



RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



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JULY 1964
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P. O. BOX 725

HONG KONG

ROYAL BIRTHDAYS



H.R.H. Prince Bernhard
of the
Netherlands

29th June, 1964

(Photo: Nat. Fotopersbureau)

BIRD OF PASSAGE



From the Editor

DOG DAYS

The "silly season" of July/August is traditionally a time for scarcity of news. However, R.I.L. is not short of news:—

Day after day the Company goes about its business of transporting the world's goods. The results of last year's trading are published on pages 123/4.

One fine day we shall see two fine new Straat F — ships. See opposite page for some idea of their appearance.

Days to come for the many emigrants carried by R.I.L. will be very different from the past — page 126.

Happy as the **days** are long are Bill and Margaret on board Tjiwangi — page 128/9.

In olden **days** a Captain wrote a note on a plate — pages 130/1.

Daybreak on board a ship — page 132.

Day by day work and play goes on — pages 132/3.

Happy **days** Weddings — pages 134/5/8.
Children's Day — page 134.

One 'fine' **day** worshippers asked for rain — page 136.

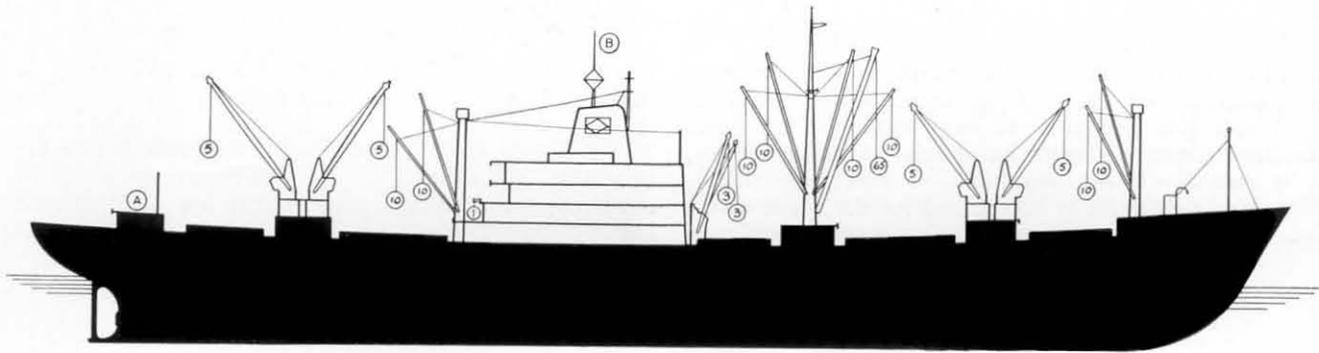


← All in the **day's** work is the care of animals on board Tjipondok — page 127.

ARE THEIR DAYS NUMBERED?

Since we published our photographs last month, the Beatles have rioted through Australia. As the Editor of the Sydney R.I.L. Social Club Newsheet comments: "LET US SPRAY"! !

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



THE SHAPE OF THINGS TO COME

We are sure that readers of the announcement last month that R.I.L. has placed an order for two new ships, will be all agog to see what they will look like.

With the help of our Technical Department therefore, we give you some idea of their outline. The silhouette (drawn by Draughtsman Tam Tak Fai) does not contain any details of the interior, but the following key indicates some of the special features:—

- A – fixed swimming-pool
- B – aerial on funnel deck

- 1 – side-loader to load stores through a special hatch for engine-room and catering departments
- 3 – 3-ton cranes
- 5 – 5-ton cranes
- 10 – 10-ton derricks
- 65 – 65-ton heavy derrick

When the ships are delivered, about June and September next year, they will have a rather different appearance from the rest of the fleet, lacking the familiar two tall masts of the past.

R.I.L. IN 1963

After five successive years of recession, the year under review showed some signs pointing to a slight improvement in the position of world-shipping.

For R.I.L. this resulted in increased cargo-carryings on the majority of our liner services, and towards the end of the year it was possible to introduce some badly needed freight-increases.

Passenger-traffic on board our vessels also showed a slight increase, mainly as a result of increased first- and tourist-class passenger-bookings for our modernized passenger-vessels.

On the other hand, we have to contend with the constantly spreading evil of preferential treatment afforded to vessels flying the flag of countries which issue import permits on the express condition that the cargo be carried on board vessels flying their national flag.

As may be seen from the Profit and Loss account, the gross trading results before depreciation – reflected in the balance of the Working account – has improved slightly, but despite our efforts to attain maximum efficiency and economy in the management of the Company's affairs, these improved trading-results unfortunately are still not quite sufficient to cover the full amount of depreciation which we consider necessary.

In this respect it is also unfortunate that fiscal conceptions concerning depreciation differ from commercial considerations on this subject; as a result, funds required for replacement have to be spent on taxes instead. This, as well as the abolition of certain fiscal depreciation facilities on vessels and equipment ordered after 1st January, 1964 gives rise to anxiety and impedes the competitive position of the internationally orientated shipping trade.

Expenses, and in particular personnel expenditure and cargo-handling charges, continue to increase, and it must be feared that the freight-increases which have become effective will at best be sufficient only to cover the increased expenditure.

However, since the financial position of the Company is sound, and as available cashfunds are adequate to finance vessels on order and under construction, it was deemed warranted this year also to reduce the amount to be debited to the Profit and Loss Account as provision for depreciation; the expenditure incurred in 1963 on the modernization and airconditioning of m.v. Tjiwangi and m.v. Tjiluwah has been defrayed from the Reconstruction Reserve.

On the basis of the above, the Board of Directors has been able to propose the payment of an unchanged dividend of 8% in respect of the financial year 1963, which proposal was approved on June 15th, 1964 by the Annual General Meeting of shareholders. *(continued)*

R.I.L. — 1963 *(continued)*

Trading results during the first months of 1964 show an improvement over those of the corresponding period of 1963 and give rise to some more optimism, but since increasing expenses threaten to absorb the higher income, it is difficult — if not impossible — to make any reliable forecast of the results to be obtained for the whole of the financial year 1964, especially as it is too early to ascertain

whether a better balance between demand and supply of shipping space has indeed been attained.

The Board of Directors expressed its appreciation to the dedication and enthusiasm with which our personnel of many nationalities, afloat and ashore, has performed its task.

BALANCE SHEET SUMMARY (IN GUILDERS)

Assets:	1 9 6 0	1 9 6 1	1 9 6 2	1 9 6 3
Fleet and fixed assets	138.599.710	142.454.160	146.016.140	148.846.940
Current assets	78.384.850	74.823.050	78.546.890	82.099.420
	216.984.560	217.277.210	224.563.030	230.946.360
Liabilities:				
Current liabilities, including balance running voyages	42.587.420	39.382.180	40,801.920	45.413.510
Provisions for various liabilities	53.447.880	54.068.800	54.813.220	52.886.560
Self insurance account	370.900	329.570	281.360	217.450
Dividend appropriation account	2.682.310	2.654.270	2.682.310	2.682.310
	99.088.510	96.434.820	98.578.810	101.199.830
Capital account and Reserves (assets minus liabilities) ...	117.896.050	120.842.390	125.984.220	129.746.530
P.M. Liabilities re vessels under construction	22.200.000	38.757.000	24.550.000	6.370.000
Deadweight capacity fleet	302.094 tons	301.160 tons	311.540 tons	308.296 tons
Deadweight capacity ships under construction or ordered	19.400 tons	42.700 tons	24.100 tons	12.090 tons

PROFIT AND LOSS ACCOUNT SUMMARY (IN GUILDERS)

Balance working account (including balance profits carried forward from previous year)	21.508.350	20.863.960	20.563.905	22.389.480
Interest	1.829.230	2.068.630	1.909.420	2.322.090
Profit on sale of ships*	1.253.240	—	1.005.310	825.980
Transfer from Reserves	800 000	2.750.000	1.400.000	—
	25.390.820	25.682.590	24.878.635	25.537.550
Allocated as follows:				
Depreciation fleet, godowns, offices, houses, etc., including amounts allotted to Building — and Reconstruction Reserve	22.532.680	22.875.480	22.015.435	22.670.660
	2.858.140	2.807.110	2.863.200	2.866.890
Carried forward to new account	37.120	17.260	42.190	45.880
Profits to be appropriated in accordance with articles of Association	2.821.020	2.789.850	2.821.010	2.821.010

* 1960 m.v. Maetsuycker; 1962 m.v. Tjisadane; 1963 m.v. Tjimenteng.

MOMENTOUS OCCASION



Date: 15th May, 1964.

Place: R.I.L.'s Conference Room in Amsterdam.

Occasion: Signing of the contract for two new Straat F-ships, to be built by Messrs Hitachi.

People: (*l. to r.*) Mr T. Oishi (Hitachi), Mr N. Inouye (Director of Hitachi), Jhr. M.F. van Lennep (Vice-chairman of R.I.L.'s Board of Directors), Mr O.A. Thissen (R.I.L., Amsterdam), Mr Tsujimoto (Hitachi).

R.I.L. ACTIVITIES

m.v. Houtman, on completion of her EAUS voyage at the end of June, was withdrawn from this service, and will make an extra voyage from Australia to Mauritius and East Africa early in July. The ship will then load for the Far East.

m.v. Van Linschoten, on completion of her present Far East-Africa voyage, will load in South and East Africa for Australia.



M.V. TJILIWONG

In Heavy Weather

Photo: Chief Engineer
J. Maarschalkerweerd



Tjitjalengka docking at the main pier on the townside of Vitoria, Brazil, in May with 244 Korean immigrants. Just seen in the right-hand background is the Straat Fremantle berthed at the iron-ore quay.

Photo: E. Nakano.

THEY GET THEIR KIMCHI

For more than ten years, R.I.L.'s large passenger liners in the ASAS have been carrying a steady stream of immigrants to South America—from Japan, from Taiwan, from Okinawa and from Korea.

From Okinawa alone, more than 18,500 emigrants have left the country since World War II. When m.v. Boissevain landed 102 Okinawans at Santos on 8th June, 1964, they then faced a 6-day train journey to new homes in Bolivia, the 19th group to make this long journey since 1954.

The 244 Koreans who arrived at Vitoria on 11th May aboard m.v. Tjitjalengka (the first passenger-vessel ever to call at this port) were more fortunate, having only 20 miles to cross before reaching the farms in Vicot Vitoria in the state of Espirito Santo, where relatives—earlier arrivals—awaited them.

The Ruys, Tegelberg, Boissevain and Tjitjalengka are all fitted with a special Japanese bathroom (see picture), and each ship carries a Japanese-speaking person. Japanese newspapers and magazines are carried on board, and Japanese, as well as European and American films are shown. At each port of call, all emigrants are able to go ashore and see the sights—usually for the first time away from their homeland.



LAND OF PROMISE

Korean emigrants on board the Tegelberg, crossing Guanabara Bay (Rio de Janeiro) en route to Santos in March. Photo: E. Nakano.

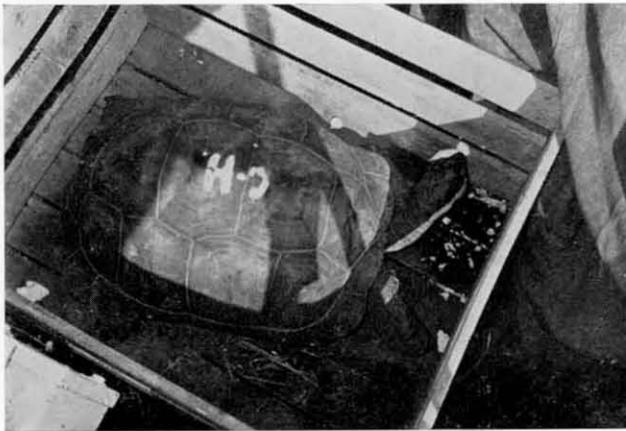
On a long two-months' voyage, food is of the utmost importance to passengers and every effort is made to supply these groups of emigrants with their own special national foods. Chinese cooking, of course, comes naturally aboard R.I.L. vessels, and each of these ships carries a Japanese cook as well, but Korean food took a little more research. So far, no Korean cook has been engaged by R.I.L., but the ships give facilities to Korean passengers to prepare 'Kimchi'—special Korean pickles made of cabbage, lobak (turnips) and red peppers, which they eat with every meal. In practice, the emigrants usually show our cooks how to prepare this dish, and the latter are now getting quite familiar with Kimji, Kimuji or Misotsuke.



Fourth Officer H.T. Schaaf tries to coax a bashful female.



A wild zebra puts his nose up to be stroked.



A diet mainly of cabbage keeps this ancient sluggard happy.

SPOTS AND STRIPES

s.s. Tjipondok: Mombasa to Japan — May, 1964

On the portside after-deck of the Tjipondok stood high wooden crates for two graceful spotted giraffes; on the starboard side, three plump zebras stood in their crates alongside a row of ostriches. There were a few empty crates: two of the delicate birds had died on the voyage, and one sick one (it had scratched its neck) rested in a special bed up on the poopdeck beside an enormous tortoise — perhaps 150 years' old — which dozed in a wooden box. Two smaller tortoises reposed amidships.

The unusually zoological atmosphere on the ship was further enhanced by the bales of hay and sacks of 'middlings' kept on the poop-deck to feed the non-carnivorous birds and beasts. The whole docile menagerie travelled from East Africa to the Zoos in Kobe and Yokohama.

A QUESTION OF DEADWEIGHT

As mentioned in our March issue, m.v. Van Linschoten recently made a Far East-Africa-Far East voyage in 'extra employ'. Cargo offerings for the return leg of this voyage became so heavy, that ways and means had to be found to make more deadweight available.

Normally, cargo deadweight from Africa to the Far East is calculated, amongst other things, on replenishing water and bunkers at Singapore. Each ship thus requires about a fortnight's supply on board on departure from South or East Africa.

In this particular instance, to 'make' extra weight it was first planned for the Van Linschoten to call at Mahé in the Seychelles en route from Mombasa to Singapore, and there to take on fresh water. However, when this extra-ordinary measure still proved inadequate to the weight demands, it was decided to transfer a quantity of bunkers to our s.s. Tjikampek at Mombasa. The Van Linschoten then called at Colombo instead for both bunkers and fresh water.

The fully-loaded Van Linschoten pumping over 175 tons of fuel oil into Tjikampek at Mombasa.



Photo: Captain H. Meyer.



1. An important part of sea-routine is "Life-boat stations", when every passenger must don his life-jacket and be checked at the proper place by a ship's officer — no hardship at all!



2. On the first night out from Brisbane, at a "Get Together" cocktail-party, Bill and Margaret met Captain Kuiken and got acquainted with fellow passengers.



3. A special feature of this voyage was the demonstrations of Japanese flower arrangements - Ikebana — by Mrs Sato, who also gave a course of lessons and awarded certificates to passengers on completion.



4. A daily dip in the swimming-pool was a 'must' for our couple.

**BILL
&
MARGARET
TAKE A TRIP
II**

*Continuing our story of two passengers
on board m.v. Tjiwangi.*



5. Everyone enjoyed the sun and air in the bright sparkling weather; even the youngest passenger had her ration from a deck chair.



6. Bill and Margaret took exercise, amongst other activities, by playing table-tennis on deck.



7. When passengers rushed to photograph a passing volcanic island, Chief Engineer A. Bos viewed the scene with the equanimity of an old hand.



8. "It's fun, isn't it"?



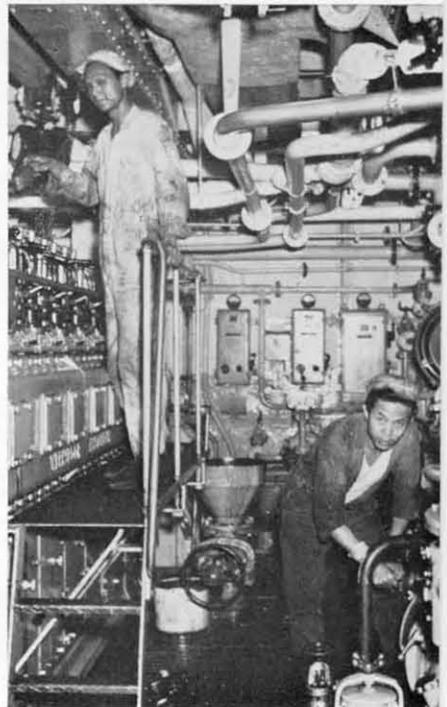


9. While passengers relaxed, the C.D. staff worked hard in the galley. Amongst other things, they created this masterpiece (held up by Headwaiter Tsang Shum) for a cold buffet luncheon served on deck.

10. A highlight on any voyage is the privilege of a visit to the bridge. Bill and Margaret had the technicalities explained to them by Quartermaster Wing Yung Fook and Second Officer B.C. Faase.



11. Down in the engine-room, Firemen Lee Wah Chuen and Lau Shek Tong played their part in the smooth running of the ship with their daily routine of oiling and cleaning.



13. On Sundays, a minister conducted a religious service for his fellow-passengers in the First-class (seen here) and Tourist Lounges.



12. Another deck-game — H-ring — was enjoyed by father and son.



16. Just time to write a few letters for posting in Japan.



14. Of course, one didn't *have* to do anything!



15. A passing vessel, after nearly 10 days at sea, made passengers realize the closeness of land.





THE HISTORY

OF A

TIN PLATTER

A bronze replica in the Western Australian Museum of the original Hartogsz platter (1616), which is now in the Rijksmuseum, Amsterdam.

Every student of Australian geography knows names such as Dirk Hartog's Island, Houtman Rocks, Tasmania, or Cape van Diemen, and he will most likely be able to tell something about the historic origins of these names. There are many names, every one of them relating to historic events or specific experiences of the crews of the many Dutch merchantmen which saw the Australian Coast, some of them with disastrous results. What was the reason behind these visits? History tells us that in the main they were quite unintentional and in fact that the discovery of the Western Australian coast was the result of navigational errors. The sea route to the East Indies around the Cape of Good Hope, the most southerly point of Africa, was opened by Portuguese traders. When the Dutch merchantmen penetrated the East Indies, they also followed this route, which carried them via Mauritius on a north-easterly course to the Sunda Straits (between Java and Sumatra).

The great heat and the many windless areas in the Indian Ocean, however, made these voyages unpleasant and lengthy. It was not until 1611 that the commander of a small Dutch convoy, Hendrik Brouwer (later Governor General of the Dutch East Indies) decided to follow a route which gave seamen the advantage of favourable winds and shorter crossings through the tropics. After rounding the Cape of Good Hope he continued due East, past Amsterdam Island, until according to his calculations he should be due South of Java, and then he changed to a northerly course. By so doing, Brouwer must unknowingly have sailed parallel with the Western Australian Coast at a distance of between 500 and 1,000 miles. This route proved so successful that the East India Company instructed all masters of its vessels bound for the East Indies to proceed along it. And so it happened: through a miscalculation in his navigation, Dirck Hartogsz in command of "de Eendracht" kept his easterly course too long and the West Australian Coast (then called "Southland of New Holland") rose from the horizon before him. He was then at 25° Southern latitude.

Hartogsz' logbook relates that he found "various islands, but inhabited and behind these a spacious bay with good anchorage". He called the largest island "Dirck Hartogsz Island" and the bay "Dirck Hartogsz Ree" (Ree = Rede, Dutch for bay). The island is still known by this name, but the bay is now called Shark Bay which is the name William Dampier gave it when he landed there 72 years later, on account of the many sharks his crew caught there to supplement their food supplies. In order to signify that the newly discovered land had been "taken in possession", the crew of "de Eendracht" nailed a tin galley-platter to a stake, after having inscribed it with a record of their call. As mentioned on the platter, Hartogsz left this place on 27th October (1616) and sailed along the coast in a northerly direction. He made a chart of the area between 25° and 22° South, called it "Eendrachtsland", and then returned to Bantam in Java.

Hartogsz's discovery and his chart received great acclamation from seafarers. A Portuguese chart dated 1620 shows this coastline with the notation "Terra descuberta Hollandesis a que chamaraon Enduacht au Concordia" (Land discovered by the Dutch, who called it Eendracht or Concordia). William Dampier misinterpreted this name and, referring to the many shipwrecks which had occurred on this coast, mentioned in his book "Voyages" that the Dutch had called this coastal area "Land of the Indraught", as in some mysterious way, vessels were drawn to these shores.

Indeed, subsequent to the visit of "de Eendracht" a great many vessels were wrecked on this coast. Some of these are recorded in history: the "Batavia" which was wrecked in 1629 on the Houtman Rocks, some of the mutinous crew then slaughtering 125 members of the ship's company: the "Vergulde Draeck" in 1656, when nearly all 200 people on board perished: and the mysterious disappearance of the "Ridderschap van Holland", which sailed from Holland on the 11th July, 1693 with not

less than 325 persons on board but which never reached Batavia. This latter occurrence caused the Dutch Government to send an expedition to try to locate possible survivors. With these instructions, a convoy of three vessels, (the "Geelvinck", "de Nijptangh" and "'t Weseltje") under the command of Willem de Vlamingh left Holland on 3rd May, 1696. It reached the Western Australian Coast near the mouth of a river crowded with black swans, which they called Swaanerivier (now Swan River, on which Perth is situated).

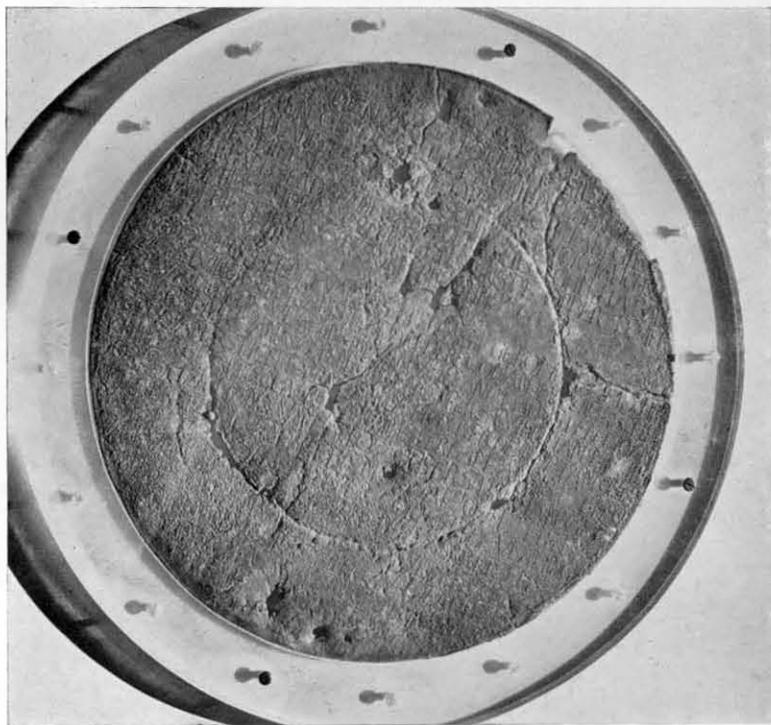
Proceeding North the convoy reached Dirck Hartogsz Island and anchored in Shark Bay. On exploring the shore, the mate found the tin platter lying in the sand near the stake erected by de Eendracht's crew 81 years before. The "Eendracht" platter was taken back by de Vlamingh to Holland; it has been kept until this day in the Rijksmuseum in Amsterdam (see photograph).

In its place de Vlamingh placed a larger platter, copying the message of Dirk Hartogsz, but adding his own records, making the total inscription as follows:

1616
den 25 October
is hier aengecomen
het schip d'Eendracht van
Amsterdam; de oppercoopman
Gilles Mibais van Luyck; de schipper
Dirck Hartoghs van Amsterdam. Den 27 dito
te seyl gegaen nae Bantam. De ondercoopman Jan
Stijn; de opperstierman Pieter Doekes van Bil; A° 1616.
1697 den 4 February is hier aengecomen het schip de Geelvinck
van Amsterdam, den commanderent schipper Willem de Vla-
mingh van Vlielandt; adisistent Joan van Bremen van Copenhagen;
opperstierman Michiel Blom van Bremen. De hoecker de
Nijpangh; schipper Gerrit Collaert van Amsterdam; adisistent
Theodorus Heermans van d°; d'opperstierman Gerrit
Gerritsz van Bremen. 't Galjoot 't Weseltje, gesag-
hebber Cornelis de Vlamingh van Vlielandt;
stierman Coert Gerritsz van Bremen.
En van hier gezeylt met ons vloot
den 12° voorts het Zuyt-
landt te onder soecken
en gedestineert
voor Batavia.



Translated: *On 25th October, 1616, the vessel "d' Eendracht" arrived here from Amsterdam; Head merchant Gilles Mibais van Luyck. On 27th ditto set sail for Bantam; assistant merchant Jan Stijn, chief mate Pieter Doekes van Bil; A° 1616. On 4th February, 1697, the ship Geelvinck arrived here from Amsterdam, Commanding skipper Willem de Vlamingh of Vlielandt; assistant John van Bremen of Copenhagen; first mate Michiel Blom of Bremen. The hooker de Nijpangh; Skipper Gerrit Collaert of Amsterdam, assistant Theodorus Heermans of ditto; chief mate Gerrit Gerritsz of Bremen. The galliot 't Weseltje; commander Cornelis de Vlamingh (son of Willem de Vlamingh) of Vlielandt, mate Coert Gerritsz of Bremen. And sailed from here with our fleet on 12th to further explore Southland and destined for Batavia").*



The original Vlamingh platter (1697) which has a copy of the Hartogsz inscription, as well as a record of Vlamingh's own visit. Now in the Western Australian Museum.

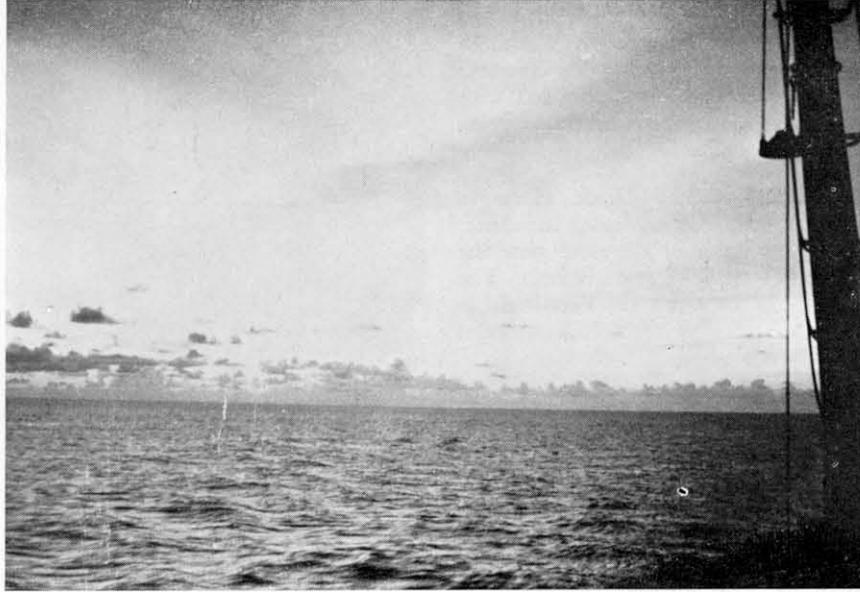
This tin platter re-appeared in history when in 1801 Napoleon sent a scientific expedition to this area on board the vessels "Le Geographe" and "Le Naturaliste" under command of Commodore Baudin and Captain Hamelin. Having found de Vlamingh's platter Hamelin ordered the inscription to be copied and the platter to be refixed to its stake - this against the wishes of some of his officers, who wanted to take the platter home to Paris. One of them, the cadet Louis de Freycinet, fulfilled this wish when in 1818 he returned to Shark Bay in command of the corvette "Uranie". De Freycinet presented the platter to the Institut de France in Paris. There the platter disappeared and remained lost for a long time. In 1897 a request was received from Western Australia to return the plate, but it could not be found. In 1938 a Colonel R.A. Crouch repeated this request, but again - notwithstanding a thorough search - it could not be located. However, during the war a certain Francois Renié found it in a small storeroom of the Institut de France, and so it happened that only on 28th May, 1947 was de Vlamingh's platter returned to its original shore; on that day the French Ambassador in Australia presented the platter to the Prime Minister of Australia. Some arguments arose amongst the Australian States as to which city was entitled to receive the platter. However, on the 5th June, 1950 it was given a place in the Western Australian Museum at Perth, together with two old stakes found at Dirck Hartogsz island. There it is today.

If and when you go to Perth, do go and have a look at this ancient tin platter - no, stare at it, and try to fathom its great significance, particularly for Western Australians and Dutchmen.

Mr J.J. van Mourik (Manager, Freight Dept.) has translated this interesting story for us, by kind permission of 'De Blauwe Wimpel'.

The photographs are reproduced by courtesy of the Western Australian Museum, Perth.

SUNRISE



By John Dyson, Passenger on board m.v. Van Cloon

Ask a sailor why he goes to sea and he will think to himself, while he rolls a cigarette of weedy, strong tobacco: Another stupid passenger's question. And he will say, rather shyly: "I like it, that's all. Good money, good life."

The Van Cloon was steaming at a steady 12 knots along the north coast of Sumatra and the smaller eastern islands of Indonesia. Hazy mountains lay off to starboard, where a volcano spurted a white feather into the shimmering sky. Brief thunderstorms hissed over the placid sea, and

as soon as they were over, the wet decks dried off in a matter of minutes under the fierce equatorial sun. Five days at sea: not one of them distinguishable from another but each more fascinating than the last. On the sixth day I set my alarm and got up before dawn, and if you were aware of my usual rising habits you would see at once how beneficial a cruise at sea can be! That morning I caught a glimmering of the sailor's truth. If there is any aesthetic value in his job I found it, on the sixth morning out of Singapore, ten days to go before Fiji.

"It's A Good Life"

Cheerful Sailor Wong Hak Toi greases the wire of a guy pendant — an everyday chore to prevent rust.



Fijian sugar cane is much relished by Quartermasters Wong Min Chung and . . . is it Wong Yuen behind that hand?



There was just a hint of a band of orange low in the sky dead ahead when I reached the bridge. The chief officer was on watch, leaning over the varnished mahogany rail. The outline of the ship was just becoming apparent. On the bridge a warm breeze fanned over the rail and almost dead astern one star still shone; but next time I looked it had gone. The light spread across the sea as if the brightly coloured orange strip, flat on the horizon, was a gap under a heavenly door, and the sea a carpet in a darker room. There was some cumulus ahead, silhouetted in black, but soon we passed beneath it. Half the sky became a mass of colour. At the horizon the orange took on a brighter and brighter sheen, and the

vivid colour moved upward. Fringing the glow, a loom of blush pink rose higher in the sky. When it touched the tip of the mainmast the sun came up.

At first there was just a glint, like the flash of polished gold. The sun rose higher, and grew wider, and for an instant seemed to melt along the horizon until it freed itself and jerked behind a small puff of cloud.

The air became quite cool at that moment, and goose pimples rose on my arms. But within half an hour the heat was taking effect and the haze melted away into a steely, burnished sky. The dawn at sea has no parallel. Ask a sailor!

"I Like It!"

Stewards Lau Wai Hung and Tommy Mak enjoy an afternoon dip.



Chief Engineer H.R. Meyjes relaxing on the hatch as the ship sails through the Torres Strait.



TEN YEARS AGO

1st July, 1954

OPERATION X (-RAY)

On Wednesday, May 19th 1954, the Medical Adviser of R.I.L. was in command of "Operation X(-Ray)". X-ray photos were taken of all three hundred and something members of the Home-, Regional-, Special- and Local staff of the Hong Kong Headoffice and also of the office of the Manager for Hong Kong and China. A Mobile X-ray unit of the Hong Kong Government had been made available, as a result of which the whole male staff was "taken" in the shortest time possible; the ladies were X-rayed in one of the hospitals.

This mobile X-ray unit, photographed outside the old office at West Point, now comes to North Point to x-ray the men, and the ladies go to a local clinic. Well over 500 shore staff are now x-rayed each year in Hong Kong.



SHIPBOARD WEDDING



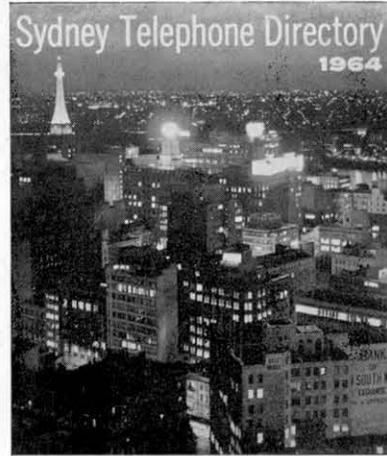
It is not a year since we reported a double wedding aboard the BOISSEVAIN. Now one of the officers concerned, Fourth Engineer A. Fransen, sends us a report of the wedding of one of his fellow-officers — Fourth Engineer A.H. de Boer — in Durban.

The bride-to-be, Miss de Roos, arrived from Holland one week before the BOISSEVAIN, in mid-May, and the wedding ceremony took place in "Die Gereformeerde Kerk". At the reception on board ship afterwards, the newlyweds were presented by the officers with an electric foodmixer.

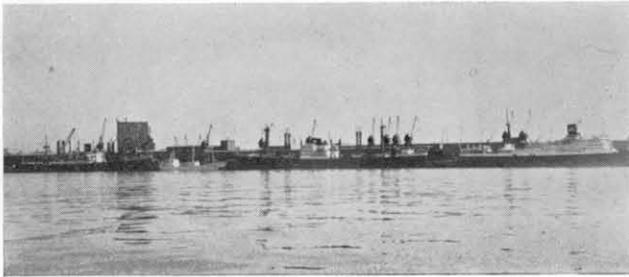
As the happy couple were showered with rice by well-wishers, they were 'snapped' by Tally Clerk Tong Bing Sun.

COMPANY

NIGHT IN SYDNEY



When we published a picture of downtown Sydney last month (page 106), we did not know that we were going to see almost identically the same shot — but taken at night — on the front cover of the new Sydney telephone directory. Here is a black-and-white reproduction. This time there is no need to outline In-teroceen House.



TRIPLE CELEBRATION

The Queen's Birthday (April 30th) was celebrated in Cape Town this year by three R.I.L. ships in line astern — Straat Soenda (eastbound in the CHIWAS), Straat Mozambique (eastbound in the ASAS) and Tjitjalengka (westbound in the ASAS).

Photograph by Chief Steward Yip Wing Kai
m.v. Straat Mozambique

CHILDREN'S DAY

One of Japan's many national festivals — formerly known as Boy's Day — fell on May 5th. It is the last of the three national holidays comprising "Golden Week", when carp cloth streamers are flown from bamboo poles to indicate how many boys there are in the household.

R.I.L. helped to celebrate the festival by inviting a group of 30 young newsboys, (whose job it is to deliver copies

of the "Mainichi Shimbun") on board m.v. Tjiwangi to enjoy the voyage from Tokyo to Yokohama.

Miss T. Tagawa (Tokyo Passage Dept.) was there too, to take these photos of the excited boys. Apparently, they thoroughly enjoyed getting acquainted with Australian and New Zealand tourists on board, and language proved no problem when they met other children!



WINNER OF A WATCH



Last month we announced the winners of the Anniversary Photographic Competition. Among them was Boatswain Ho Woon To of the Straat Banka, who is seen here receiving his gold watch from the Company's Personnel Manager, Mr W. Boogerman.

Looking on is Mr N.J. Timmer, Personnel Department, and (just a glimpse!) Mr D. Ma, Manager of the Chinese Crew Department.

獲得金錶者

本刊曾於去月公佈十週年創刊攝影比賽得勝者之名單，此圖乃本公司人事部經理布加文先生頒發獎品與得勝者「士打賓加」輪波臣何煥圖君時攝，傍立者為人事部之天馬先生及海員部經理馬家駒先生。

BEACHED ?

No! The Straat Fremantle was lying in the approach channel to Vitoria, awaiting a berth at the iron-ore quay. That very good photographer Mr E. Nakano of Messrs Martinelli (San Paulo), took this photograph when he went up to Vitoria to assist with the disembarkation of Korean emigrants from the Tjitjalengka.



The marriage of two people who are both working for R.I.L. is always an occasion for special celebration. On 1st June, therefore, among the hundreds of wedding-guests in a crowded Hong Kong restaurant were many R.I.L.'ers to give their good wishes to Mr Lai Chun Fai (HK HO CD) and Miss Lai 'Margaret' Sau Ching (HK HO TP). They are seen here against a backcloth on which the 'happiness' characters and the names of both families were inscribed, but during the long Chinese dinner they went from table to table to toast the guests in customary fashion. The bride wore the traditional, gorgeous, heavily-embroidered long gown in pink and silver colours, with a diamond, jade and pearl butterfly brooch and earrings, and a red bridal flower in her hair.

It is the custom at a Chinese wedding for all guests to write their names on a long piece of red silk (the lucky colour), and this is kept by the bridal couple. We hope that Mr & Mrs Lai will enjoy looking at their silk for many years to come.

PERSONALITIES

Mr F. Terwogt, Managing Director, made a short business trip to Manila, leaving Hong Kong on board m.v. Ruys on 14th June, and returning by air.

Mr P.A. de Loos returned to Sydney via Hong Kong from Home Leave at the end of June, to take over again as General Manager for Australia & New Zealand.

Mr W. Boogerman, Personnel Manager, visited Tokyo early in June.



Decorated junks towing a sampan to Josshouse Bay.

RAIN FROM HEAVEN

T'ien Hou, the Queen of Heaven, is the Patron Saint of the Boat People in Hong Kong, a deity to be treated with reverence and propitiated by all sea-going folk with food sacrifices, the burning of myriad joss-sticks, and the sharp explosion of fire crackers to disperse malignant spirits.

To this end, once every year, lavishly decorated junks and sampans sail to the old T'ien Hou temples, laying aside for a day the all-important fishing. The majority go, either to the best-known temple in isolated Josshouse Bay, accessible only by sea, or the impressive one at Castle Peak. To the latter, also, parade the villagers of this northwest region of the New Territories, many of whose lives are intertwined with those of the fisher-folk. Under the auspices of the Village Elders, each village presents some entertainment, which is performed along the route as well as at the temple: decorated floats, children on stilts, flower-girls, lion dances, lanterns, Chinese music, phoenix, shrines, signboards, banners and the 100-men-manned dragons, all pass in a bewildering variety of colour and sound.

After a drought in Hong Kong of nearly two years, the festivities were prepared this year with even more solemnity than usual, in the hope that the Queen of Heaven would cause rain to fall. When the first drops fell very early in the morning of 4th May, hopes were high; when the drops became heavy showers, paper decorations were hastily covered with plastic sheets by the practical Chinese, and small children were sheltered with umbrellas by hovering parents; when the showers turned into a deluge, there was little that could be done to protect the rain-drenched procession. To the heavy thump of drums, the brassy clangour of cymbals, and the melodious deep boom of gongs, the two-hour-long cortege wended its way past rows

of delighted spectators towards the temple. Paper disintegrated; finery became a bedraggled tangle; the crisp brown roast pigs were streaked with red and purple colour, and the streets ran with water. Lions splashed as they capered, and dragons became little more than skeletons with shreds of paper hanging from the bones.

Ten thousand followers of T'ien Hou, however, rejoiced to see the rains at last; big smiles were on the faces of the corpulent organisers as they panted up and down in their dripping singlets, each shepherding his own village group: the long-haired North-China lion — looking rather like a good-tempered Pekingese dog — rolled with abandon in and out of puddles: the children — right down to the last tot — retained the dark glasses which were obviously standard equipment for a child in the procession!



The golden-brown ceremonial lion, typical of North China.



Cantonese Lion Dance.

To the wild, off-beat rhythm of old Chinese musical instruments, the long line made its way to the T'ien Hou Temple, where the food was distributed to subscribers, paper clothing presented to the Goddess, and everyone watched the traditional 'shooting for luck'. Finally, the hard-working Lion dancers lead the shrines home in the late afternoon, each group to its own village, and the communities settled down to an evening of feasting and watching the highly-stylised performances of Chinese opera, while rain drummed down on the roofs.

In the deserted main streets the brown puddles, streaked with bizarre colours, grew slowly wider, watched no doubt by a benign Queen of Heaven.

Since that date, Hong Kong has enjoyed more rain — mostly brought by the comparatively mild Typhoon Viola — and its stoical citizens are enjoying the luxury of four hours of water every day. There is no longer any need for ships to carry fresh water from neighbouring countries, and the big laundry in R.I.L.'s Head Office is now in full swing again.



STRAAT JOHORE

SHIPS OF THE WEEK

On 5th June, broadcasts were made to m.v. Straat Johore as "Eastship" and m.v. Straat Magelhaen as "Westship". The relatives of the fortunate officers are photographed here in the Hotel Gooiland at Hilversum, where their messages were recorded for onward transmission to the ships.



STRAAT MAGELHAEN

SHORE LINES

When we published Captain H. Zeylstra's photograph of the extremity of the Cape of Good Hope in our May issue, we rather thought that this rugged picture of rock and barren trees would confound our readers. It would appear, however, from the many correct entries that we under-estimated them! Only one prize can be awarded, however, and the lucky recipient of HK\$15 this time is Miss P. Ruygh (Amsterdam - A.P.).

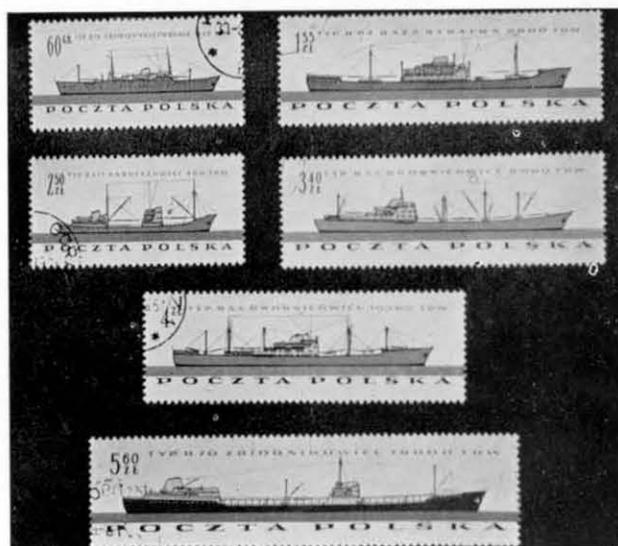
STAMP COLLECTORS AHOY!

From the collection of Mr A. Chiu (HK HO VZ) we show six Polish stamps.

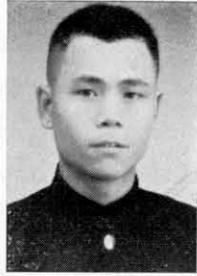
In 1961, Poland issued a set of multicoloured Stamps on the Ship-building Industry. This set comprises six stamps depicting ships of various types:

- 60g. — a trawler of 1,250 D.W.T.
- 1z.55 — a depot ship of 9,800 D.W.T.
- 2z.50 — a coaster of 9,00 D.W.T.
- 3z.40 — a freighter of 6,000 D.W.T.
- 4z.00 — a freighter of 10,300 D.W.T.
- 5z.60* — a tanker of 19,000 D.W.T.

* This stamp measures 108 m.m. and is the longest stamp ever issued.



IN MEMORIAM



It is with much regret that we have to announce the death on 24th May of Mr Chan Hou, quartermaster on board mv. "Sigli", when the ship was at Bangkok.

Mr Chan first served with the Company as a Sailor in 1958 on board the "Straat Soenda" and was posted to eleven other ships during his six years of service. He was a cheerful, good-tempered worker who will be much missed by his fellows. Our deepest sympathy goes to his wife and three children.

謹以沉痛之情宣佈「施吉利」輪舵工陳厚君在曼谷逝世之消息。

陳君於一九五八年加入本公司之「士打順達」輪為水手在過去六年中曾分別於本公司轄下七艘輪上服務。查陳君生前為人和藹愉快，今一旦與世長辭殊沉痛息。

最後本刊對陳君之遺妻及其三子女寄與無限同情。



It is with the greatest regret that we have to announce the death after a long illness of **Dr. Chi Tah Chih**, aged 61, in St. Theresa's Hospital, Hong Kong, on 7th June.

Dr. Chi joined Royal InterOcean Lines in 1951 aboard the old TJISADANE as Ship's Surgeon, and since then had served almost continuously on board the Company's passenger ships, the last one being m.v. "Tjiluwah" where he had worked as Ship's Surgeon for two-and-a-half years. He was a quiet man, but from his own personality one could sense authority, mixed with human kindness. He was always interested in new advances in medicine and took great pleasure in teaching and encouraging the studies of all the dressers who worked with him. He was greatly respected by officers and crew, and he never failed to give anybody — high or low — at any time his undivided attention.

Our deepest sympathy goes to his wife and two sons, particularly to Richard, whom so many R.I.L.'ers will know from the eight years during which he worked in the Medical Department at HK HO.

PROMOTIONS AND APPOINTMENTS

Our congratulations go to the following personnel who were promoted as from 1st July, 1964.

To Captain:

W. Ineke
G.v.d. Spoel

To Chief Officer:

J.J. Duit
H.K. Labrie
H.W. Louët Feisser
J.B. West

To 2nd Officer:

E.C.M. Jansen
H.v. Kapel
C.v.d. Knaap
A. Veldman
W. Verbaan
J.R.J. Visser
B. Vogel
R.B. de Vries
G.G.J. Witkamp

To 3rd Officer:

F.J. André
B. Anthonissen
M. Bokslag
J.P.H.M. Breuls
M.v. Dorssen
J.J. Kol
H.W. Lijding
H. Posthumus Meyjes
G. Schreuder
Wiebe Verbaan
J.J.H. Vogel

To Chief Engineer:

C. Krul
J.C. Meulenberg
J.H.M.v. Miltenburg
A.E. Saman
P.A. Zwart

To 2nd Engineer:

F.J. Bruil
H. Noort
A.F. Roskam
A.J.G. Strengholt

To 3rd Engineer:

J. Coppoolse
R.R.v. Geest
Frans Huizinga
M. Lessing
J.B.v.d. Vegte
J.v.d. Zee

To 4th Engineer:

A.M.P.v.d. Avert
F.J. de Boer
G.F. Dekker
G.L. Dekker
E.v. Draanen
H.J. Engels
G. Hoeksma
A.C. Hulst
J.F.G. Jacobs
M.J. Kuit
J.N. Lohuis
H. Meyer
Tj. Molenaar
J.J.G. Rijnders
R.W.I. Rijnders
L. Rolsma
M.C. Schoremans
R.G. Visser
R.C. Zwaan

To "Chef van Dienst"

K. Dirkzwager (Kobe)
G. Kasteleijn (Durban)
J. van Middelkoop (E.V.)
H.F. Veugelers (HK HO PCT)

To "Hoofdemployé Regional Staff"

Chiu Iu Hung (HK HO VZ)
Lee Kwok Leong (HK MH)
S. Lee Wai Tak (HK HO VZ)

The following personnel were appointed:

To "Employé Regional Staff"

W.D. Abadee (Sydney)
B.H. Polain (Sydney)

FAMILY NEWS

Weddings

By proxy, Mr R. Bakker (HK HO FB) to Miss J.C. de Koning (Holland) on 2nd June.

In Sydney, Miss N. Barrie to Mr T. Luke on 13th June.

In Hong Kong, Mr T. Petersen to Miss A. Leon on 1st July.

In Durban, Mr N.L. Padt to Miss J. Flight on 4th July.





PERSONNEL



NEW PERSONNEL

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

Mr W. van Eijk	4th Officer
„ Th.J.H. Groeneveld	„ „
„ J.A. Tazelaar	„ „



TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain (temp. service) H.J. Steenberg, Master of m.v. Tjinegara terminated his contract of employment.

Captain (temp. service) L. Rademaker was posted to m.v. Tjinegara. Chief Engineer A. Snoek of m.v. Straat Bali went on home leave prior to retirement.

Chief Engineer M.G. de Wever was posted to m.v. Straat Bali following hospitalisation.

Chief Engineer H.M. Deggens was posted to m.v. Straat Soenda following home leave.

Chief Engineer A. Geurts of m.v. Straat Soenda went on intermediate leave.

Acting Chief Engineer J.G. Mayoor of s.s. Tjibodas went on home leave.

Chief Engineer P.A. Zwart of m.v. Tjimanuk was posted to s.s. Tjibodas.

Chief Engineer A.E. Saman was posted to m.v. Tjimanuk following home leave.

Chief Engineer G.H. Menses of m.v. Straat Johore went on home leave.

Chief Engineer (temp. service) A. Bos was temporarily posted to m.v. Straat Johore.

Chief Engineer M. de Groot of m.v. Straat Cook went on home leave.

Chief Engineer J. Stoop was posted to m.v. Straat Cook following home leave.

SUCCESSFUL EXAMINATIONS

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



Mr H.W. Louët Feisser	2nd Officer	I	20.5.1964
„ P.D. Algra	3rd „	Th.II	14.5.1964
„ Th.G. Ronkes Agerbeck	„ „	Th.II	19.5.1964
„ L. Dekkers	5th Engineer	A	25.5.1964
„ P.F. Feleus	„ „	A	12.5.1964
„ P. Geertse	„ „	A	14.5.1964
„ J.J. Koeman	„ „	A	13.5.1964
„ J. Pasveer	„ „	A	27.5.1964
„ J. de Plaa	„ „	VD	11.1.1964
„ B.R. Wasterval	„ „	A	6.5.1964
„ W. Westerhof	„ „	A	12.5.1964

PROMOTION

Our congratulations go to Apprentice Engineer J. de Plaa who was promoted to 5th Engineer on 11th January, 1964.



LEAVE

The following personnel went on leave:

Mr O.J. van der Baan	Chief Officer
„ G. Dijkstra	4th „
„ J.J. Kol	„ „
„ E.P. Schlotter	„ „
„ S.P. Vermeer	„ „
„ A.J. van Vliet	„ „
„ L. Sinke	„ Engineer
„ F.H.J. Schlechtriem	„ „
„ H.J. Engels	5th „
„ E.F. Moen	Chef T.D. Yokohama
„ A.G.P.M. van Onzenoort	Adj. Chef
„ S. Bennema	H. Employé



Those who returned are:

Mr J. Kalf	Ch. Officer	posted to
„ E. van Laren	„ „	m.v. Tjipanas
„ F. List	„ „	m.v. Tjiliwong
„ T.R. de Groot	3rd „	m.v. Straat Bali
„ E.E. Lubach	„ „	m.v. Straat Magelhaen
„ W.H.C. Wijnhorst	„ „	m.v. Straat Banka
„ H. Noort	3rd Eng.	m.v. Straat Colombo
„ J. van der Zee	4th „	m.v. Tjitjalengka
„ A.V. Bierman	5th „	m.v. Tjiliwong
„ A.A. Baars	„ „	m.v. Straat Freetown
„ G.F. Dekker	„ „	m.v. Straat Clarence
„ J.P.H.M. Smets	„ „	s.s. Tjikampek
„ A.P. Eekhout	Purser S.G.	m.v. Straat Colombo
„ W.A. Mulock Houwer	H. Employé	m.v. Straat Banka
		Kobe

LEAVING (OR LEFT) SERVICE

Mr M.A.H. Ritmeester	3rd Engineer	own request
„ G. Baarspul	5th „	— „ —
„ R.E.L. Hutzezon	„ „	— „ —
„ H. Wehmöller	„ „	— „ —



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 - July". 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 August 15th. The winner will be announced in the September issue.

See page 137 for the winner of May's Competition.

A LANDLUBBER'S LEXICON

"Nippers"

are small lengths of rope fastening a cable to a 'messenger'—a large rope being hauled in by a capstan.

"Nippen" is the Dutch word for 'sip'.

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



SHORE LINES

(see inside back cover)

