

## ON DRY LAND

The 3½ million people of Hong Kong are used to an annual water shortage; they are used to having a water supply all day only for a few autumn weeks when the summer rainfall has been exceptionally heavy; and they are used to a gradual decreasing of the water supply in the dry spring, first to brief periods night and morning, then four hours per day — three hours every other day — until finally the monsoon changes and the blessed torrential rain in May or June floods the barren watercourses, sweeps away the months-long accumulations of rubbish, and covers the stark eroded hills with transient green.

Not since 1929, however, has the sky been scanned so anxiously, or the daily Government figures of water consumption checked so earnestly as in 1963. The less-than-usual rainfall in 1962, eased only by the devastating typhoon 'Wanda' in September, told its tale to the knowledgeable (and who, in Hong Kong, is not knowledgeable about water?), so that drastic curtailment of rationing hours rather early in the year was not unexpected. What was unexpected was the rainfall of only 2.67" in the six months between November and April, the lowest figure since records were kept. Normally, 1" of rain produces 280 million gallons of water in the reservoirs, so a city that commonly uses 67 million gallons each day needs very heavy rains indeed if it is to survive.

To the shocked dismay of every inhabitant (and not least to the poor folk who eke out a precarious existence in makeshift homes beside sparse hill streams), the drought continued in May and June.

The Hong Kong Government took firm steps to control the situation, and on 1st June the rationing hours were reduced to three hours every four days. Extra standpipes were put up in the streets, and those who had no means of storage — shack-dwellers, roof-squatters and the homeless figured largely in the queues — stood in lines every other day to fill their tins, cans or buckets in a brief two hours of supply.

The ordinary citizen of Hong Kong has accepted his 4-daily ration of brownish-yellow liquid with what equanimity he can muster, and the good citizen (and there are not a few of them) has done his best to assist the community by minimizing his use of water.

R.I.L. must count itself among the latter. Almost simultaneously with the announcement in mid-May that the reservoirs would be dry at the end of June, unless stringent measures were taken to reduce the use of water, the big laundry in InterOcean House (which handles 1,000 pieces of linen each day and at that moment had received dirty linen from six ships) was virtually closed. The large washing, spinning and pressing machines were silent and the staff — usually on the go everyday, all day — went on annual leave.

Following on a remarkably quick response from Singapore in reply to an urgent telegram, 10,000 pieces of dirty linen were despatched there on 25th May on board m.v. "Tjitjalengka", returning to Hong Kong clean, on 16th June, on board the "North Viscountess". Nearly 5,000 pieces more went up to Kobe, and all R.I.L. ships were told that there would be no more linen changes from Hong Kong for the time being. Damaged linen, in a clean condition, was to be returned as usual for checking and replacement.

*No. 1 Laundryman Lam Kwan (林關) in an unusual occupation.*

Making the best of a bad job, all machines in the laundry have been overhauled, and wiring and spare parts renewed as necessary. The room itself has been re-decorated and everyone is set to start again as soon as the water supplies increase.

Elsewhere in InterOcean House other economy measures have been taken. Following on a circular issued at the end of May, regulations as to dress have been eased to save laundry, and the laundering of Company uniforms (for office boys, drivers and launch crews) has been restricted to a minimum.

The 2,000 gallon storage tank on the roof for fire-fighting supply is always kept full for its special purpose. The big 5,000 gallon storage tank, (the contents of which are normally used up each day) is refilled every four days, but only four-fifths of its contents are used in that period. The water supply to showers and taps has been cut off altogether: staff members wash their hands in jars of water containing disinfectant. Drinking water, of course, is supplied as usual for sterilising before being stored in the electric coolers on each floor — a necessary precaution against the very real threat of cholera.

The ingenuity of AZ Department has further devised a means of conserving rainwater if and when it falls: one of the downpipes from the roof has been cut at Third Floor level and a wooden guttering fixed to catch the rainwater and divert it into six oildrums. From here a plastic pipe siphons out the water and directs it through a ventilator down into the laundry below. In a heavy downpour, 300 gallons of water can be trapped in an hour.

Similar measures have been taken at InterOcean Court to divert rainwater into domestic flushing systems.

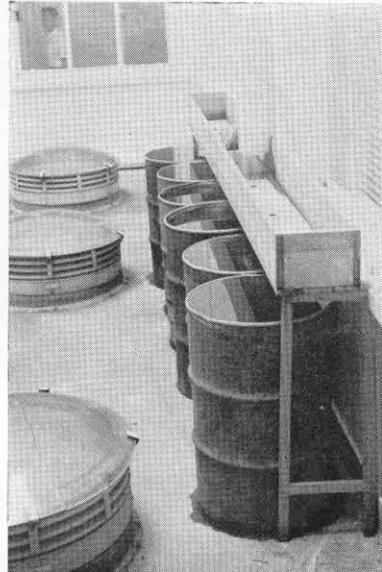
Fortunately for the staff at InterOcean House, seawater is used for sanitary purposes and for the airconditioning system which gives reasonable working conditions in a hot sticky climate.

R.I.L. ships have also played their part in the tremendous effort to assist a parched community. Each ship has discharged water on arrival, from Singapore, Manila, Kobe, Shanghai — altogether 1598 tons at the time of going to press.

The Hong Kong Government has now chartered a tanker fleet to bring water from the Pearl River. Hong Kong is plastered with notices exhorting its citizens to 'Save Water', and each man does what he can to minimize the growing discomfort of a water-starved city.

Meanwhile, R.I.L.-ers are doing their best to brighten the situation. Lady members of Head Office staff have been fascinated by the hitherto unseen items of dress worn by the opposite sex since regulations were eased: bright shirts, dark shorts — anything that is not too easily marked and is easily washed. We need hardly add that such apparel has, of course, been strictly in accordance with the wording of the circular — "observing due modesty"!

*An ingenious device to save rainwater.*





## ART OF THE WORLD Series

Werner Speiser: "China"

(Methuen, London 1962, 45/-)

The German publisher who started this series in 1960 had every intention of selecting the best author on every geographic area, regardless of his or her nationality; judging from the success of the series, he could not have done better.

In rather quick succession the books were translated into most western languages, although not always in the same sequence as they came out from Baden-Baden. The German edition was printed in Holland, which accounts (be it chauvinistically noted) for the high quality of the colour plates which have also been used for the translated editions. The Dutch edition, by the way, is published by Elseviers'.

As Professor Speiser writes in his preface, he has tried: "to avoid what has often been reproduced before, and to take advantage of coloured illustrations to call attention to things less well-known". He has also divided his material, covering some three thousand years, into epochs, rather than sticking to the conventional dynasties. This method has the advantage of lessening the strain on the average reader who, already having to face so many Chinese names and art-terms, can find relief in the absence of a purely historical framework. His division into epochs and the names he gives them are an innovation in the field of Chinese Art and as original and fitting as the author himself can be in personal contacts and conversations, of which your reviewer remembers quite a few on different occasions.

Speiser's own spirit, and its original findings, are reflected in the text; he quotes from the Chinese Classics, as well as from the poets throughout the ages he covers. Like the Chinese "masters of the three arts" of yore (calligraphy, poetry and painting), he is well versed in the history of those three arts in China and he possesses that indispensable far-eastern trait of not even trying to see them separately. This spirit makes the reading of the text the more

valuable, as it prevails throughout and is just what anyone living and working in the Far East needs towards a better understanding of the oriental, not only in the Arts but equally in all facets of life in those parts.

Another striking feature of the text is that, ever so lightly, political history is woven in where it has influenced the arts — and that is in not a few eras. In that respect Speiser's remarks on the more recent changes are quite revealing: "The tragic story of China between 1842 and 1949, a cautionary tale of folly, selfishness and hypocrisy, is fresh in all our memories" he writes "... who paid very little attention to their first duty of seeing that the people were fed. So a new regime which saw to this duty as the most important, was naturally successful, although its methods may have been hard."

He ends up with the painter Chang Ta-ch'ien (1899 -) who achieved fame with his 1930 picture of Chung K'uei, Driver-out of Demons. Maybe this choice was subconsciously arrived at after some wishful thinking? Of the 65 colour plates — nothing but superlatives; they are amongst the best any book on art could wish for. In other respects, also, the book is extremely well-finished: there are acknowledgements to Museums and private collections and even a list of the photographers who took the colour plates. Your reviewer was quite glad to find the list when his breath was taken away by No. 88!

The Appendices contain a Table of the most important people and events in Art History, covering 14 pages, a bibliography, a glossary of technical terms, and an extensive index.

We hope to give a description of the Japan and Buddhist Art volumes in this column when they appear; the RIL area should be well covered when the series is completed.

W.Z.M.



## AN ENTERTAINING JOURNEY

Captain E.M. Drukker of m.v. Straat Banka vouches for the authenticity of the following anecdotes of his latest voyage:—

"Going ashore for the first time after about fourteen days in uniform, I met one of the lady passengers and wished her a good morning. She did not reply first but then, looking at me again she said: "Oh, I am sorry Captain, I did not recognise you with your clothes on".

I must say she did blush when she realised what she had said.

We have a very polite and helpful steward; he is quite popular really. When he serves you something and you say "thank you", he invariably says "don't mention it".

The other day one of the lady passengers was served with coffee and when she saw him later she said to him: "That was b- awful coffee you gave me". The reply was: "Don't mention it Missus".

We also have a stewardess, a very sweet young woman. Her English, alas, is not all that good and one of the lady passengers who likes Jacqueline a lot is trying to teach her some more, using a method she uses in school. Somehow the meaning of "nice" came into the lessons, and as an example she was given "a cow being nice to her calf".

Next morning Jacqueline came in, smiling brightly as usual and greeted her tutor with a friendly: "Good morning, nice old cow".

## FAREWELL MR MANN



*Mr Rouffaer (left) proposes a toast to Mr & Mrs Mann.*

A "Rijsttafel" luncheon was held at the Restaurant Bali in Amsterdam on June 28th to say farewell to Mr G.C. Mann and his wife. Mr Speelman and Departmental Chiefs of the Amsterdam Head Office were present.

In his speech, Mr Speelman outlined Mr Mann's nearly 43 years' service with the Company and thanked him for his valuable services.

Following the luncheon, a reception was held in "Het Scheepvaarthuis", at which Mr Rouffaer addressed Mr Mann on behalf of the staff, saying that in his youth he had learned that a speech should be like a lady's dress: "long enough to cover the principal parts and short enough to hold the attention". He intended therefore that his speech should be like a "bikini"!

Mr Rouffaer went on to say that he had first met Mr Mann more than 35 years ago in Batavia and since then life had changed a great deal. In those days they had worked seven days a week – and much harder at that – and attended to telegrams in the evenings. After their stay in Batavia, their ways had parted but as the "Javaline" in those days was more like a big family than a company, and as the "bamboo wireless" had functioned perfectly, they had been well informed about everybody's doings.

Speaker went on to refer to the gold-boom in Manila at the time of Mr Mann's stay there, his tour in Shanghai – "Paris of the Far East" – and his painful war memories, the hardships from which he had most amazingly recovered. Those 25 years in the Far East, followed by 17 in Amsterdam, had involuntarily put their stamp on Mr Mann; he combined the wisdom of the East with Dutch soberness. He was, moreover, a cheerful, mild man with a great sense of humour and a countless store of memories and stories, who (last, but not least) enjoyed the pleasant things of life.

Mr Rouffaer hoped that Mr and Mrs Mann would enjoy their pension for many years to come. He concluded by presenting Mr Mann, on behalf of all the staff, with a Philipshave and a book "Wandering through the Netherlands".

## NAUTICAL ACADEMY AT AMSTERDAM

Former pupils of the "Kweekschool voor de Zeevaart" (among whom are many of our present and retired deck officers) may wish to contribute to a present to be given to the school on the occasion of its 150th Anniversary. Contributions may be paid by means of an extra allotment. For the benefit of interested ex-pupils, we print the announcement in Dutch:—

Aan alle Oud-Kwekelingen van de  
Kweekschool voor de Zeevaart  
te Amsterdam

Op 28 Februari 1814 werd per order van Koning Willem I onze Kweekschool voor de Zeevaart, die gedurende de inlijving van Nederland bij het Franse Keizerrijk was opgeheven, na herstel van de onafhankelijkheid van het vaderland heropend.

Dit feit werd honderd jaar later herdacht tijdens een feestelijke reünie van oud-kwekelingen te Amsterdam in Februari 1914. Deze bijeenkomst werd de aanleiding tot het oprichten van onze vereniging van Oud-Kwekelingen. De oud-leerlingen gaven toen een geschenk aan de school waar zij hun opleiding genoten hadden.

Volgend voorjaar zal de honderdvijftigjarige wederoprichting van de Kweekschool herdacht worden. Wij mogen ook deze datum niet ongemerkt voorbij laten gaan. Laten wij ook ditmaal een passend geschenk aanbieden aan ons oude internaat, vol traditie en herinneringen, maar ook zo vol *élan vital*.

Stuur daarom, als gij dat wilt, Uw bijdrage, klein of groot, aan postgiro 82583 t.n.v. Ver. Oud-Kwekelingen v.d. Kw. v.d. Z. te Amsterdam, onder vermelding: geschenk Kweekschool 1964. Bij voorbaat onze hartelijke dank!

*Het bestuur van de Ver. van Oud-Kwekelingen  
van de Kweekschool voor de Zeevaart.*

## OPEN LETTER

*"Through the medium of R.I.L. Post, I thank most cordially everybody from our ships and offices for the congratulations I received on the occasion of my appointment as 'Ridder in de Orde van Oranje Nassau'.*

*G. Vischer  
(Chief Engineer m.v. Ruys)"*

## " OUD ROEST "

The Chairman of "Oud Roest", Captain Vergroesen, has asked us to announce that the next meeting will be on 7th September at 1600 hours in the Hotel "De Baak", Koningin Astrid Boulevard 23 Noorwijk aan Zee.



## INTREPID PASSENGERS

These four cheerful young men left Kobe early in June aboard s.s. Tjibodas for Mombasa, where they are to join three others, altogether making up a team of seven for the 1963 *Japan-East Africa Mountaineering Expedition*. Through their own resources, and help given by several sponsoring Japanese firms, the expedition plans to climb Mount Kenya (17,040'), Mount Ruwenzori (16,800') in Uganda and Mount Kilimanjaro (19,340') in Tanganyika. It will be a tight programme before they re-embark in s.s. Tjipondok at the end of August to return to Japan. One of the things that will make it possible is the Japanese minibus which is travelling with them on board the Tjibodas.



## NEW MANAGER AT KOBE

200 guests attended a party on board m.v. Boissevain on 15th June to meet Mr K. Dirkzwager, the new R.I.L. Manager in Kobe.

(From l. to r.) Messrs Ajita, Tomita, Dirkzwager, Mrs & Mr Bouvy, Mrs & Capt. de Bruyn.

## FLIGHT TO HOLLAND

On the warm Sunday evening of July 14th, the spacious Reception Hall in Hong Kong's Air Terminal was thronged with R.I.L. personnel, when 43 Chinese crew members assembled for the long flight to Holland, where the new ship, m.v. Straat Frazer, awaited them at Rotterdam.

Members of the Chinese Crew Department (HK HO) were very busy under their Manager, Mr S.C. Ling, checking lists and marshalling the long line of men in good time to catch the plane. As usual, everyone was very cheerful, looking forward to seeing the new ship and to enjoying the maiden voyage.

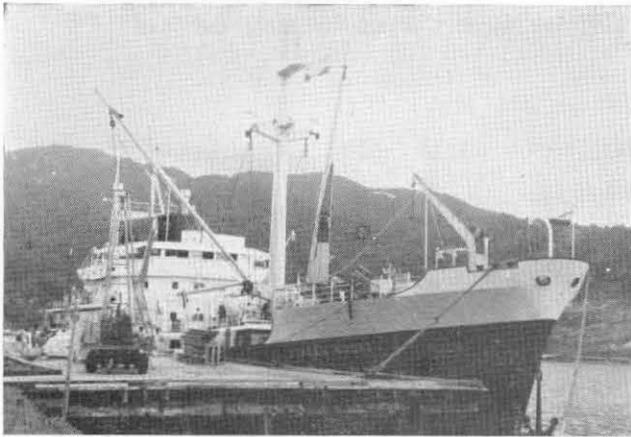


Mr Ling appears to need his fingers to count, as he checks with Mr J.J. Leurs (Man. PZ, Officers).

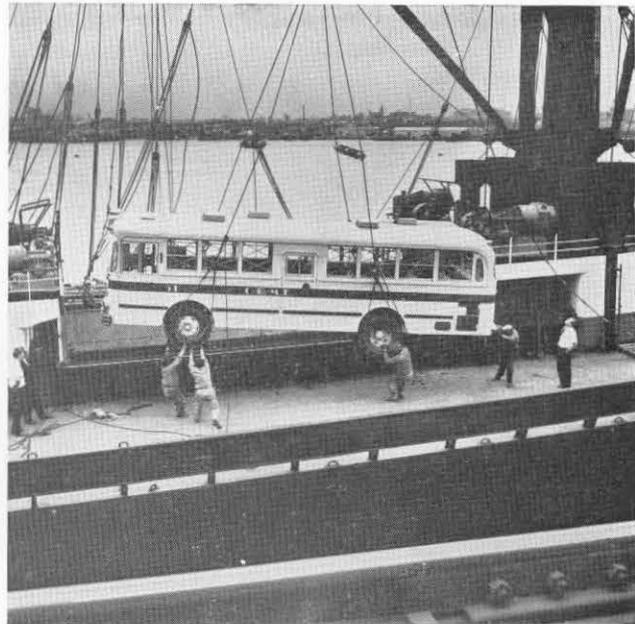


A cheerful file through the barrier.

# LOG BOOK



Third Engineer Th. Bakker of m.v. Van Noort took this photograph of the ship at Kota Baru, as she was discharging general cargo from Australia on 3rd July.



## PERSONALITIES

Mr P. A. de Loos (General Manager for Australia & New Zealand) and Mr E. M. van Rhooen (Manager for Japan) flew to Hong Kong on 10th July for a few days' conference with Managing Directors.

Mr de Loos and Mr S. Bakker (HK HO PCT) left Hong Kong on 13th July for Indonesia.

Mr C. W. Jeremiasse, Superintendent Engineer, left Hong Kong on 5th July for a business trip to Japan, returning on 13th July, before proceeding on Home Leave on 24th July.

## AT THE OTHER END

In the June issue we published a photograph of a Japanese bus being loaded on to m.v. Straat Rio in Kobe. Here now is one of the six buses about to be discharged at Montevideo.

Curiosity about the far shore line drew us to the Marine Department in HK HO, where Sleuth Versteeg informed us that the ship was probably lying in No. 8 berth, Pier B. and the view was of the city of Montevideo.

## ANOTHER R.I.L. SHIP ADOPTED

We hear from Holland that m.v. Straat Freetown has been adopted by a school at Benthuizen, and through courtesy of the principal, Mr M.M. van de Ruit, we reproduce a picture of the little school.

This introduction was affected through N.E.V.A.S. (Nederlandse Vereniging tot Adoptie van Schepen), a society which was founded in 1946. N.E.V.A.S. is under the patronage of H.R.H. Prince Bernhard and has a governing body in which are represented the Ministry of Education and the navies. Its object is to bring pupils of schools in closer contact with the Netherlands Royal Navy and Merchant Navy and to get them interested in seafaring life.

For this purpose, an individual school or class 'adopts' a naval or merchant ship and, by means of exchange of visits, letters, photographs etc., keeps in touch with it. The Society issues a monthly magazine " 't Kraaiennest ", in which are published articles by seafarers or of general interest about the sea.

Although ships of the Royal Interocean Lines do not call at Dutch ports, the first R.I.L. ship – m.v. Straat Colombo – was adopted about a year ago and m.v. Straat Freetown is the second.



## IN MEMORIAM



It is with great regret that we announce the death of Mr C.M.A. van Vugt (Fifth Engineer) as the result of an accident on board s.s. Tjipondok on 20th July.

The funeral service will be held in Holland in August.

Our deepest sympathy goes to Mr van Vugt's parents.

## PROMOTIONS AND APPOINTMENTS

Our congratulations go to the following personnel who were promoted as from 1st July, 1963:

<p><i>To Captain:</i> G.P. Proper J. Verburg G.J. Noë E.F. Aalberts</p>	<p><i>To 3rd Officer:</i> K.J.v.d. Veer M.H. Rob</p>	<p><i>To "Chef van Dienst Regional Staff"</i> M.W. Pennell (Sydney)</p>
<p><i>To Chief Officer:</i> H.v. Weel K.J.B. Hoen T.v.d. Dool W.R.M.v.d. Veld O.J.v.d. Baan F. Bakker</p>	<p><i>To Chief Engineer:</i> M.G. de Wever</p>	<p><i>To "Adjunct Chef van Dienst"</i> G.H.J. van Echten (HK HO CD) A.J. Kleber (Tokyo)</p>
<p><i>To 2nd Officer:</i> A.W.D.v.d. Schilder W.K.R. Houwing G.P. Telle W. Backer D.A.P. Algra J.E.M. Fokke T.A.J. Gulmans</p>	<p><i>To 2nd Engineer:</i> G.G. Peck G. Zweegman</p>	<p><i>To "Adjunct Chef van Dienst Regional Staff"</i> P.T. Aarsen (Durban)</p>
<p><i>To 3rd Officer:</i> L.J. Brinxma W.v. Daalen P.W. Dijkman H. de Haas</p>	<p><i>To 3rd Engineer:</i> L. Swier J.A. Prins J. Hooymayers G.J. Atsma M.J. Meelissen J.H.M.Th. Smulders</p>	<p><i>To "Hoofdemployé"</i> W. Ruys (Tokyo) S. Bennema (Durban) W.A. Mulock Houwer (Tokyo) J.M. Feringa (HK HO Pass.) J. Frieszo (HK HO FB)</p>
	<p><i>To 4th Engineer:</i> P.A.v.d. Berg J.Th.M. Lispet K.v.d. Zee J.W. Gestel J. Noorman P.A. Fopma J. Sizoo</p>	<p><i>To "Hoofdemployé Regional Staff"</i> B.A. Hinwood (Sydney)</p>
		<p style="text-align: center;"><b>The following personnel were appointed:</b></p> <p><i>To "Employé Regional Staff"</i> R.R. Brennan (Sydney) M. Colville (Sydney)</p>

## SHIPS OF THE WEEK

These photographs were taken on 4th July at Hilversum, when recordings were made of the broadcasts to m.v. Tegelberg as Eastship (left) and s.s. Tjibodas as Westship.



# PERSONNEL

## LEAVE

The following personnel went on leave:

Mr J. Kalf	Chief Officer	
„ P. Cox	2nd „	
„ V. Linschoten	„ „	
„ W. van Daalen	3rd „	
„ M.F. Spiessens	„ „	
„ K.J.v.d. Veer	„ „	
„ H.W.v. Buuren	2nd Engineer	
„ I.P. Imanse	3rd „	(temp. service)
„ R. Koppenol	„ „	( „ „ )
„ R. Philippi	„ „	
„ H.C.A. Quintus	„ „	
„ A.P.D. Biesters	4th „	
„ R. Feyten	„ „	
„ G.F. Dekker	5th „	
„ J.P.H.M. Smets	„ „	
„ J.E.E. Verschoor	„ „	
„ J.C.M. Noordermeer	„ „	
„ P. Feldbrugge	Employé	
„ A. Zegers	„	

Those who returned are:

Mr O.J.v.d. Baan	Ch. Officer	<i>posted to</i>
„ C. Nanninga	3rd „	m.v. Straat Bali
„ H.M.M. Grootveld	5th Engineer	s.s. Tjibodas
„ Y. Kloosterman	„ „	m.v. Tjitjalengka
„ F.H.J. Schlechtriem	„ „	m.v. Straat Bali
„ J.J. van Mourik	Chef van dienst	m.v. Straat Rio
„ P. van Schaardenburg	Adj. Chef	HK HO
		Mombasa

## LEAVING (OR LEFT) SERVICE

Mr H.v.d. Meer	2nd Officer	own request
„ J.L. Balt	Appr. Engineer	

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain Th. Rose, Master m.v. Tjitjalengka went on home leave.

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

Captain J.R. Ezendam was posted to m.v. Straat Rio following private leave.

Acting Captain G.v. Altena, Master of m.v. Straat Rio was posted to HK HO ND.

Captain H. Muys, Master of m.v. Tjimanuk went on home leave.

Chief Officer B. den Hoed was posted to m.v. Tjimanuk as Acting Captain.

Chief Engineer J. Mos of m.v. Straat van Diemen was posted to m.v. Tjipanas.

2nd Engineer B. Robbertsen was *temp.* posted to m.v. Straat van Diemen as Acting Chief Engineer.

Chief Engineer W. Bakker of m.v. Tjipanas was posted to m.v. Straat van Diemen.

Chief Engineer G.J.C. Bevelander of m.v. Straat Singapore went on home leave.

2nd Engineer H. Paase was posted as Acting Chief Engineer to m.v. Straat Singapore.

## NEW PERSONNEL

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

Mr J.A. van Es	4th Officer
„ H.W. Heringa	„ „
„ H. Lasonder	„ „
„ J. Damsma	Employé
„ N.J. Timmer	„

## SUCCESSFUL EXAMINATIONS

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

Mr O.J. van der Baan	Ch. Officer	I	25-6-63
„ T. van den Dool	„ „	I	9-4-63
„ J.R. van Amerongen	2nd „	Th.I	20-6-63
„ P. Buffart	„ „	I	18-6-63
„ T.A.J. Gulmans	„ „	II	24-5-63
„ H.K. Labrie	„ „	Th.I	24-5-63
„ H. de Meyer	„ „	I	4-6-63
„ P. Boichel	3rd „	Th.II	6-6-63
„ A. van de Grift	„ „	Th.II	29-5-63
„ L. Huyding	„ „	II	28-6-63
„ E.C.M. Janssen	„ „	Th.II	6-6-63
„ J.A. van Laer	„ „	II	7-6-63
„ R. Reitsma	„ „	II	7-6-63
„ W. Verbaan	„ „	Th.II	17-5-63
„ J.R.J. Visser	„ „	Th.II	19-6-63
„ G.G. Peck	2nd Engineer	B	17-5-63
„ J. van Duyn	3rd „	Th.B	20-5-63
„ M.A.H. Ritmeester	„ „	B	19-6-63
„ J. Craamer	4th „	A	4-6-63
„ P.A. Fopma	„ „	A	16-5-63
„ D. Kruger	„ „	A	14-5-63
„ A.G.C. Romijn	„ „	A	7-6-63
„ V.M. Adels	5th „	A	11-6-63
„ A.M.P. van der Avert	„ „	A	11-6-63
„ H.K. van Bijleveld	„ „	A	30-5-63
„ R. Dissel	„ „	A	11-6-63
„ W. Geerlings	„ „	A	28-5-63
„ H.M.M. Grootveld	„ „	A	28-6-63
„ M.J. Kuit	„ „	A	14-5-63
„ H.W. Nieuwenhuysen	„ „	A	11-6-63
„ A. Pardavi	„ „	A	10-1-63
„ R.W.I. Rijnders	„ „	A	16-5-63
„ B.S. de Vries	„ „	A	6-6-63

## PORTS OF CALL

In our centre pages this month are some details about the enormous Volta Dam Scheme in Ghana. When this is finished, power will be produced for a new aluminium smelter to be built at Tema.

On the back cover is a photograph of the port of Tema, which was in fact taken some time ago, when construction work was still in full swing. Apart from the finger pier (5 berths), there are also berths for five vessels alongside the main quay (part only of which is shown).

## A LANDLUBBER'S LEXICON

### "Lady Berth"

R.I.L. Passage Dept. term indicating a berth that must be used by a lady passenger e.g. one in a double cabin which is already occupied by one lady.



## PORTS OF CALL: TEMA

