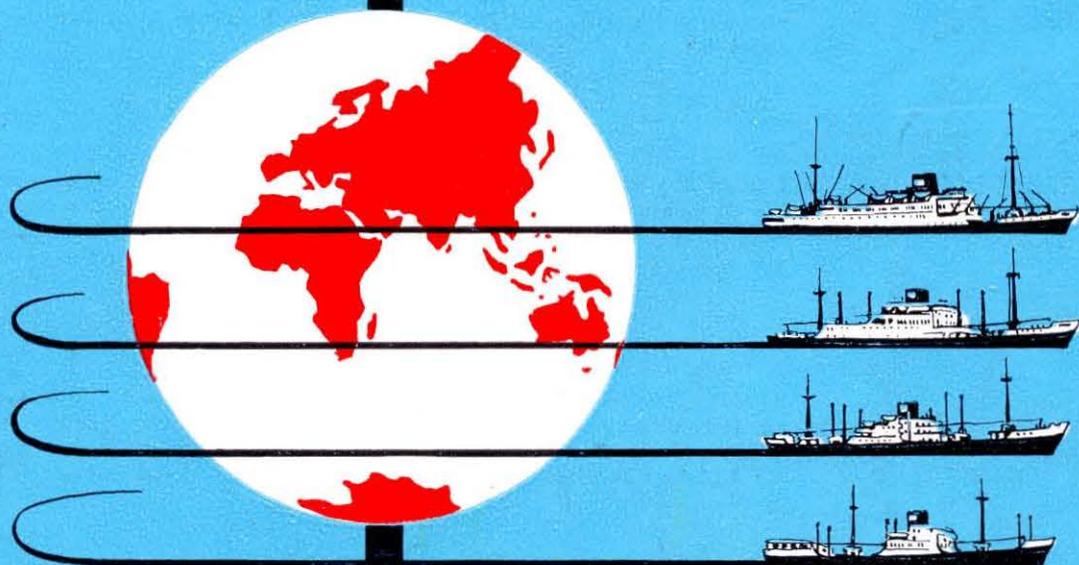




# RIL *post*

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



**KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.**

**Vol. XI. No. 4. April, 1964**

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APRIL 1964  
VOL. XI. NO. 4



# R.I.L. Post

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

P. O. BOX 725

HONG KONG

## ROYAL BIRTHDAYS

H.M. Queen Elizabeth II  
of Great Britain  
21st April.



*From the Editor*

A very well-known advertisement for beer bears the slogan "What we want is . . ." Encouraged by the immediate response to our request for a Crossword Puzzle (see page 75), we have decided to emulate the brewers and put on paper:—

## WHAT WE WANT IS . . . .

Pictures and progress report of R.I.L.'s new yacht in Durban.

Photographs of Durban's Christmas shipboard party.

News of Sydney's Social Club.

To know if R.I.L. will be affected by the forthcoming Olympics in Japan. Any R.I.L.'ers participating in the yachting events and/or any others?

Photographs of R.I.L. ships in new harbours — by which we mean, of course, new to *R.I.L. Post*. We want to see the Company's ships against their familiar backgrounds.

## INTERPRETER

On board m.v. Tjitjalengka, Purser Li Moon Chung interprets for the benefit of his fellow crew-members (see page 77).



This is what *we* want.      What do *you* want?

## R.I.L.'S NEW OFFICE

Anyone recognise its position?  
Turn to page 72 for full details.



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



## PRE - VIEW

### m.v. Ruys in South America

1.

Those R.I.L.'ers who have seen and enjoyed "Far Eastern Cruise", the film made by Harold and Helen Weaver for R.I.L. a few years ago, will be glad to know that another travelogue is in the offing. This time the subject will be a South American holiday on board the Ruys.

We are fortunate to have a few black- and white pictures to give us a taste of things to come. If the standard of the colour film is as high as these 'stills', there is a treat in store for all of us.

1. Evening arrival in Montevideo.
2. The famous Sugar Loaf Mountain in Rio de Janeiro.
3. A baroque church in Ouro Preto, once capital of the State of Minas Gerais in Brazil. This city, built on rocky ground 3,500 ft. above sea-level, is such a remarkable treasure house of colonial and baroque architecture and painting that it was decreed a national monument in 1933.
4. Loading cotton in Buenos Aires.



2.

3.



4.





*With her 'cargo' on her head and her piccaninny on her back, this mother in Monrovia carries her burdens in traditional manner.*

## LOADING IN

## OFFICERS

Following the article in the February issue of *R.I.L. Post* about officers' qualifications, we hear from Holland that the whole field of education there has been revised under the so-called "Mammoth Law". This will also affect the education system for deck- and engineer-officers, and the changes are due to come into effect in the next 5 or 6 years. There may yet be many changes before the present proposals become law, but for those who are interested, we set them out below:—

### PRE - NAUTICAL SCHOOL STUDY

#### Present System

Young men must have obtained a leaving certificate of 4 years' M.U.L.O.-B or 3 years H.B.S.

#### New System

Leaving certificate of 5th year H.A.V.O. (Hoger Algemeen Vormend Onderwijs) or of 4th year M.A.V.O. (Middelbaar Algemeen Vormend Onderwijs) and a one-year course of advanced secondary education (schakelklas).

### DECK OFFICERS

#### Present System

- A.S. 2 years; apprentice deck-officer 1 year; study 3rd Mate ticket  $\frac{1}{2}$  year.
- B.S. 2 years; apprentice deck-officer 1 year; 3rd Mate ticket issued upon "memoriaal" or study 3rd Mate ticket  $\frac{1}{2}$  year.

After the required periods of service have been completed, study for the certificates ITh IPr ITh and IPr. is required.

#### New System

This will entail a three-year course at a nautical-academy; in this three-year course the theoretical subjects for the ITh. and ITh. certificates will also be included, whilst in principle everyone will have to complete his "memoriaal" in order to obtain a Third Mate's ticket.

On completion of the service at present required, deck-officers will have only to study for their IPr. and IPr. certificates.

As a matter of interest, one arrangement under the present

## CROSS WORD PUZZLE

by Mr. A. C. ...

*"Down to her marks" with the weight of beads, this Fulani beauty (Northern Nigeria) bears up smilingly under admiring looks.*



## TRAINING

system has been abolished: this is the rule whereby a young man who has completed a year of service on board as a sailor, can obtain a Third Mate's ticket after about 2 years' study.

### ENGINEER OFFICERS

#### Present System

V.D. dayschool (Temporary Ticket)	1 year
V.D. dayschool	2 years
V.D. nightschool	3 years, of which 1 year advanced secondary training.
A.M. dayschool	2 years, both for those with either theoretical or practical previous training.
B.M. dayschool	2 years, both for those with either theoretical or practical previous training.
B.M. dayschool	3 years, including 1 year advanced secondary training.

#### New System

This will entail a three-year course at a marine engineers' academy, during the course of which the theoretical subjects for the B Th. and C Th. certificates will be included, whilst the A certificate will be obtained by completion of a "memoriaal". This means that the present V.D. ASW and A certificates will be joined together into one.

Engineer-officers will then, after completion of the service at present required, have only to study for their B II and C II certificates.

#### TIME FACTOR

To summarise, all the foregoing details imply that secondary education and an officer's training will each be lengthened by one year. However, on active service the study-periods will be shortened for deck-officers to about 14 months (saving the study for the III, II Th. and I Th. examinations). For engineer-officers the time will be shortened to about 16 months (6 months for A and 10 months for C Th.), and if B Th. has also to be obtained, 8 months more will be saved i.e. two years altogether.

## THE CHANGING COLOURS OF SHIPS

### *A break-away from tradition and prejudice*

Have many people any idea, I wonder, how an architect in the Middle Ages set about building a church? Do they realise that he made few, if any, drawings but stood by while building was in progress, telling the army of workmen sweating under heavy beams and huge chunks of stone what they were to do? He had an image of his church in his mind and 'designed' it on the site, impromptu as it were, while the work was going forward.

To us in this day and age, such an unprofessional approach is unthinkable. Nowadays piles of drafts, plans and blueprints are made even for a diminutive bungalow; there is little scope left to the builder's imagination. That may sound rather unpleasant, but every building has a particular function after all and that function can only be furnished satisfactorily if every part meets a given standard of perfection; moreover, that standard of perfection is tied to financial limits.

The same applies to a ship, except that, unlike a house, which stays put, it moves from place to place, loads cargo and discharges it. Far more exacting demands are made upon it and the standard of perfection is proportionately higher. The shipbuilders of earlier times based their designs for a new ship on the experience they had gained by earlier work, often improvising improvements and innovations after making some chance discovery. The present age is one of research and experimentation; much more than ever before, we venture to explore possibilities, to try out. Actually, whatever we make is a stage in a continuous process of evolution and changes follow hard upon each other's heels, with ever-gathering speed. Many methods and devices, however, have been improved, worked out and tried out so often that they have by now reached their acme. To take an instance: Only connoisseurs can tell the difference in shape between the hull of the world's first nuclear-powered ship, the 'Savannah', and that of an 'ordinary' ship. And this can be said of

more and more things which we regard as 'technical'.

As we stand looking around, a couple of men in white coats, calling themselves 'colour experts', come towards us. They tell us a long story about their scientific research and experiments with colour combinations. Their parting shot is that it is high time more attention was paid to appropriate colouring – and this applies to shipbuilders as well – 'For', they go on, 'where, more than aboard ship, are colours so enslaved to tradition?'

They have something there, those colour experts. Whether you go to the port of New York, London, Antwerp or Rotterdam, you will see that nearly all the superstructures are white, clean, glossy, brilliant white; the pride of many a captain. As to the rest, 'the' cargo ship is black and 'the' passenger liner grey. The funnel carries the shipping company's colours.

What is the origin of those traditions? Have they arisen just by chance? When we asked some owners, with whom, after all, the decision rests, their answer was to this effect: 'As a rule, black is the cheapest paint and the easiest to keep presentable. There is little visible difference between old and new paintwork. But black gets hot in the sun; it absorbs more light than any other colour and is therefore unsuitable for a passenger ship in hot climates. That is why she is painted grey. As for the company's colours, where else are we to paint them if not on the funnel? The funnels of the early steamers were always round and tall; so they were conspicuous everywhere. Nowadays many funnels have flattened sides – the very place for the company's flag, name, emblem and what have you. Have a look at a tanker and you'll see'.

Put that way, it sounds reasonable enough. But those owners were concerned, of course, with the conditions under which their ships sail. There is a shipping firm in Denmark which trades in Polar regions. Their ships are . . . red! That is because red is the colour most easily

distinguishable in that part of the world and it is necessary for various reasons that ships should be clearly visible in those dangerous seas. Why is it, however, that red in particular stands out so well in the Arctic? As you are no doubt aware, 'white' light consists of the rays of various colours. If those rays pass through, say, mist or glass, they are diffracted. Red rays are diffracted least, blue most. That is how a rainbow is formed when it rains while the sun is shining; blue at one end and red at the other. As nearly all colours are more or less blue in Polar regions, red stands out. The fact, however, that red is the most conspicuous colour under many other conditions as well is due to its rays being the least diffracted of all. Even a little thin mist will scatter and obscure a bundle of blue rays, but a red bundle of light remains intact.

There are many circumstances, of course, in which the visibility of a ship is not the overriding question. A warship, for instance, has everything to gain by not being easily picked out. The attitude to cost of maintenance is also different where warships are concerned. Then, there are cold-storage ships carrying perishable goods in tropical regions. They are painted very pale grey or all white to keep the heat out as much as possible. Did you say that you had never seen a deck painted white? You are quite right, but why shouldn't it be? The answer is that even if the crew wore sun-glasses the fierce light reflected by the deck would give them a headache.

While on the subject of decks, let us consider for a moment those of tankers which, for reasons of economy, used always to be painted in dark colours until, in one instance, the disconcerting discovery was made that the underneath of the decks began to rust with extraordinary rapidity. The reason soon became plain, viz., that the dark surface absorbed sunlight strongly and the deck heated up, as a result of which some of the fluid cargo evaporated. Once the sun had gone down and the temperature dropped, this evaporated fluid condensed against the now cold deck and thus caused the metal to rust. The owners of this particular tanker have therefore since then had pale green paint applied to the decks of their new tankers.

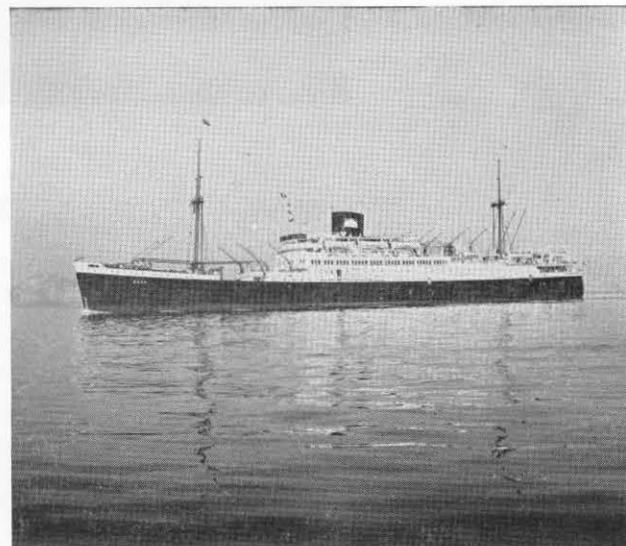
Green is the most restful colour for the eyes; there is good reason for its predominance in Nature. The application of pale green paint to the decks has achieved two highly useful purposes simultaneously, since they are now far less sensitive to temperature changes and no longer reflect irksome or injurious light. This innovation, of course, meant choosing colours for the remainder of the tanker which would harmonise with this green. The choice of colour combinations is not always an easy matter and the appearance of some ships entering a port can on occasion be nightmarish.

The choice of colours for the inside of a ship presents fewer difficulties. It is imperative that the finishing coat should be highly resistant to impact and scratching. Light, glossy paint is to be preferred, because it is fairly dim below and, as there is still a good deal of wood-work about, even in modern ships, the colour should harmonise with it. As the passages are generally narrow and the cabins, etc. small, colours which accentuate that effect should be

avoided; the circumstances call for an evasive colour, as it were, i.e., one which makes a room look bigger than it really is. Now, as we know, daylight is made up of various colours, one of which, red, is scattered least by the atmosphere; blue, on the other hand, most. That is why red seems to hit us in the eye—to bear down on us—whereas blue tends to merge into the distance. But blue does not go with plain, unvarnished wood; cream does not look as clean; and yellow is a restless colour. So there is little left to choose from but the usual white or very pale grey. Hail unto thee, Tradition!

As to the outside of a ship, the decisive factor will be the cost of up-keep in the majority of cases. However, paint manufacturers are by no means idle; they are persistently at work trying to improve the durability of all marine paints so that, as far as economical maintenance is concerned, there can be less and less question of their inferiority to conservative black. The time will surely come when a black ship is as rare as a black motor car is today, though twenty to thirty years ago that was the rule rather than the exception. And, when you come to think of it, what were the prevalent colours in those days? Our houses, our clothes, our vehicles . . . they were all rather drab and dreary. Nowadays we have colour experts at our beck and call and there is an urge everywhere for more colourfulness, because it 'does something to us'. There can be little doubt, therefore, but that one of the last bulwarks of tradition—the colour of ships—will eventually give way. Although the nuclear-powered 'Savannah' is slightly more streamlined than her manifold maritime grandparents still at sea, it will be mainly in their colouring also that the appearance of ships will change in the future.

(Reprinted from 'Mermaid' by kind permission of Messrs. Pieter Schoen & Zoon Ltd.)



*That a black colour still has something to offer, is shown in this latest attractive photograph by Mr H. Weaver of m.v. Ruys.*

## BOARDING PARTY HAD FUN



### M.V. STRAAT CUMBERLAND 'AT HOME'

Australian hospitality is well-known, and is appreciated not least by seafaring folk who must rely on those on shore for entertainment during their – usually – brief calls.

With this in mind, and by way of a small return, the officers of the Straat Cumberland organized a shipboard party recently for 18 under-privileged boys in Melbourne.

When the wharfmen working on the ship heard about the party, they put their hands in their pockets, and the result was presents for all the children.

The boys varied in age from 10 to 14, and none of them had ever been on a ship before. When they arrived at Victoria Dock, they were so excited that it took a huge feed of cakes and party food to calm them!

Here is Chief Officer J.J. van Nus with two smiling young visitors on the bridge; with their sailors' caps, lapel brooches and picture postcards (what, no pocket?), they appear to be enjoying 'Life with R.I.L.'.

*Photograph by kind permission of the "Melbourne Sun"*



"Keeping the rice-bowl filled" are not lightly spoken words in the East, but an expression of great basic need. Some of this need was recognized by a Mrs K. Connors on a visit from Brisbane to Hong Kong last year, and on her return to Australia she generously set about collecting warm clothing for children who attend a roof-top school.

With the help of R.I.L., who carried the bundle of clothing free of charge on board m.v. Van Noort, these children are now being assisted through the winter cold.

## A FULL RICE BOWL



## A CAPTAIN TELLS:— A HELPING HAND



On board m.v. Straat Mozambique (Captain N. Kroone) recently, there was a rush of volunteers to give blood to a very sick fellow seaman.

Sailor Chung Ping Choi from the Straat Colombo was

operated on in the Kaisei Hospital at Kobe early in February, and after a call for blood donations, no less than 9 officers and crew-members of the Straat Mozambique responded. We are happy to report that the operation was successful and that the patient made a good recovery.

The hospital expressed their appreciation of the valuable assistance given by all concerned, and especially by the following blood donors:—

Third Officer	H.W. Lijding
Fourth "	J.B. Nienhuis
Fifth "	H.W. Nieuwenhuijsen
Sailor Ord.	Leung Ah Wo
" Jr.	Chan Tin Sung
" "	Kwan Kam Chuen
Boy (Deck)	Pun Cheuk Yin
Extra Sailor	Chan Lam
" "	Ngo To Bor

It is an old tradition of the sea to answer all distress signals, and the Straat Mozambique did indeed give help where it was needed.



Looking from Victoria Park over Causeway Bay typhoon shelter towards the Yacht Club (centre) and the City of Victoria. Interocean Court is on the extreme left, standing alone on the hill.

When a R.I.L. ship drops anchor in Hong Kong harbour – one of the finest natural harbours in the world – nine times out of ten she makes fast to a buoy i.e. between Hong Kong Island (with the city of Victoria) and the town of Kowloon on the Mainland.

When a vessel berths alongside the Kowloon Wharves, the obvious thing to do is to walk ashore on Kowloon side.

When on the buoy, a decision has to be taken as to which side to go ashore and how to get there. It seems natural for most 'first-timers' to choose the Island, with its rugged Peak rising steeply up from the water, and its buildings crowded together on land won back from the sea over 100 years.

There are two ways of getting ashore: the first is by the Company's own launch or hired 'walla-walla', which run at fixed times and for which a schedule is posted close to the gangway. This will set the sailor down at Kowloon Public Pier or Blake Pier, almost opposite the end of Ice House Street where the Manager for Hong Kong & China has his office at Alexandra House (HK MH) – not two minutes' walk away. Alternatively, a walla-walla (water taxi) can be hailed at almost any hour of day or night and, for a fixed charge, hired to go to either side. Charges vary from HK\$3 from 6-8 persons (mid-stream)

to HK\$4.80 per boat per  $\frac{1}{2}$  hour. When returning, a ticket should be bought at one of the agents at the public piers, who will summon the boat.

No doubt our sailor will know that there are many tours and many operators to arrange them. In some ways, a tour can be the best introduction to a new place and HK MH will always be willing to give him good advice, according to his time and purse.

With half a day to spare, he can enter another world by driving round the New Territories that lie on the other side of the "Nine Dragons", the Kowloon Hills. There he will see walled villages, wooden ploughs, water buffalos and the old traditional ways of rice cultivation in terraced paddy-fields: have a glimpse of China over the border; and enjoy the quiet peace that is so far removed from the over-crowded city surrounding the harbour (Cost from \$25 – \$40 for  $3\frac{1}{2}$  hours or \$50 – \$60 for 5 hours, including lunch).

A little less time – about  $3\frac{1}{2}$  hours – will do for a drive round Hong Kong Island, taking in the top of the Peak with its incomparable views, the bizarre Tiger Balm Gardens, beautiful beaches and crowded down-town streets (Cost: about \$40).

## SAILOR

*"We joined the Navy to  
And what did we see?"*

Satisfying in its way of course, but there comes With (not too much) money jingling in his pocket wonders where will be the best place to go in interest, and the all-important "How much will

Without pretending to run Tourist Bureaux, R.I. pretty well and can offer some suggestions. We for the benefit of our sea-going staff in ports of c that these are the only possibilities, and as we blunt and give some straight-forward figures.

Let us 'kick-off' then with:—

## HONG

(one HK\$ = 1s.)

## ASHORE

*e the sea:  
We saw the sea . . . . .*

a time when every sailor wants a run ashore. he strolls into the centre of his port of call and the hours available to him, what is of peculiar cost?"

L.'s "chairborne sailors" know their own ports hope to put some of their ideas on these pages all over the R.I.L. area. We shall not pretend are not concerned with advertising, we shall be



*Hakka women planting out rice shoots in a flooded paddy-field in the New Territories.*

## KONG

*3d., or fl.0.63)*

A two-hour tour of the harbour, including a visit to a sampan- and junk-filled typhoon shelter (\$20), or a Night Tour, taking in one of the famous Aberdeen floating fish-restaurants, the 'million lights', Chinese opera and a night-club (\$45 - \$75) are amongst the many other possibilities.

It may very well be that our sailor prefers to be independent - even that there are not very many dollars in his pocket - and in this case he can use a taxi (meters reliable and inexpensive), a rickshaw (50 cents for five minutes) or his own feet. These can carry him up and down the steep Island 'Ladder' streets, in and out of shops and market places on both sides of the harbour, or as far as the Peak Tram station, where for 60 cents he can enjoy a spectacular funicular railway trip to the top. However far he walks, on either side of the harbour, he can nearly always get back to the pier again by a 20-cent bus or tram ride. One of the minor experiences is the 20-cent ride across the harbour at its narrowest point on the Star Ferry.

During the summer months, \$2.50 will pay for a 'Round-the-Island' ferry. With half a day or a day to spare, a ferry-trip (\$1.20) to the tiny island of Cheung Chau will disclose a comparatively unspoiled Chinese fishing community.

Hong Kong's main reputation, of course, is as a 'bargain basement': as a free port and shopping centre where the goods of the world are sold at prices that are usually cheaper than elsewhere. Shoppers should be prepared to go a little further than the Town Centres and to do some hard bargaining if they wish to buy to the best advantage. Western-style stores nearly always have 'fixed prices' but are apt to be more expensive. Language is no real problem; there is nearly always someone who speaks a little English. Policemen with red shoulder-straps are English-speaking.

There are 50 cinemas altogether on either side; horse-racing is held, roughly every two weeks, from October to May on Hong Kong side; the modern City Hall, right beside the Star Ferry in Central Victoria, has an excellent theatre and one of the finest concert-halls in the world, as well as other cultural activities.

Finally, our sailor will want to eat and drink, and here the choice is so great that we hesitate to mention names. He could try one of the really first-class Chinese restaurants, many of them specialising in regional cooking. The number of dishes - and therefore choice - can be increased by going in a large party. The Diamond Restaurant, Nathan Road, Mongkok, Kowloon or the Cafe de Chine

## TEN YEARS AGO

1st April, 1954

# NEWS ITEMS

On 1st March Mr J.C. Zwan, our Chief Accountant, commemorated his 25 years of service with the Company. The celebration was attended by the Managing Directors, Mrs Warning, Mrs Zwan, the Manager for Hong Kong and China, all members of the Home Staff of the Head Office, as well as the entire personnel of the Accounts Department. Mr Warning presented Mr Zwan with a coloured photograph of a floral painting by a Dutch artist; the real painting will be sent from Holland upon completion.

Mr Th.G. Weemaes, Captain of the s.s. "Nieuw Holland" was also 25 years with the Company but

on March 21st. The celebration will take place during the "Nieuw Holland's" next call at Sydney.

**A NEW SERVICE.** A new service, the South Pacific Service (S.P.S.), will be inaugurated during the first half of May. Two ships (of the "Si"-type) will be put in.

**AN OLD SERVICE RESUMED.** The Sumatra Straits Japan Service (S.S.J.S.), which was suspended in August 1953, will be resumed (also by two "Si"-boats) from Kobe as per April 2nd.

## HONG KONG (continued)

in Victoria are two well-known places. Don't be afraid to use chopsticks — much easier than it looks!

For a good Western-style meal, there is the famous Jimmy's Kitchen (China Building, Central Victoria) where \$14 - \$30 will buy a five-course dinner. A \$4 taxi-ride from the Star Ferry, Kowloon, will take our sailor to the Carlton Hotel on the Taipo Road with its sweeping view of the harbour and the lights of the Island (\$20 - \$45 for 5 courses and a dance-band). He can try Japanese, French, Indian, Indonesian, Malayan and Russian food or enjoy night-clubs on both sides — the choice is very great.

If the ship is at the wharf and time is limited, excellent Portuguese dishes can be enjoyed at the air-conditioned Sea Terminal where there are many shopping facilities.

By now, our R.I.L.'er will no longer feel a 'new boy' but will be very much at home in busy, thriving Hong Kong where the friendly Chinese always say "You're Welcome".

*Alexandra House,  
Ice House Street,  
Hong Kong*

is the address of the Manager for Hong Kong & China, who will always be ready to help R.I.L.'ers.



When you leave, your account will almost certainly be calculated by means of the age-old abacus.

## R.I.L.'S NEW OFFICE

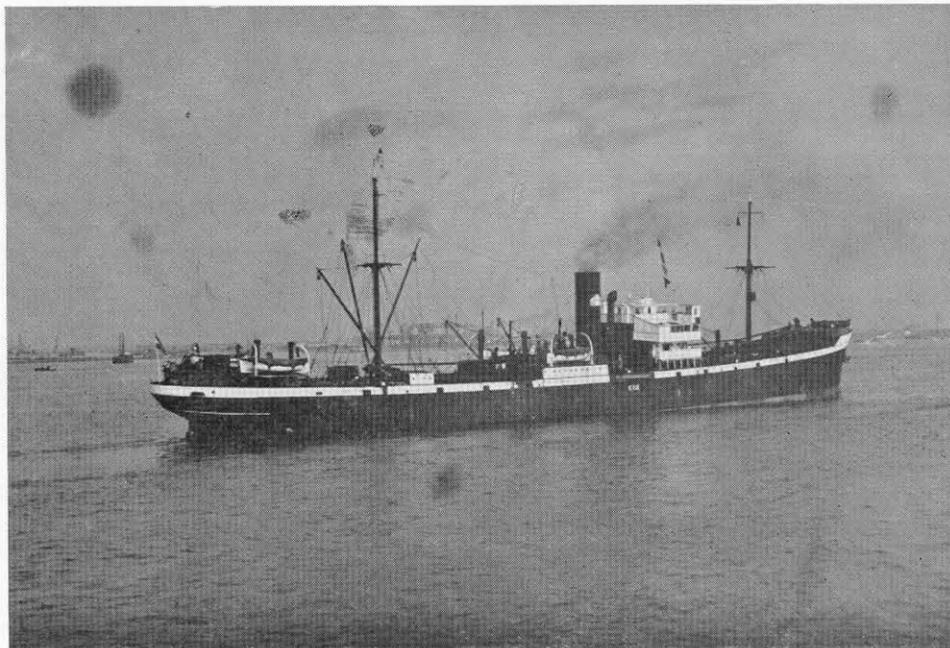
(see page 62)

Well, did you recognise the place? It is a corner of London's famous Piccadilly Circus, and of course was not the full word — as this picture shows.

Spotted by the quick eye of an R.I.L.'er in 1956 and photographed — we dare say — on 1st April.



## THE FIRST TJIMENTENG



From the album of Captain (Retired) A.L. Schatborn.

### “Sold for Scrap” 1932

According to recent issues of the *R.I.L. Post*, the liberty type m.v. Tjimenteng has been sold to Greek interests. Naturally, those who sailed aboard this ship will think of her many a time, no doubt with mixed feelings, but the dominating feeling will be that of nostalgia now that goodbye has to be said to a loyal old-timer.

When reading the articles devoted to this ship, my thoughts drifted back to the first Tjimenteng, and I thought it a good idea to recall this earlier ship to the memories of those among us who have sailed in her or who have heard a good deal about her.

The first Tjimenteng (a steam-ship under the name of ‘Boeton’—6,403 G.R.T.) was bought by J.C.J.L. from the S.M.N. in 1927; it was at a time when shipping space to Japan was in great demand. At the same time, the s.s. Tjikampek and s.s. Tjipondok (ex ‘Batjan’ and ‘Banka’) were also acquired.

The first Tjimenteng was a ship in which existed a great feeling of solidarity and comradeship amongst the officers; this came about partly because of the many technical problems on board e.g. troublesome winches, anchor windlass, capstans, and innumerable internal engineroom troubles. For the engineers especially, this was a ship with a bad reputation, technically speaking; perhaps there are some who can still remember some of the particulars?

The writer made two voyages—between October 1925 and March 1929—on board, on the Japan run. The “état-major” consisted of:—

#### Captain Grootes

Ch. Officer	J. Moen	Ch. Engineer	Korthals
2nd „	F. Leguet	2nd „	L. van der Steen
3rd „	van Vliet (first trip)	3rd „	Hueting
„	J.C. Rademaker	4th „	Karel van
	(second trip)		Willigenburg
4th „	J.M. Sijtsema	5th „	Janssen Schoonhoven
			Westdorp

(also acted as wireless operator)

On the second trip added Burggraaf ter Bruggen

Midships, the vessel was very hot because of the funnel; hatch III (spare bunker) was situated in front of the bridge.

After the coming out of the first motor vessels, Tjinegara and Tjisadane, the Tjimenteng was sold for scrap in 1932.

This ship will remain in the memories of many of us older folk, who will recall not only the sweat, the coal dust and the cement dust (from the cargo), but also the very pleasant atmosphere of unity and good-fellowship.

*J.M. SIJTSEMA*

(now Harbour Master —  
Director of Ferry Services, Dordrecht)



In this column, we have been reviewing books on the area for quite some years; it is only natural, now that our regular services include the west coast of Africa as well, that we have been on the look-out for a book on this region to interest our readers.

The one under review is certainly that. According to the author's preface, it "gives an archaeologist's sidelight on history". All but one of the well-preserved forts in West Africa stand on Ghanaian territory, and the chapters devoted to the history of discovery, and consequent commerce go to show how important this part of the coast was. Present development proves it still is.

The narrative gives a lively and unbiased picture of how Europeans and Africans lived and worked together in bygone times. It is clear from quotations from the archives that many a fort was built by invitation, rather than forced upon the population; both parties benefited from the presence of trading posts.

Although the most profitable commodity has long been struck from the books, this account makes it clear that the onus for that particular trade could not be pinned down solidly on one only of the partners — we refer, of course, to the slave trade. As far as one can rely on existing records, it appears that some twenty to thirty million slaves were ferried across the Atlantic in the four and

## COMMERCIAL ALLIANCES

A.W. Lawrence: "Trade Castles and Forts of West Africa"  
(Jonathan Cape, 1963, 63/-)

a half centuries during which the trade flourished. That means twenty persons a day, at least three of whom perished en route. These were not the only people to lose their lives in the undertaking; a ship would lose roughly one-third of its company before the roundtrip was over, and the landlubbers sent out from Europe rarely survived a second two-year term on the coast. That coast was known as the Gold Coast, a name derived from the seemingly abundant presence of the metal in those early days. Long after the gold had dwindled into insignificance, the name persisted, until the country at the back of it gained independence and became known as Ghana.

After the historical background, each castle and fort is treated singly; for the general reader this is not the most inviting part of the book, but it is nevertheless of great interest, with many particulars on the life of the inmates and of the surrounding towns or villages to enliven it.

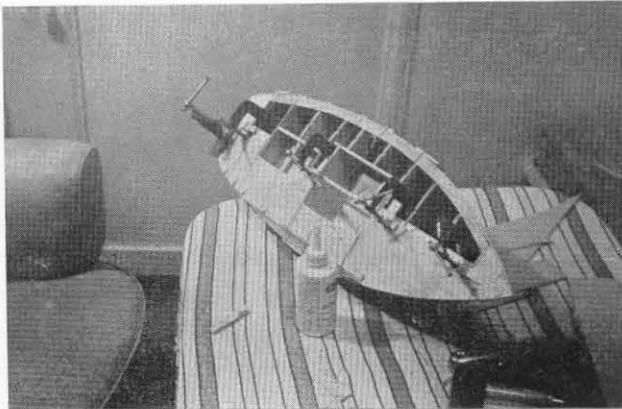
Nearly a hundred photos and some fifty drawings — mainly plans of course — have been added to the text. Being Dutch, we regret that the author abandoned the thought of examining the State Archives in The Hague; they may contain information of primary interest on the subject.

## What do they do . . . . . ?

Here is one man's shipboard hobby: model yacht-building by Chief Engineer W. Bakker, now aboard m.v. Straat van Diemen.

Whilst sailing in m.v. Tjipanas, Mr Bakker built a true scaled copy of an existing sea-going yacht, as a birthday present for his son Marcel. A good 150 hours of spare time were spent in building the model, which was constructed in exactly the same fashion as a full-sized boat, even down to the miniature planks used in the making of the hull.

The new owner is proudly showing his birthday present to Chief Engineer Snoek's son, Hans.



*A labour of love.*



*"Ask your dad to build you one too . . . . ."*

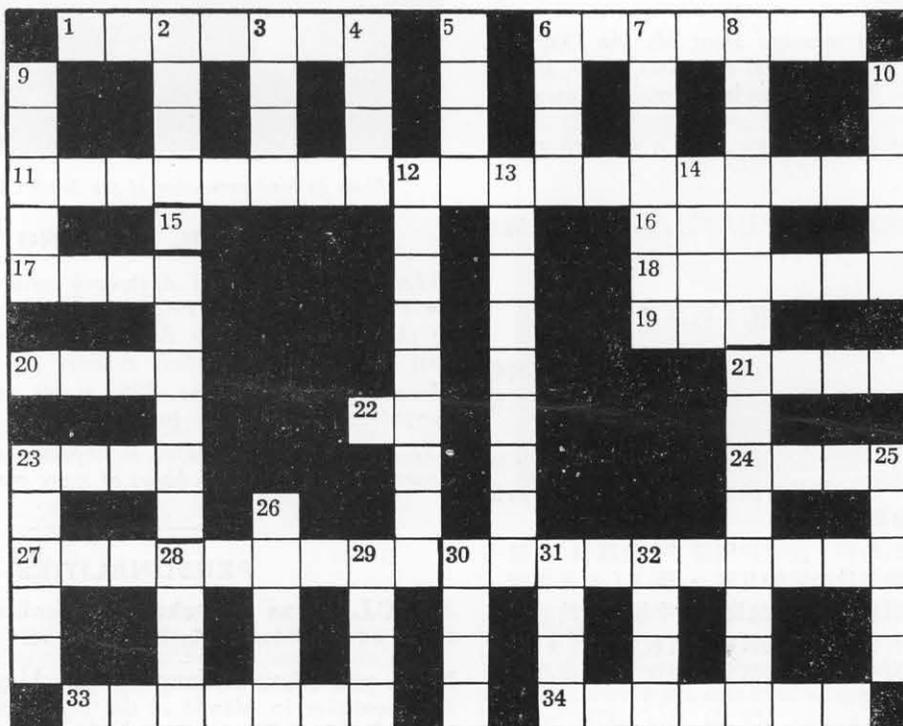
## CROSS WORD PUZZLE

by Mr S.G. Vriend (Amsterdam)

### ACROSS:—

1. When there are connections between matters, they are . . . . .
6. A ship is often this when carrying much heavy cargo in the middle hatches.
11. Name of the island best known to most of the R.I.L.-family.
12. Between the moments of departure and going full ahead, the ship's speed is . . . . .
16. Abbreviations of the name of a widely known British (Commonwealth's) motorcar association.
17. Spanish word for she.
18. Space in the top storey of many houses (plural).
19. Dutch word for "lesson" (ask your nearest Dutch friend).

20. Animal of a kind that often is shipped from Australia together with and/or instead of sheep.
21. Abbreviated name of one of our services between Japan and Africa.
22. Alternatively.
23. Certain animals use it to protect themselves; so does a ship in fog.
24. Maybe you do it when you cannot find the word.
27. Name of the place where many of our ships have been built.
30. & 32. Together they form the name of one of our ports of call in South Africa (two words).
33. & 34. are the same words; this is when port upon port a ship is "in a hurry" caused by: "vertical 2+15+28".



### DOWN:—

2. Not short.
3. A set of three performers.
4. Should be done by the ship's bell when lying at anchor during fog. To make it easier for landlubbers: churchbells do it on Sundays.
5. Kind of mineral; used in powdered form by people (babies like it especially!) to prevent ill effects by chafing.
6. The proper end of a ship after having done its service for the company.
7. Forms the cargo mostly carried by our ships.
8. Should be avoided at all times by all ships, motorcars, other vehicles and walking people!
9. (A kind of earth having) a yellow colour.
10. Name of a high mountain ridge in South America.
12. Name of a place in Holland very well known to all R.I.L.

people; it can be found on the poop of every ship of the company.

13. Brazilian word for "company".
14. The "freight-charge per ton" paid for cargo transport.
15. Whiling away precious moments.
21. Perfume-like liquids.
23. Move or act with great haste.
25. It tastes sweet, even when it is attached to the moon.
26. The parts into which our trading region has been divided, each under an R.I.L.-Representative.
28. It is inexhaustible, yet it is precious.
29. Of a sour nature, it can be dangerous when being taken & transported when in a concentrated condition.
30. Cutting side of a blade.
31. One of the things we trade with.
32. Part of our Company Name.

*(A small prize will be given to the sender of the first correct solution opened on 15th May).*



Mrs Amy Chan (HK HO PZ) presented a 'lucky envelope' to Mr Ho at Chinese New Year.

### CHINESE CORNER

It is hoped that we will be able from time to time to print in Chinese a few items which are of particular interest to our Chinese readers.

We have this month a message from Mr Ho On, who has been in a Hong Kong hospital ever since 1957, following an accident whilst he served on board m.v. Tjiluwah:—

本刊希望常常能有幾篇，對於中文讀者有特別興趣的文字發表。

本月刊登的是一九五七年在芝利華輪上受傷後，臥病至今的何安君的消息。

#### 一位在香港醫院住了幾年的海員的話

我自從一九五七年十月一日，在印尼峇厘八板，芝利華輪上，因公受傷以後，就一直躺在香港的醫院裏接受公司醫生的治療，至今已匆匆六年半了。

在這六年半當中，因為醫院裏每月都有三四位海員，被公司送來醫治，住在一起，當然會談天說地，所以我對海員同事的消息，是不會隔膜的。

這次過農曆新年的時候，公司特別派了一位職員，帶一包「利是」給我，同時聞及公司的月刊，關了「海員通訊」一欄，我欲利用這個機會，從速地寫幾個字說說我的感謝。

我感謝公司及所有曾來慰問過我的海員老朋友們。同時希望以後，如老朋友有空時，經常請來探望我，談談心，藉以消磨我悠長的寂寞時間。

地址：香港嘉諾撒醫院

### NEW SHIPS IN JAPAN

There was unusual interest in the Straat F-ships on their arrival at Yokohama for the first time.

On board the 'Straat Franklin' in January is a group of R.I.L. visitors with Captain P.J. Balder (centre). On his right is Mr E.M. van Rhoon (Manager for Japan) and on his left Jhr. C.L.C. van Kretschmar (Onderdirecteur), R.I.L.'s Agent in Yokohama, Mr J.J. van Steenberg (right) and the Superintendent, Yokohama, Mr E.F. Moen (left), complete the group.

On board the Straat Freetown in February, Chief Engineer Dubois and Captain Rose (right) share a joke with pretty 'Miss Yokohama'.

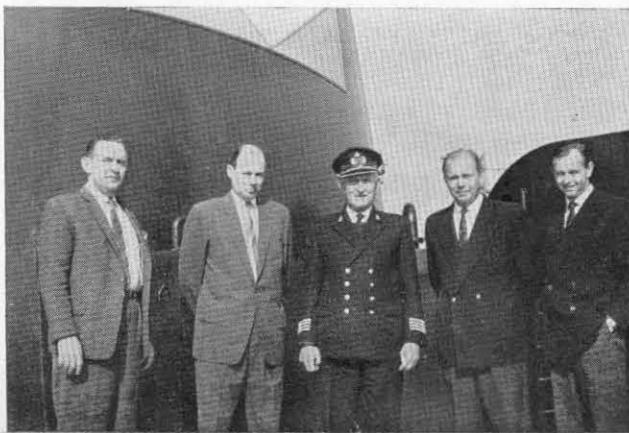


Photo by kind permission of the South China Morning Post

### HYDROFOIL IN HONG KONG

When the V.N.S. vessel *Aagtekerk* arrived in Hong Kong on 15th February, the bright red, white and blue colours of the hydrofoil on her deck drew all eyes. This is the first of the three hydrofoils destined for the Hong Kong-Macao run (see our June, 1963 issue), and all three were carried on Dutch ships from Italy.

The voyage on a hydrofoil is expected to take about 1¼ hours, as against the 3¼ hours of more conventional vessels.

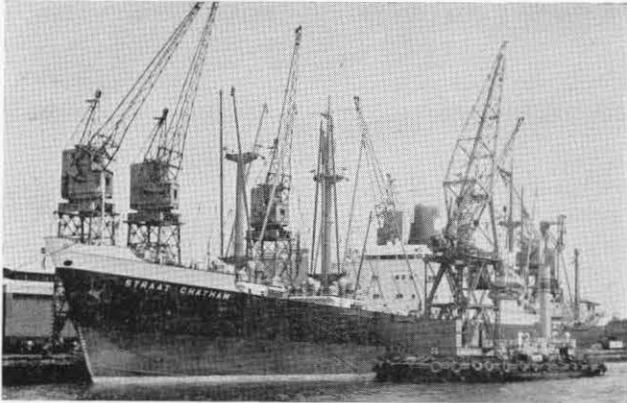
### PERSONALITIES

Jhr. C.L.C. van Kretschmar, Onderdirecteur, left Hong Kong on 6th March, on Home Leave.

Mr P. van Schaardenburg will be taking over as R.I.L.'s Representative in Manila at the beginning of April from Mr H.C.G.L. Ribbink, who will be going on Home Leave.



# LOG BOOK



## HEAVY LIFT

From Mr H.M.R. Banens in Durban comes this photograph of a bulldozer from Kobe being lifted by the Durban floating crane from m.v. Straat Chatham.

## R.I.L. ACTIVITIES

m.v. Van Waerwijck loaded again in China ports at the end of March for Indonesia, and will return via Hong Kong.



## R.I.L. WEDDING

Last month we announced briefly the marriage between Captain Wim Micog of the Straat Cook and Miss Cita Kuiken (HK MH Passage). As this was a real R.I.L. wedding, we are happy now, in accordance with custom, to publish a photograph of the two R.I.L.'ers cutting their wedding cake.

The bride's father, Captain J. Kuiken of Tjiwangi (AJHAS), was just dropping anchor in Sydney on 31st January, but the rest of Cita's family went down to Singapore with her to meet the Straat Cook (INDIAS). Mr P. Hulleman, Operations Manager for K.P.M. Singapore, gave the bride away at the Presbyterian Church.

As is obvious from the photograph (taken at the reception in Mr Hulleman's home) all is very 'shipshape' in the Micog family!

## CONGRATULATIONS!

Captain W.A. Giel on board m.v. Tjitjalengka congratulates simultaneously Donkeyman Man Wong (left) and Pantryman Hui Yue on their long service to the Company.

Officers and crew assembled on the festive-looking deck at Chinese New Year to see these two 'old-timers' receive their inscribed watches, and Storekeeper Yue Kar Fat was there with his camera to record the occasion for us.

And here on board the 'Straat Rio', whilst the ship was at Buenos Aires, is Senior Steward Wong Fook receiving his watch from Captain E.M. Drukker (right).

芝渣連加輪船主基露恭賀燈見文旺(左)及班地理許裕在本公司服務廿五週年紀念, 為紀念彼等之服務紀錄, 本公司特各獎手錶一個。

在農曆元旦, 芝渣連加輪上各級員工均齊集於甲板上參加文許二君之獎錶典禮, 「士多」管理員余家發為彼等拍影留念。

士打里奧輪船主德加在布爾諾斯艾利斯埠亦將紀念錶獎與曾為公司服務廿五週年之侍應生黃福(此乃黃福君領取手錶時攝)





## SHIPS OF THE WEEK

There were big smiles from all the relatives in Holland on 13th February, when recordings were made at the 'Gooiland Grand Hotel' in Hilversum, to be broadcast to m.v. Straat Clarence, as 'Eastship' and m.v. Straat Cumberland as 'Westship' (left).

On the 14th, the day of the broadcast, the smiles on board the ships must have been just as wide. The Straat Clarence was at Sydney, and the Straat Cumberland at Tanga, in East Africa.

## STAMP COLLECTORS AHoy!

Another South American collector, this time Mr Eric H. Clémur in Buenos Aires, has sent us 6 more stamps showing pictures of ships on stamps.

The last five are all issued by the Republic of San Marino, and have on them pictures of ancient vessels:—

- 1 Lire — Egyptian cargo vessel 2000 B.C.
- 2 „ — three-sailed Greek vessel 2 A.D.
- 3 „ — Roman trireme 1 A.D.
- 4 „ — Viking longship 10 A.D.
- 5 „ — Caravel 'Santa Maria' (Christopher Columbus) 1942

The remaining stamp (1.35 Lei) comes from Roumania, showing one of their modern ships, the Oltenita.



## SHORE LINES

*The flowering-tree on the back page of the February issue led some people astray, but most correctly guessed that the Ruys-type vessel in the background was lying in Manila harbour.*

*This month's winner of HK\$15 is Mr R.M. Davis of Messrs Keller Bryant & Co. Ltd. We are not just sure how long 'Keller Bryant's' have acted for the Company in London, but there is a letter in the J.C.J.L. archives dated 5th May 1916, in which their assistance is requested for buying of machinery for the construction of s.s. Tjisalak and s.s. Tjileboet in the Netherlands. It is on record that they were appointed as Agents for Messrs K.P.M. on 1st January, 1890!*

## PERSONNEL (continued)

### LEAVE



The following personnel went on leave:

Mr A.J. Gerbers	2nd Officer
„ G.J.H. de Reus	„ „
„ A.E. Dinger	3rd „
„ F.J. André	4th „
„ B.W.P. Mensinga	„ „
„ J. Tamboer	2nd Engineer
„ J.K.D. ten Hoedt	3rd „
„ M.W.M. Huvencers	5th „
„ P.F.M. Starmans	„ „
Miss M.C. Summers	Stewardess
Mr G.H.J. van Echten	Adj. Chef
„ A.W. van Hemmen	„ „

Those who returned are:

Mr R.J. Piso	Ch. Officer	posted to
„ J.C. Hermans	3rd „	m.v. Straat Chatham
„ B.J. Kosse	„ „	„ Ruys
„ J.C. van Veen	„ „	„ Ruys
„ C.M.H.v.d. Velden	„ „	s.s. Tjikampek
„ J. Landwaart	2nd Engineer	m.v. Tjiluwah
„ J. van Duyn	3rd „	„ Tjibantjet
„ A.J.G. Strengholt	„ „	„ Tjiluwah
„ G. Tomassen	„ „	„ Boissevain
„ K.v.d. Zee	4th „	„ Straat Freetown
„ J.N. Lohuis	5th „	„ Straat Freetown
		„ Straat Malakka

# PERSONNEL



## NEW PERSONNEL

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



Mr G. van Aggelen	4th Officer
„ P.J.v.d. Berg	„ „
„ P.J. Engels	„ „
„ G.S. Geenen	„ „
„ R.A. Groenendijk	„ „
„ A. de Jager	„ „
„ V.H.M. Ligthart	„ „
„ J.V. Mulder	„ „
„ F.J.H. Roelofsens	„ „
„ W. Roos	„ „
„ H.T. Schaaf	„ „
„ H. Boele	Appr. Engineer
„ A.F.C. van Eldik	Employé

Acting Captain G. Potharst, Master of m.v. Straat Clarence, was posted to m.v. Straat Johore.  
 Captain D. Procee, Master of m.v. Straat Johore, was posted to m.v. Straat Clarence.  
 Chief Engineer J. Stoop of m.v. Straat Mozambique went on home leave.  
 Chief Engineer J.R. Meyer of m.v. Straat Banka was posted to m.v. Straat Mozambique.  
 Chief Engineer A.P.C. Reynhoudt of m.v. Straat Singapore was posted to m.v. Straat Banka.  
 Chief Engineer C. Schavemaker was posted to m.v. Straat Singapore following home leave.  
 Chief Engineer R. Jonker of m.v. Straat Chatham went on home leave.  
 Chief Engineer F.M.H. Beckers was posted to m.v. Straat Chatham following home leave.

## SUCCESSFUL EXAMINATIONS

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



Mr J.C. Hermans	3rd Officer	II	31- 1-64
„ H. van Kapel	„ „	Th.II	15- 1-64
„ E.E. Lubach	„ „	Th.II	9- 1-64
„ W.P. van Oers	„ „	Th.II	24- 1-64
„ K.J.v.d. Veer	„ „	Th.II	15- 1-64
„ R.B. de Vries	„ „	II	27- 1-64
„ F.J. Bruil	3rd Engineer	B	29- 1-64
„ J.v.d. Zee	4th „	Th.B	15- 1-64
„ P.L.C. de Kunder	5th „	ASW	16- 9-63
„ P.L. Kuzee	„ „	ASW	21- 9-63
„ J.N. Lohuis	„ „	A	17- 1-64
„ J.J.A. Marttin	„ „	ASW	21- 9-63
„ J.C. Noordermeer	„ „	A	3- 2-64
„ C.J. Slegt	„ „	VD	3-10-63
„ J.P.H.M. Smets	„ „	A	17- 1-64

## TRANSFERS SHORE STAFF

Mr C.J. van Tuil and Mr H.E. Kerkmeyer, Hoofd-employés, were transferred from Floating Staff to Shore Staff (HK HO ND).



Mr H.M.R. Banens, Employé, was transferred from Durban to HK HO.

## LEAVING (OR LEFT) SERVICE

Mr R. Reichwein 3rd Engineer end of contract  
 (temp. service)  
 „ W.J. Viertelhuizen Appr. Engineer own request



## FAMILY NEWS

### New Arrivals

To Mr D. Ma (HK HO PZ-Crew) a son, Arthur, on 18th March.



### Weddings

At the Hague, Mr A.J. Dijkstra to Miss L. Schunselaar on 4th April.

In Amsterdam, Mr J.W.H. Weissink to Miss P.A.v.d. Marel on 4th April.



## PROMOTIONS

Our congratulations go to the following personnel who were promoted to 5th Engineers:



Mr P.L.C. de Kunder	retroactive per	16- 9-1963
„ P.L. Kuzee	„ „	21- 9-1963
„ J.J.A. Marttin	„ „	— „ —
„ C.J. Slegt	„ „	3-10-1963

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain P.H. Zweers, Master of m.v. Ruys, was posted to m.v. Straat Banka.  
 Captain E.M. Drukker, Master of m.v. Straat Banka, was posted to m.v. Ruys.  
 Captain W.F.H. Gerken, Master of m.v. Straat Magelhaen, went on intermediate leave.  
 Captain A.J. Zonnevillje was posted to m.v. Straat Magelhaen following home leave.  
 Captain W.H. Schröder, Master of s.s. Tjipondok, went on intermediate leave.  
 Captain L.P. Weststrate was posted to s.s. Tjipondok following home leave.

## SHORE LINES

On the back cover is a photograph of a place well-known to many R.I.L.-ers. If you think you can recognize it, please write to the Editor, heading your entry "Shore Lines - April". The reader who names the place correctly will be given a prize. Shore staff of the area concerned may not enter.

If more than one correct solution is received, lots will be drawn to decide the winner.

Each reader may send One Entry Only, which must reach the Editor by May 15th. The winner will be announced in the June issue.

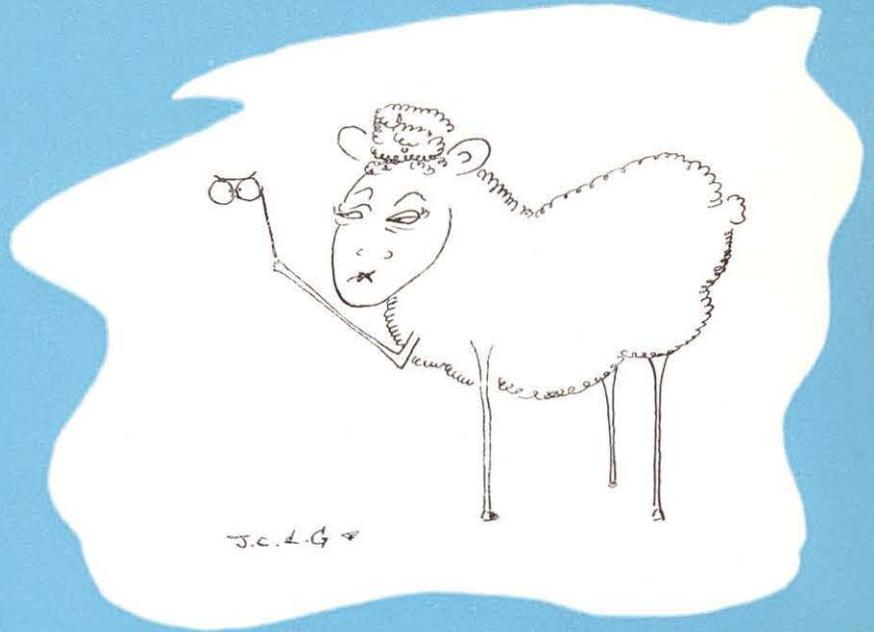
See page 78 for the winner of February's Competition.

**A LANDLUBBER'S LEXICON**

**"Wool Snorter"**

is a sling for lifting four bales of wool at the same time.

*(Illustrated by Mr J.C. de Geus—On Leave)*



J.C. L.G. ♡

**SHORE LINES**

(see inside back cover)

