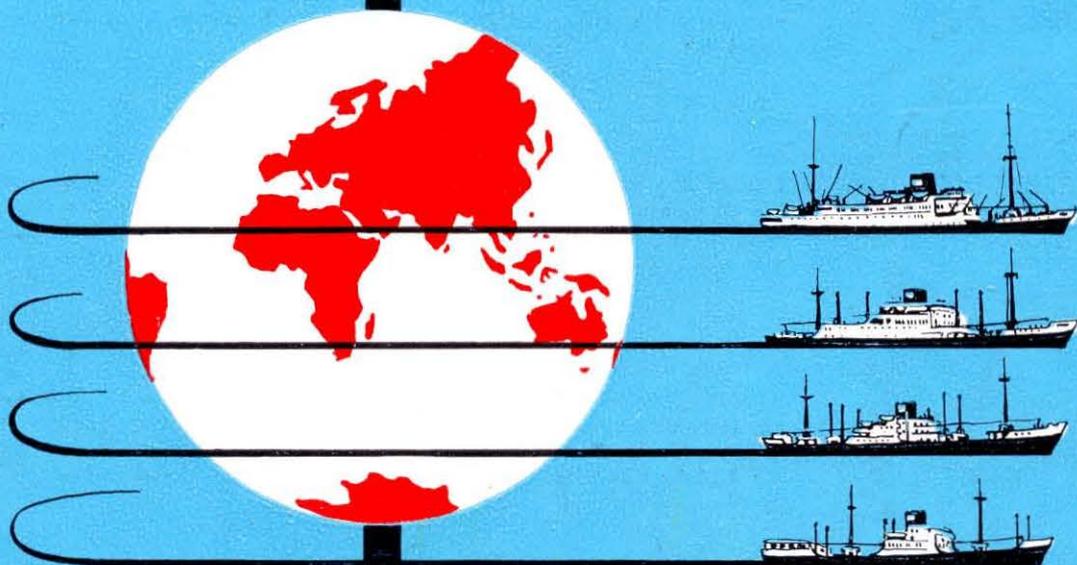




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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NOVEMBER 1964
VOL. XI. NO. 11



R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

ROYAL INTEROCEAN LINES

P. O. BOX 725

HONG KONG

'PRIVATE EYE'



You want to see more of him?
Turn to page 214.

(Photo: Hiroshi Fujiwara — Kobe)

"The photogenic Bo'sun"

(page 210)



From the Editor

HIGH WINDS IN HONG KONG

The 'Autumn Tiger' in Hong Kong turned out this year to be a real fighting beast!

The 'dai fung' (big wind) season, which started early this year at the end of May, went right on till mid-October when the mighty atom 'Dot' roared in with an accompaniment of nearly 14 inches of rain and a speed of up to 118 knots. She set up a new record in the Colony: it is fourteen years since there was an October typhoon, and eighty years since there were five in one season.

'Les Girls' (Viola, Winnie, Ida, Ruby Sally, Tilda and Dot) proved considerably disrupting to R.I.L. Ships have been hurried out of the usually-crowded port to the comparative safety of the open sea; others have delayed arrival, with the usual upsetting results to all concerned.

Everyone in Hong Kong is familiar with the Local Storm Signals: No. 1 just gives the information that a depression exists within 400 miles: No. 3 strong winds (mean speed 22 - 33 knots) and gusts of gale force are expected, and the knowledgeable start looking at their weather charts: Nos. 5 - 8 — definite warnings of gales (34 knots and upwards) from different directions: R.I.L.'ers start making for home, especially those who must cross the harbour: No. 9 — the gale is increasing and ferries are likely to stop: No. 10 and the typhoon is upon us. Rumour has it that a gun is fired at this point, but personally we have never heard a thing over the screaming winds!

This year, the No. 1 signal has been hoisted eleven times, and the No. 3, thirteen times. Fickle Tilda hung about for five whole days, with the result that a calm harbour was completely empty of ships and it took even longer for lighters to struggle out of typhoon shelters. There was also one confusing morning when the main road near our Head Office was flooded by an overflowing service reservoir, causing all transport to come to a standstill for nearly an hour. The stragglers arriving at intervals throughout the morning were in sharp contrast with the usual R.I.L. punctuality — 0830 on the dot!

The 'Feng Shui' man was right in predicting that the Dragon Year would bring rain, but that animal just doesn't know its own strength!

May this be our apology to readers for the — unprecedentedly — late arrival of *R.I.L. Post*.

A giant land tortoise under the unique coco-de-mer palm with a background of the sea is the coat-of-arms of the Seychelles Islands — pages 206-7.



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

TJIWANGI — FLOATING UNIVERSITY



The students gave a demonstration of Judo on the Tourist Class deck.

A new departure for R.I.L. recently was the carriage of fifty-six Japanese students on a round-trip 'study-and-goodwill' tour of Hong Kong and Australia aboard Tjiwangi.

The students, together with two Japanese and two Australian leaders, embarked at Kobe in July. The boys, who travelled as Third Class passengers, came from 18 different colleges and universities in Japan. They followed a strict routine on board ship, and the good organization of their own student committees ensured that they all enjoyed every activity.

Exercises on rising were followed by a morning of lectures (English language and Australian Culture and History in particular) and the afternoon was given over to sport. Each evening had its own particular shipboard activity. A demonstration by the Japanese of Judo and Karate on the Tourist Class deck was particularly enjoyed by other passengers. In their turn, the boys much appreciated two talks given to them by an Australian first class passenger, the Hon. W.C. Haworth, Member of the Federal Parliament of Australia. The students were keen participants in a Table Tennis Challenge Competition for all passengers.

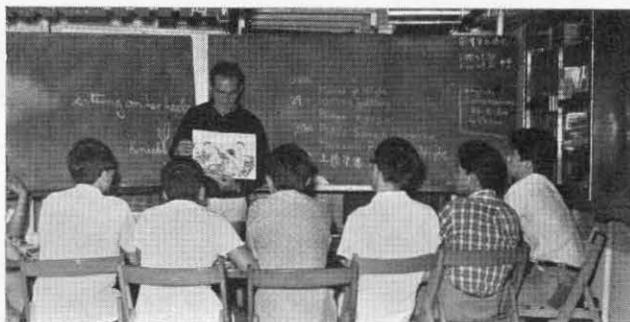
Australia proved its usual hospitable self to the lads, who each stayed at several different homes during their over-land trip from Sydney via Melbourne, Canberra and Armidale to Brisbane.

When the ship arrived at Yokkaichi in September, the youthful group had nothing but praise: "Meals were particularly good", said one. All agreed that their spoken English had improved out of recognition; they had made many Australian friends, and "We had the most significant and fruitful summer vacation we have ever had".

1. *The lecturer was assisted by two large blackboards.*

2. *Private study in groups.*

3. *Swimming was enjoyed in the portable swimming-pool.*



R.I.L. ACTIVITIES

The **Far East — East Africa/Lourenco Marques Service** will in future be designated "East Africa Service (EAFS) — as it is indeed generally known — instead of *Extended EAFS*.

The five ships in the **Asia-South America Express Service** will now make scheduled calls at both Port Swettenham and East London en route to South America.

m.v. Straat Malakka will remain in ESAAS, and **m.v. Van Heemskerck** in CHIWAS employment for the time being.

m.v. Van Waerwijck loaded again in China ports in mid-September for Indonesia via Hong Kong and return.

m.v. Steenwijck was re-delivered to her owners at the end of October.

PAPER WEIGHT

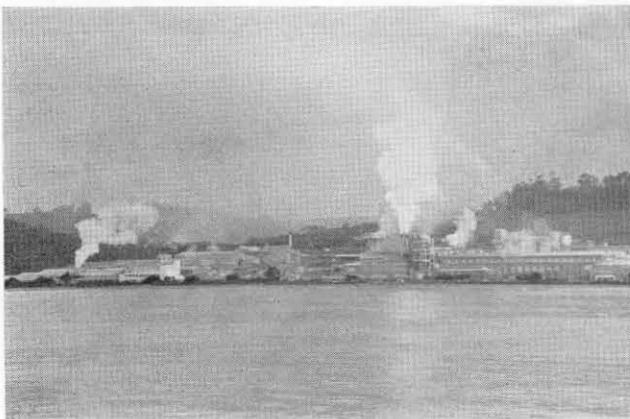
A.



The little port of Burnie in northern Tasmania which is an optional call for ships sailing in the New Zealand-East Asia Service (ANZEAS), recently received a call from the Van Noort, with our old friend, Captain H. Meyer, aboard.

Captain Meyer tells us that his retirement has been postponed for a few months, so he whipped out his ever-present

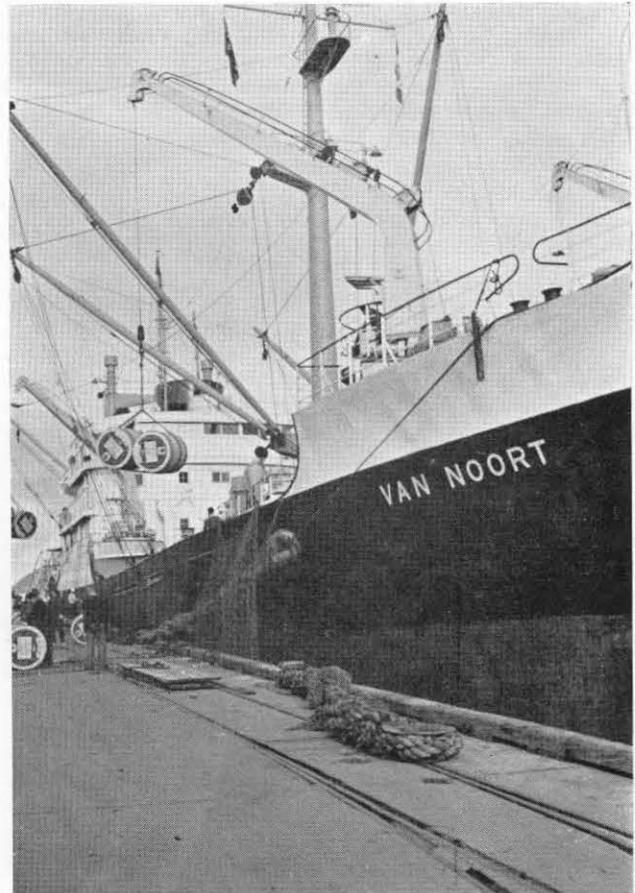
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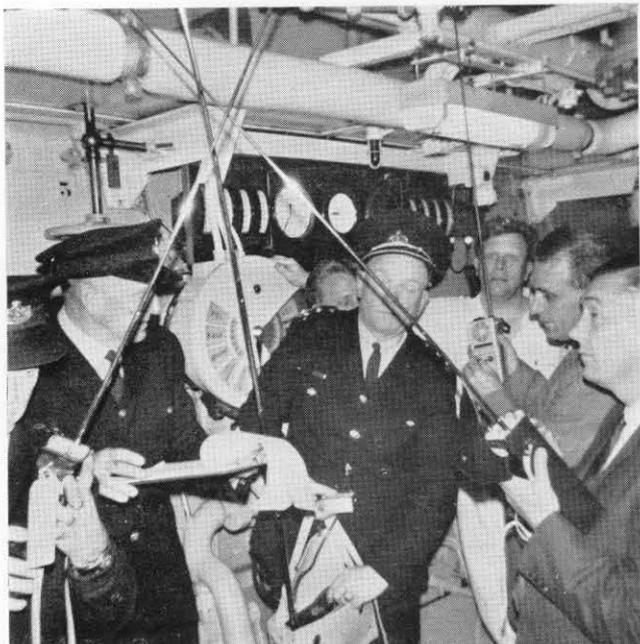
camera and took these photographs for *R.I.L. Post*.

In picture A, Van Noort is seen approaching the wharf from Emu Bay. The big papermill (B) produces the well-known 'Burnie-board' and paper-reels which were loaded for Manila (C). Previous ships have also loaded for other south-east Asian ports.

C.



FIRE FIGHTERS



"Is it a radio-active fish?"

The incredulous expression in the background is on the face of Chief Engineer Reuvers as he watches the senior fire officials testing radios in his engine room.

The "Straat Cumberland", berthed at No. 12 Pyrmont, Sydney, was recently the scene of experiments on new fire-fighting equipment. Our Company had been approached

by the Metropolitan Fire Brigade for permission to board one of our vessels to test various types of portable wireless sets, to ascertain their reliability under shipboard conditions.

On the morning of the 10th September, Captain H. Blackwood (Officer commanding fire floats on Goat Island), Mr. H.R. Barker (head of the Fire Brigade), senior members of his staff, and technicians boarded our vessel loaded with equipment. The sight of all the "brass" proved too much for a few of the wharf workers busy (?) working on board, and such remarks as "What horse won the first at Randwick?", "Tune into Bandstand, mate!" and "Come in Car 54" accompanied them as they proceeded aboard.

The centre of operations was set up on deck and Chief Engineer P. Reuvers accompanied the first group to the lowest part of the engine room. Testing commenced and although the receiving of messages proved satisfactory, relay back to the deck left something to be desired. When the sets were next tested in the lower holds, however, the results were much improved.

We have been informed that, following these successful experiments, the N.S.W. Fire Brigade will be equipped with the portable wireless sets for the more efficient management of fire-fighting in ships and large buildings.

R.I.L. had a "first" again, but it is hoped that it was also a "last" and that there will be no need to use the new equipment on our ships again in the circumstances for which it is intended.

W. HUGHES (Sydney — Freight)

LOADING SODA-ASH

Down the chute and into the hatches of the Van der Hagen in July came some 16,000 bags of Kenya soda ash, bound for New Zealand in the Africa-New Zealand Service (ANZS). Two overhead belt conveyors from the Magadi godowns were augmented by railway wagons shunted on to the apron at Kilindini's berth No. 9, in order to load the total shipment of about 1,500 tons which was consigned to a glass factory in Auckland.

(Photo by courtesy of Messrs Edward Rodwell News & Features Agency, Mombasa).





THE SEYCHELLES

Victoria, capital of the Seychelles.

When sailing in Tjibantjet on the Far East-East Africa run, Captain W. Ineke was fascinated by that little-known Indian Ocean group of islands — the Seychelles. For the benefit of R.I.L.'ers, he has taken the trouble to write something about them:—

When holiday-time comes, many people try to escape from the worries and strain which characterize man's life in this atomic age. There are many beautiful spots in the world, but it is doubtful if one can find many in which to enjoy complete relaxation. Holiday resorts nowadays are so well organised, offer so much entertainment, and attract so many visitors, that one often feels more tired at the end than at the beginning of a holiday. There are still, however, a few places in which to get away from traffic, television, newspapers, juke boxes and "nozems". One of these is the Seychelles group of islands.

Seychelles is a British Crown Colony in the heart of the Indian Ocean with ninety odd islands and a scattering of islets. Mahé with Victoria, Praslin, Silhouette, La Digue, Curieuse, Félicité, Cerf, St. Anne, Anonyme, Frigate, the Amirantes, Aldabra, and Providence are a few of the many names — mostly French — which are spread over some 600 miles of ocean.

Geologically, the islands fall into two entirely different groups — granitic and coral. The coral islands are flat elevated reefs, all in different stages of formation. The granitic islands — twenty-eight in number — are mountainous and are believed to be the remnants of an ancient land-link between Africa and Asia.

Persian and Arabian dhows visited the islands in the 12th Century, and European pirates used them as hide-outs during the 16th and 17th centuries. Vasco da Gama called in 1496 — the first recorded visit — but there was no population until the first French settlers arrived in 1770 on St. Anne Island. Names were shifted in quite casual fashion and today's Seychelles group derives its name from the Vicomte Moreau de Séchelles, a minister of France.

After the Napoleonic wars, the Seychelles became a British possession.

The inhabitants of these fertile and lovely islands are descended from slaves (abolished in 1834) and from French, English, African, Chinese and Indian settlers and visitors. Despite this mixture, they form a distinct people, heavily influenced by French culture, language and outlook. 90% of the population is of the Roman Catholic religion.

Mahé, the main island and largest of the granitic islands, lies 990 miles east of Mombasa, 934 miles north of Mauritius and 1650 miles south-west of Colombo. It is 17 miles long and 3-7 miles wide, with steep slopes rising sharply in the centre to a chain of mountain peaks from North to South. The highest peak, Morne Seychellois, rises to nearly 3,000 feet.

The coconut tree predominates in the Seychelles and copra is a main agricultural product for export. Other important ones are cinnamon and vanilla. Breadfruit, cassava, root crops and vegetables are grown for local consumption, as well as such fruit as bananas (as long as 2 ft.), pineapples, mangoes and papaya.

Mahé has very good roads. Victoria, the capital with a population of 10,500 (about a quarter of the total) is the only town and port (ocean-going ships anchor between Victoria and St. Anne Island). Its streets are old and narrow.

A drive round the island over the beautiful marine road is most fascinating: one sees attractive beaches, planters' large mansions, labourers' cottages, fishermen's huts, small stores and churches. The latter dominate the scene, especially at Cascade opposite Anonyme Island. There is little traffic and only a few cars are met.

Town Square, Victoria, Mahé showing The Three Brothers towering up behind.

Palm trees, pine forests, and women in long Victorian-style dresses with broad hats recall pictures of long-forgotten days. The smell of copra, cinnamon, pine, vanilla and coffee all help to create this atmosphere.

The mountain roads crossing the island give fantastic views, in several places from a height of 1,500 feet. Beaches are sandy and safe for bathing. Conditions are ideal for yachting, surfing, water skiing, big game fishing and underwater exploration.

Beau Vallon is one of the most beautiful beaches, shaded all day by palms and casuarina trees. Another excellent stretch of white sand, fringed by palm trees, is at Grand Anse.

The areas along the reefs that front Anse Aux Pins and Anse Royale are of great interest to the water explorer and collector of shells. Forty-four different kinds of cowry shells (that ancient medium of barter) are to be found in Seychelles, and nearly all of those on the reefs off Mahé. In addition, there are more than forty different cone shells, a rich acquisition to the enthusiastic conchologist.

Weather conditions for big-game fishing are best from October to May. Sailfish, wahoo, barracuda and bonito are frequently hooked. The weight of a sailfish runs to well over 100 lbs and the length, from 7-8 ft. (a catch that is really something to write home about).

Flora and Fauna are surprising on Praslin Island, home of the unique coco-de-mer palm. These extraordinary trees can also be seen in the Botanical Gardens at Mahé. They take 25 years to mature and can live for more than 400 years. The fruits take six years to ripen and are the largest seeds in the world. Each nut can have a weight of up to 50 lbs, and being of male or female sex makes them more interesting.

Praslin Island can be reached by launch from Mahé. In the coco-de-mer forests lives the black parrot, a very rare bird which — like the rare Cousin Island Warbler — is found only in the Seychelles.

Although hotels are simple, they provide reasonable comfort for the visitor, and any short-comings are more than recompensed by the peacefulness* of these kindly evergreen islands.

(Information by courtesy of the Department of Tourism & Information, Victoria, Seychelles)

W.I.

* Inevitably, the Seychelles is beginning to get acquainted with modern progress. New style architecture is already visible, and even space exploration has touched this paradise. The white dome of a Satellite tracking station on a Mahé mountain is evidence of this.



The Turtle Pond, where all turtles coming from outlying islands are stored and auctioned to local butchers.



A peaceful corner of the white beaches, as yet little disturbed by the outside world. *(Photo: W. Ineke)*



THE WEATHERMAN

This is not an attempt to predict the weather for the 17 million odd square nautical miles in which R.I.L. operate their ships.

With services ranging from Buenos Aires to Tien Tsin (both place names have a meteorological tinge) and Dakar near the Sahara to Invercargill in the Roaring Forties, R.I.L. ships move in a variety of climates, besides meeting occasional pameroes, typhoons or tornadoes.

It is interesting to observe how our seagoing personnel adjust themselves to the caprices of the weather. Our ships often move from tropical heat to freezing temperatures within a dozen days. There is always of course the snotty who forgets to notice the change in climate and is still in woollies on arrival, say, steamy Saigon.

In order to be prepared for all kinds of weather, ship's people acquire formidable wardrobes, because the outfit is uniform on board and civilian dress when ashore, to say nothing of rainwear and badweather clothes.

People adjust themselves to the various climates with very little ill effect. The Merchant Navy man today is in fact away from modern nerve-racking life ashore and, thanks to the immense improvement in working- housing- food- and medical care conditions, one of the healthiest persons on earth and quite fit to overcome easily a sudden change of climate.

Indoors we can create — more or less — a climate of our choosing because apart from ventilating, sunning or shadowing the compartments, there is also heating and air-conditioning available.

Of all the weather phenomena, it is the extremes of temperature and humidity which affect us most. The combination of these two climatic elements has a physiological effect on the human being and he feels vigorous, enervated, stimulated, oppressive or pepped up, according to the amount of water vapour in relation to the temperature of the atmosphere.

When travelling, it is interesting to find out what the climate will be like in the next port of call.

To this end we can construct a graph in which the monthly average humidity is set out horizontally and the monthly average temperature vertically. Such a plot is then called a climograph.

Before attempting to do this, one has to get accustomed to the following expressions:

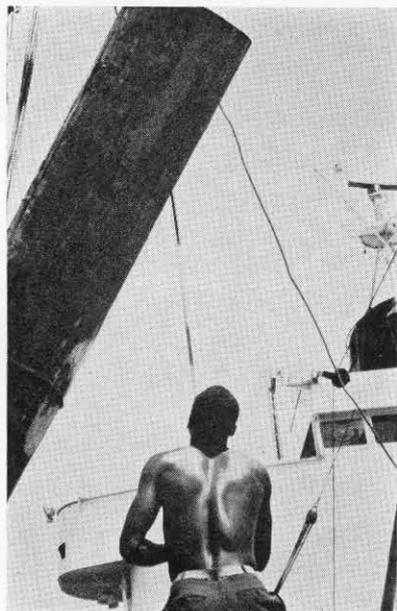
Scorching = high temperature and low relative humidity. A day is scorching rather than hot when our skin dries out and the weather is impairing our strength and ability. Heat cramps are a possibility.

Muggy = high temperature and high relative humidity. Enervating unpleasant atmosphere. Clothes stick to the body. Heat strokes sometimes occur. It is difficult to sleep.

Raw = low temperature and high relative humidity. Fine weather to contract colds and influenza. Clothing to prevent the body from getting damp or wet is essential.

Keen = low temperature and low relative humidity. Healthy weather although biting cold. Heavy woollen clothing a necessity, which to a certain extent limits our movements.

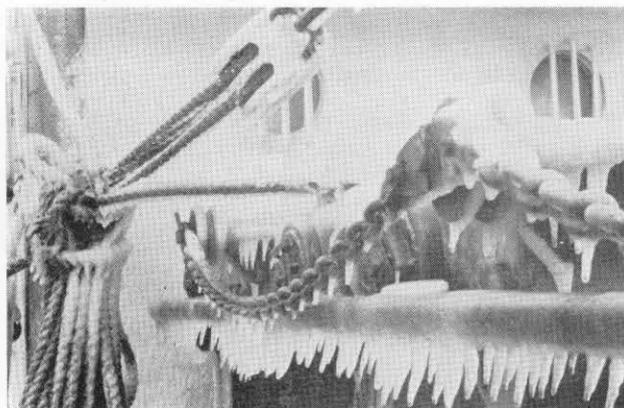
SCORCHING



Loading logs on board Straat Colombo in West Africa.

(Photo: P.F.M. Starmans)

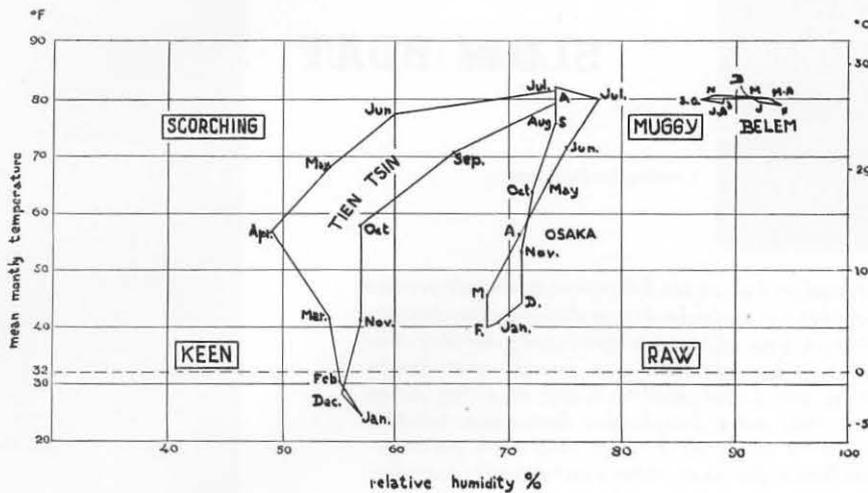
KEEN



Ice and Snow covered the decks of Roggeveen when off Tientsin.

(Photo: H. Koch)

Following are set out climographs for a few ports in the R.I.L. operating area. The data used are monthly averages and the weather on a certain day may be quite unrelated to the graph. Hong Kong for instance has on record a 32°F (0°C). This sort of thing, however, occurs only once in a dozen years or so. Then there are of course the daily fluctuations of temperature and humidity. The graphs thus give the *average* climate.



Belem in north Brazil is not the most beautiful city in the world but it certainly is about the muggiest. Such a climate is to be experienced to be understood.

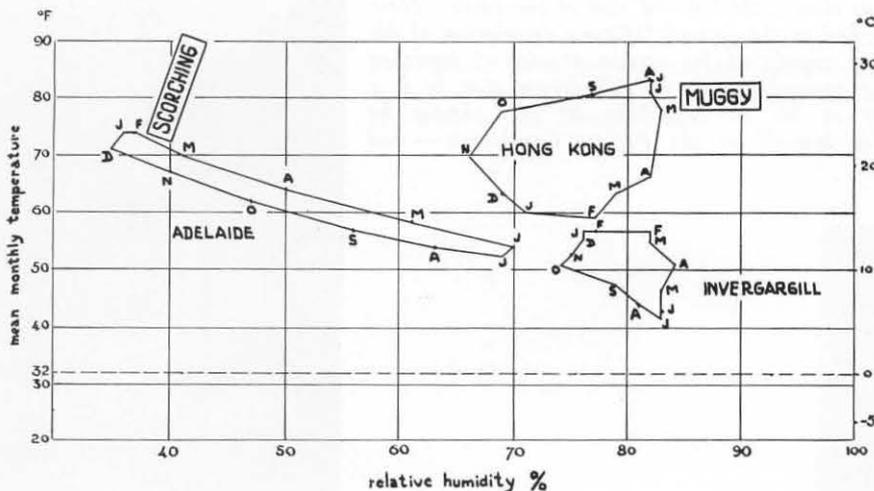
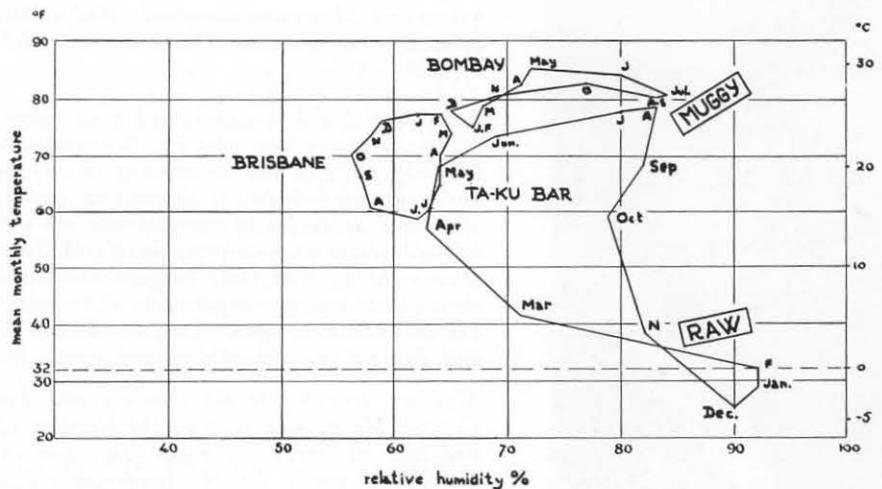
Tien Tsin has the largest range of temperature of all R.I.L. area ports. The cold air of the winter months contains little moisture and the atmosphere is "keen".

It is clear from the graph that the best time to visit **Osaka** is Spring or Autumn.

Bombay is always hot and in the summer, when the south-west monsoon carries plenty of moisture from the Indian Ocean, properly muggy.

Brisbane shows a nice enclosure with a modest change in both temperature and relative humidity. A nice, sunny and steady climate.

Ta-Ku Bar on the other hand has an enormous difference in summer and winter temperatures as well as a large variation of humidity which moves into the "raw" during the winter months.

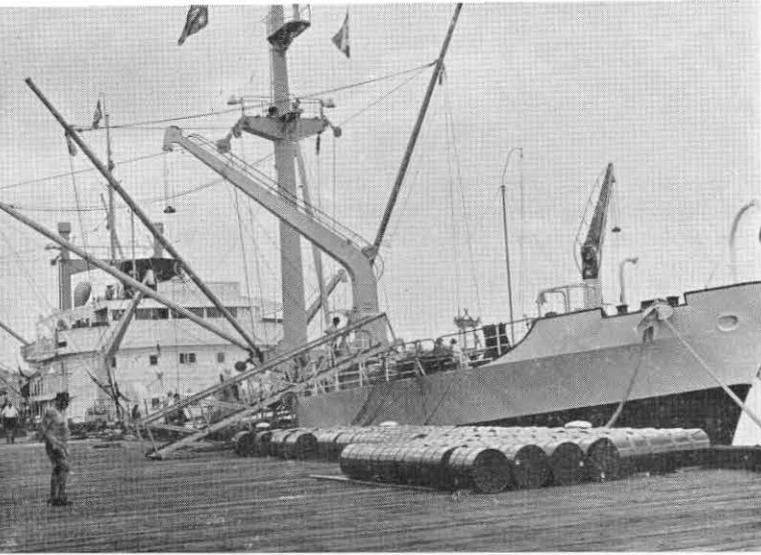


Adelaide stands out as remarkable, with just about the widest range in relative humidity of all R.I.L. ports. The winter and summer temperatures show a moderate difference but the hot dry air from the desert-like interior causes a parching atmosphere during the southern summer.

Most of us know how muggy **Hong Kong** is in the summer; rainy season, high temperature and negligible wind. The winter months with a not-too-low temperature and reduced humidity are in contrast very pleasant.

Invercargill has relatively small changes in temperature and humidity but the weather is in the southern winter at times really "raw".

C. Baak



Loading at Brisbane.

Fireman Chan Sang (陳生) tries his hand at the drums in the ship's band.



Bos'un Tsui Chan (徐燦) and some of the crew during lifeboat drill.



SLOW BOAT

"Cancer and a hole-in-the-heart operation, all within twelve months is a fairly big ordeal for one person, and when it was all over a good long holiday was in order. When we told our friends that Bobby (my wife) and I had booked a trip to Hong Kong and back they were delighted. But when we told them we were to go on a cargo ship with passenger accommodation for two, they were equally horrified. "What, going on a cargo ship? Why not a passenger ship, where you'll get pictures, organised games and other entertainment? And a Dutch vessel at that — my dear, the Dutch are so stolid." Stolid indeed".

Bobby and I did just that, and have never had any reason to regret our choice. Who wouldn't enjoy blissfully peaceful days of cruising in tropical waters, and unhurried visits to interesting ports of call? We loved every bit of our trip and were fascinated by such places as Kotabaru, the North Borneo ports, Manila, Hong Kong and Singapore. We remember these places and our experiences there with pleasure, but our happiest memories are of the little Van Neck and her not-so-stolid officers and men.

*Will we ever forget the courtesy and kindness of Captain Maan, who gave us the freedom of his ship and did so much to make our journey such a memorable one? Or the irrepressible Sparky, the man of many parts, and fellow photographic fanatic, who was always the life and soul of the party. How we laughed at the Second Officer's description of his shopping expedition for certain articles of feminine wearing apparel. Does he still dream that he is a fireman in his M**d*nj*nm Br*? I know he describes himself as the Perfect Gentleman — and*



Rough Going in

LETTER FROM

who made the round-trip from the Far East and back happy to reproduce some of





the Coral Sea.

A PASSENGER

a New Zealand via Australia
via Fiji (NZEAS). We are
is photographs on this page.



Captain J. Maan with (l. to r.) the
Third, First and Second Officers.

TO CHINA

Alongside at Jesselton.



*how right he is! We valued the Chief Officer's
friendship and will long remember those pre-lunch
parties to celebrate this and that occasion. Bobby
is grateful to the engineers for the unscheduled fish-
ing stops, and I have to thank them for the use of
the fan room as a temporary dark-room.*

*A fairy god-mother in the shape of the Chief Steward
watched over our welfare, and was responsible for
so many masterly touches, such as the appearance
of savouries when we had guests on board for drinks,
and the splendid 'Chinese Chow' as our farewell
dinner. And the photogenic Bosun and his crew —
we have a wonderful record of their performance of
the Lion Dance at Chinese New Year, — each in his
own way a help to us.*

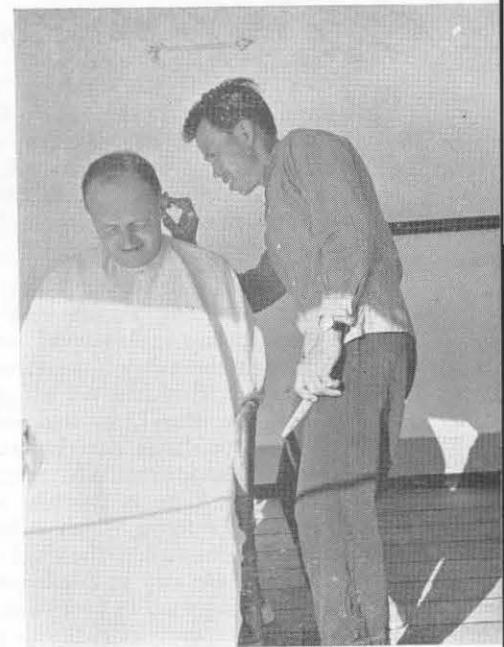
*The organising of Bobby's fishing line presented no
problems to the haircutting Quartermaster with the
blunt razor. Our comfort was well catered for by
'Opa' the cabin steward, and his concern if a
mosquito dared to appear in the cabin was a joy to
behold. We have to thank Cook for his marvellous
meals, even if it has meant months of strict dieting
since our return home.*

*Our grateful thanks to Captain Maan, the Officers
and crew of the Van Neck for a truly wonderful
holiday — the Royal Interocean Lines should be
proud to have such men in their services*

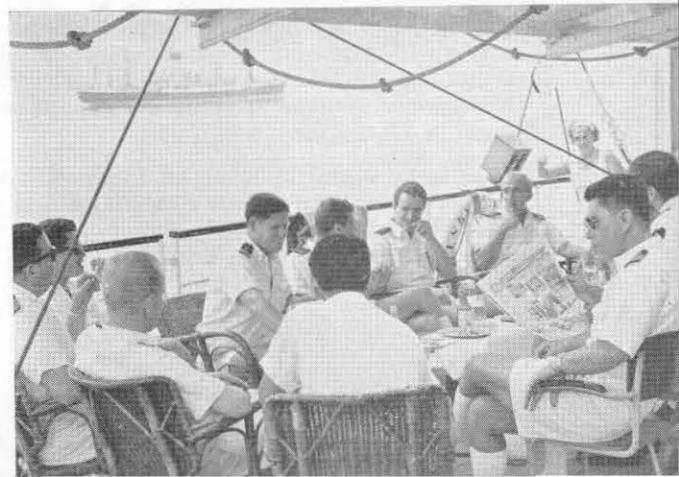
*But two things worry me. How on earth are all
those pilots managing without our valuable aid, and
who is now responsible for overseeing the stowage
of cargo at the various ports?"*

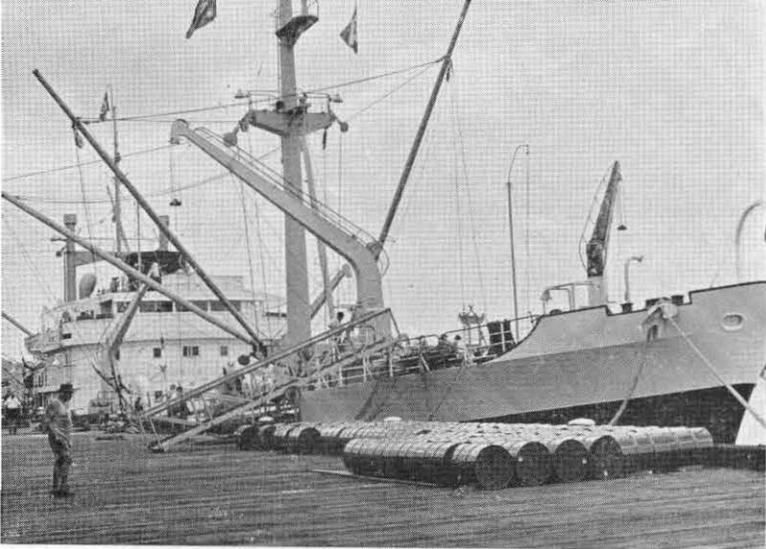
R.J. FELTHAM.

Quartermaster Leung Cho (梁灶) at work.



Celebrating the birth of the Second
Engineer's daughter.





Loading at Brisbane.

Fireman Chan Sang (陳生) tries his hand at the drums in the ship's band.



Bos'un Tsui Chan (徐燦) and some of the crew during lifeboat drill.



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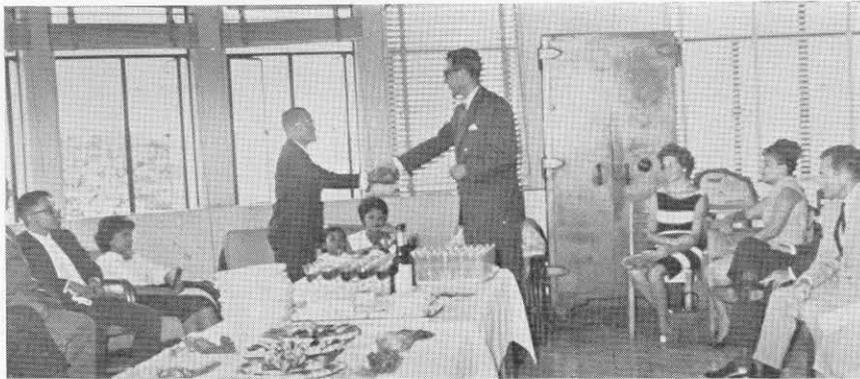


Rough Going in

LETTER FROM

who made the round-trip from to the Far East and back happy to reproduce some of





JUBILEE FOR MR TAPANG

The fifth, and last pre-war, employee in Manila to complete twenty-five years' service with the Company is Mr Juan E. Tapang, and on 1st October all the Manila staff gathered together to celebrate the occasion.

Captain H. Meyer, the Chief Officer, and Chief Engineer of the Van Noort were also able to be present.

In his address, Mr P. van Schaardenburg (R.I.L.'s Representative in Manila) outlined Mr Tapang's career with the Company, which covered two separate periods: from 1928 to 1941, and from 1953 onwards. It was R.I.L.'s good fortune that Mr van Walree had brought him back to the

fold a second time. Mr Tapang's cheerfulness and forthright approach were two of the qualities which had made him so successful a No. 1 canvasser.

Speaker then presented the Company's memento—a wrist watch inscribed with Mr Tapang's name and dates of service. Congratulatory telegram from Managing Directors, from Tokyo and from Hong Kong were read.

In a brief reply, Mr Tapang thanked everyone for their kind remarks and proposed a toast to the continuous prosperity of the Company.

Mr Liebenschutz and paid tribute to the happy relationship which all had enjoyed with him through the many years. His flair for dealing with people had resulted in—as Mr Hens commented—"The great respect and real affection of all his staff" who had enjoyed the extremely pleasant atmosphere in HK MH—crowded though it might be just now!

In his (as always) extempore reply, Mr Liebenschutz stressed his personal enjoyment of 'every damned day' with R.I.L., promised that a photograph would be sent of whatever was bought with the contents of the presentation 'red envelope', and concluded with a special word of thanks to Mr Loo Yuen Pok (盧元博) J.C.O.'s No. 1 Shroff, who had been with R.I.L. almost as long as he himself.

A song in Dutch fashion.



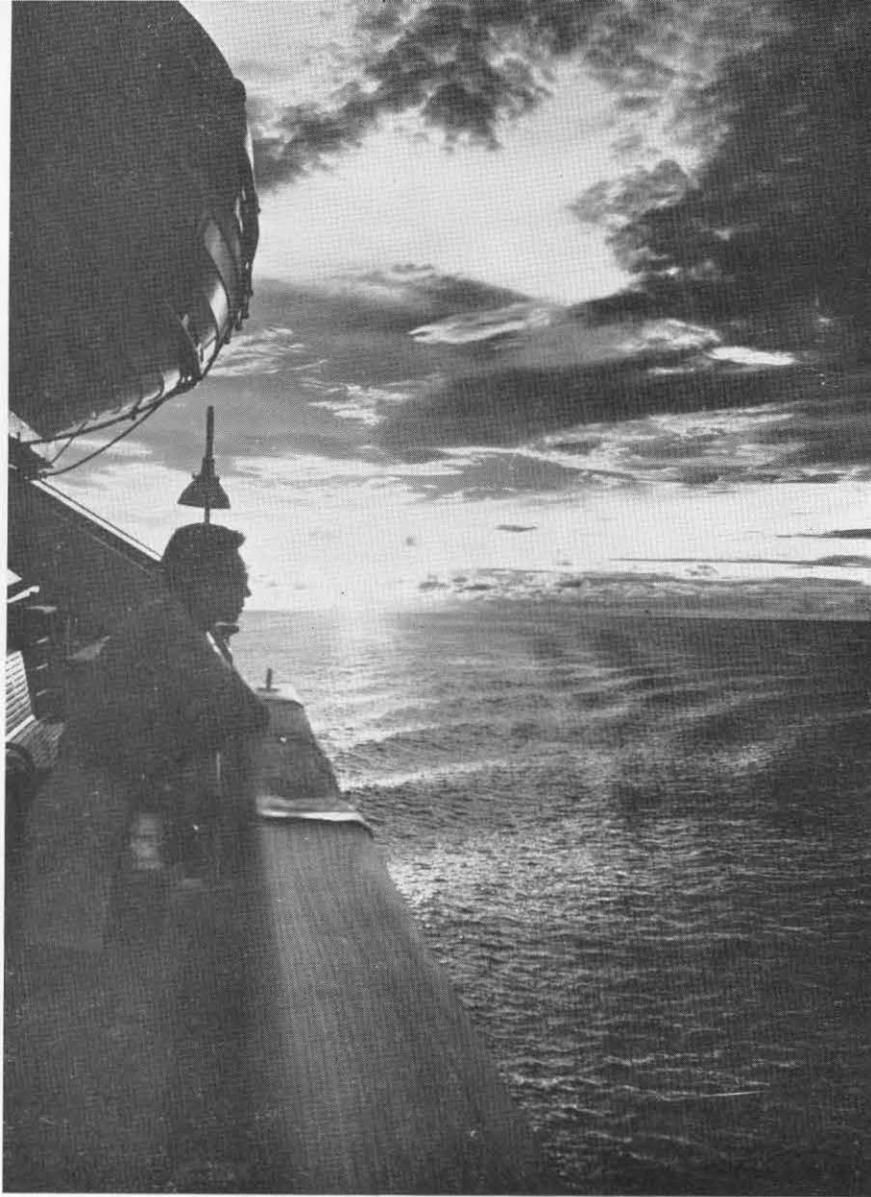
The proceedings at that point finished with the presentation by Mrs Olivia Yih (曾澄琬) of the traditional piece of red silk covered with signatures to Mrs Liebenschutz. The party, however, was carried on with great zest and apparent reluctance to say Goodbye, until the small hours of the morning.

SHORE LINES

The September 'puzzle picture' was of one of the lesser-known ports of call for R.I.L. vessels, Matadi, which is about 80 miles upstream from the mouth of the mighty Congo River.

It needs a vessel with plenty of power to navigate the strong currents of the 'Devil's Cauldron' between Boma (40 miles downstream) and Matadi, but on arrival the ship will lie alongside the "world's highest quay" (average height 66 feet) which was constructed out of the solid rock to circumvent the swift currents and great variations—up to 27 feet—in river levels. CHIWAS, and occasionally FEWAS vessels, have called there to exchange general cargo with mostly vegetable oils and veneers.

Congratulations to Fifth Engineer R.G. Koopmans of the Straat van Diemen, who wins the award of an R.I.L. letter-opener.



“CALM SEAS AND A SAFE RETURN”

This is the wish we gave to our ‘private eye’, Peter Tse, when he left Hong Kong last Spring aboard Tjiwangi. He was behind the scenes with his camera to give you the ‘Bill & Margaret’ story, and has recorded many R.I.L. occasions over the last fifteen years for *R.I.L. Post*.

His reply to our good wishes was this beautiful photograph, expressing the hope of every sailor who ventures forth on the oceans of the world.

Here he is in Sydney with Correspondent Bruce Polain — no doubt they compared cameras!



For the first time in his life, he saw snow—in Japan.



Still clutching his camera, he visited a Japanese teahouse with some of Tjiwangi's passengers.



TWENTY-FIVE YEARS SERVICE



All Mr J.G. Baak's family (his wife, daughter and son) were with him when he celebrated twenty-five years' service with the Company on 28th September.

In the conference room of R.I.L.'s Amsterdam office, Mr Speelman outlined Mr Baak's career since 1930 when he commenced service with J.C.J.L. There had been a gap of about nine years, during which Mr Baak worked, first in the shipbuilding industry, and then as a chartered accountant, having qualified during and after the war.

Shortly after the war Mr Baak was re-engaged and appointed Manager of the Accounts Department in Amsterdam; in this capacity he had visited Hong Kong several times.

Mr Speelman then presented Mr Baak with an inscribed

'jubilee' watch, expressing the Company's appreciation of his many good qualities.

Mr Rouffaer read out the congratulatory telegrams from all over the world and presented Mr Baak, on behalf of all Amsterdam staff, with a barbecue grill and an easy camping chair. These will be kept in Mr Baak's caravan at Haamstede (Zeeland) where he very much enjoys the quiet life near the sea. Everyone present joined in singing Wim Zonneveld's famous song "Zo heerlijk rustig" to remind him of his hobby.

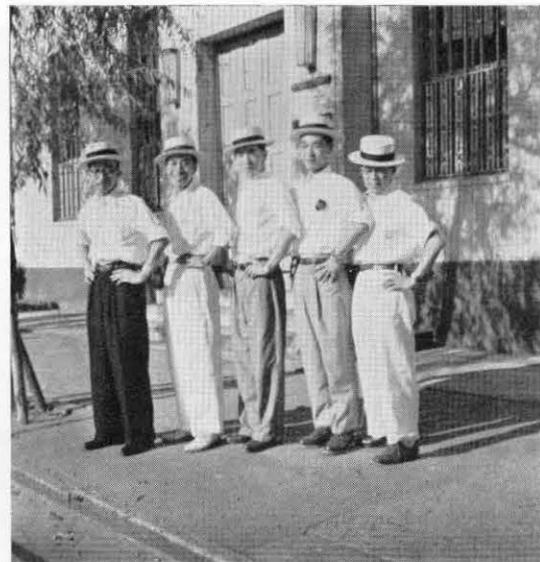
In his reply, Mr Baak said that although there had been ups and downs in his career, the balance was very much on the right side because of the good spirit and cooperation which is always found in our Company.

TEN YEARS AGO

1st November, 1954

"Boaters" are popular in Kobe

That Maurice Chevalier is not the only person in these days who sports a "boater", is proved by this photograph, showing some of the Japanese staff of R.I.L.'s Kobe office. In order to protect themselves against the merciless August sun, they donned this kind of headgear, which appeared to be very effective in the sweltering heat. The Port Captain, S. Oka, took this picture of some advocates of the new fashion. They are (from left to right) Messrs Yagi (Accts.), Oshima (Pass.), Yoshida, Sakai and Takihana (also of Accts.). Capt. Oka was awarded with HK\$10 for the "picture of the month" of November 1954.



VISIT TO SINGAPORE



Captain Th. G. Weemaes greets Managing Director, Mr D. Reyneker, who — accompanied by his wife — left Hong Kong on board Boissevain towards the end of September for a business trip to Singapore.

During their stay at Singapore, Mrs Reyneker entertained the residing wives of our ships' officers to a coffee morning at the lovely, spacious Dutch Club.



JUST FOR KICKS

Third Officer J.B. Nienhuis, who calls himself 'Trainer and Reporter' writes from Tjipondok:—

"It has been a long time since the Tjipondok team played a game of football (soccer), but in Dar-es-Salaam it turned out on the grassmatting of the Mission to Seaman and was defeated by 6 goals to 1.

When the players entered the field they looked like a herd of stampeding wild horses but it did not take long to reduce their speed to that of an old retired snail on a tar barrel.

After seventeen minutes of play, the first goal was scored by Tjipondok: rumour has it that this was an accident and that the player was offside.

From then on, the Packers — a local and probably well-trained team — were continuously on the attack, which made our goalkeeper nervous and caused him to miss a ball now and then.

Our team was overjoyed when the referee blew the whistle for the last time and everybody could return to the ship.

P.S. On checking the First-Aid box this morning, we found one bottle of iodine short."

FAMILY NEWS

Weddings

In Hong Kong, Mr Ho Kwok Kuen 何國權 (HK HO — Stats.) to Miss H. Lai on 28th September.

In Wollongong, N.S.W., Australia, Third Officer C.M.H. van der Velden (ex Tjiluwah) to Miss E. Behr on 14th November.

New Arrivals

To Mr L.A. Sparrow (Sydney — Pass.) a daughter, Helen Alice, on 3rd September.

To Mr R.B. Lenterman (Tokyo) a son, Robert Paul, on 5th September.

To Mr S. Heykoop (HK HO TD) a daughter, Katrina Maria, on 17th September.

To Mr C.J. van Tuil (HK HO ND) a daughter, Johanna Gijsberta, on 10th October.



WAKE

The eloquent description received from the Sydney Social Club (was it also inspired by a drop of the 'cratur?') of a 'Finnegan's Wake' compels us to point out (vide October backpage) that in the north of England a wake is indeed in the nature of an annual carousal — and naturally not accompanied by a corpse!

OLD FRIENDS MEET



When our Managing Director, Mr F. Terwogt, was in South America early in September, a reception was given for him at the Jockey Club in Buenos Aires. Here (from l. to r.) are: — Messrs. E.J. Baron Lewe van Aduard (Netherlands Ambassador), S.J.H. van Hengel (Director of Wm. H. Muller, S.A.), Mr. Terwogt, J. Dekker (R.I.L.'s Rep. in S. America), A.S. Mello (Man. of S.A. Martinelli's Rio de Janeiro office), A.W. Rost Onnes (Director of H.B.U.), and Dr. Angelo Martinelli Bonomi (Vice-President of S.A. Martinelli). Many other prominent people in diplomatic and business circles were also present.

LOG BOOK

SHIPBOARD PARTY

During Mr Terwogt's recent South American visit, a very successful luncheon party was held on board the Tegelberg, when the ship was at Santos. Next to Mr Terwogt in the picture are Mr Julio de Sá Bierrenbach (Port Captain) and Captain Fernando Hortala Ridel, Mayor of Santos. Officials of the Cia. Docas, IBC, Customs and Maritime Police also attended.



PERSONALITIES

Jhr. H.A. van Karnebeek, Member of the Board of Directors, accompanied by Mrs van Karnebeek, paid a short visit to Hong Kong at the end of September, during which he had discussions with Managing Directors. He was on his way to Tokyo to attend the Olympic Games in his capacity as Chairman of the Netherlands Olympic Committee.

Mr W.M. de Haan, Managing Director, left Hong Kong for Amsterdam on 29th October.

Messrs **J. C. Zwan**, Onderdirecteur, and **W. Boogerman**, Personnel Manager, made brief business visits to Tokyo at the end of October.

Mr C.L.C. van Kretschmar, Onderdirecteur, left Hong Kong on 17th October for a short visit to Japan.

Mr J. Versteeg, Marine Superintendent, made a three weeks' trip to Australia in October, during which he visited seven R.I.L. vessels.

Mr F. Kummer, Manager of the Catering and Purchasing and Stores Department, left Hong Kong on board m.v. Boissevain towards the end of September for a short business trip to Singapore, returning on board m.v. Tegelberg in October.

Mr J.J. Leurs, on the expiration of his Home Leave, took over again as Manager PZ (Officers), Hong Kong from Mr R.A. Koning who returned to Amsterdam (P.Z. Officers).

CHARTER SHIP

The Dutch ship Steenwijk, which was chartered for one iron-ore trip, loading for Japan at the ore berth in Vitoria in mid-September. The vessel was re-delivered to her owners at the end of October.



METEOROLOGICAL AWARDS

Many of R.I.L.'s sea-going staff are keenly interested in meteorology. The patient observations of mariners all over the world help to build up a picture of weather conditions which is invaluable to mankind.

Recognition of special merit in the field of maritime meteorology has now been made by Her Majesty Queen Juliana to two of R.I.L.'s former Captains, H. Lubbers and W. Buys, who will each receive a silver medal.

In addition, the Minister of "Verkeer en Waterstaat" has awarded an aneroid barometer to Chief Officer E. Pels, Chief Officer H. van Weel, Second Officer D.B. den Braber and Third Officer G. Daman.

H.R.H. Princess Margriet (godchild and patron of the Netherlands Merchant Navy) will hand over the medals and awards in a ceremony at Rotterdam on 31st October to mark the 75th Jubilee of the Rotterdam branch of the Royal Netherlands Institute for Meteorology (K.N.M.I.). Captain Lubbers and Second Officer den Braber will both be in the Netherlands at that time.



SHIPS OF THE WEEK

The broadcasts to ships from Holland on 11th September were directed to m.v. Tjitjalengka as Eastship and m.v. Tjipanas as Westship. At that time Tjitjalengka was west-bound, on her way from Penang to Mauritius, Tjipanas was at Lourenco Marques.

These photographs, taken when the recordings were made on 10th September, are of the relatives of the officers concerned, standing on the steps of the Gooiland Hotel, Hilversum: on the left, Tjitjalengka relatives and on the right, Tjipanas.

PERSONNEL

PROMOTIONS

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

Mr J.C. Andriessen	retroactive per	1-9-1964
„ L.E.v.d. Berg	„ „	15-7-1964
„ P. Jansen	„ „	21-8-1964
„ B.D. Planting	„ „	21-8-1964



TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain N. Kroone, Master of m.v. Straat Mozambique, went on intermediate leave.
 Captain R. Jungeling was posted to m.v. Straat Mozambique following home leave.
 Captain J.G.M. Spijker, Master of s.s. Tjibodas, went on home leave.
 Chief Officer W. Lautenbag was posted as acting Captain to s.s. Tjibodas.
 Captain G.v.d. Spoel was posted to m.v. Straat Colombo following home leave.
 Captain L.A. Cijouw, Master of m.v. Straat Colombo, went on home leave.
 Captain W.H. Schröder, Master of m.v. Straat Johore, was posted to m.v. Tjitarum.
 Captain G. Verkerk, Master of m.v. Tjitarum, was posted to m.v. Straat Johore.
 Chief Engineer G. Vischer of m.v. Ruys went on home leave prior to retirement.
 Chief Engineer R. Jonker was posted to m.v. Ruys following home leave.
 Chief Engineer F.L.Th.M. Pietersma of m.v. Straat Malakka went on home leave.
 Chief Engineer (temporary service) M. Schaafsma was posted to m.v. Straat Malakka.

IN MEMORIAM

It is with deep regret that we have to announce the death after a short illness of **Boatswain Leung Dai Shing**, aged 57, on 12th October whilst being repatriated from Cape Town on board the "Straat Soenda".

Mr Leung first joined the Company as long ago as 1928, when he served as a sailor aboard the old "Tjipanas" (J.C.J.L.'s very first ship). Service on board no less than nine "TJI" ships followed, finishing with war-time voyages on board "Tjisadane". Since 1947 he had served almost continuously aboard nine of R.I.L.'s ships, finishing with "Straat Fremantle" for her coming-out and maiden voyages.

Mr Leung, who had served on both the Company's earliest and latest ships, was known to a very wide circle of R.I.L.'ers. He was a fatherly figure and a patient teacher to young associates, a kindly friend, and an excellent leader. Such a valued member of the Company will be much missed by all who knew him.



謹以沉痛之情，宣佈水手長梁帶勝君於本年十月十二日在乘「士打順達」輪由南非返港途中不幸逝世之消息：

梁君享年五十七歲，於一九二八年加入本公司舊「芝班拿士」輪為水手（該輪為本公司早期船隻之一），並曾於九艘不同輪上任職直至第二次世界大戰，彼離開「芝沙丹尼」輪時為止。

戰後梁君於一九四七年再次加入本公司，並再為本公司另九艘輪上服務，其最後服務之輪為本公司新近下水之「士打富利文圖」。

查梁君曾於本公司最早期及最新之輪上任職，故深為本公司中西同寅所熟識，再者由於其生前為人老成練達，和藹可親，為水手部一不可多得之領導者，今一旦去世，吾人不勝痛惜。

TRANSFERS SHORE STAFF

Mr E.A. Postuma, H. Employé, was transferred from Buenos Aires to Sao Paulo.



LEAVING (OR LEFT) SERVICE

Mr C.N.A. Steylen	3rd Engineer	own request
„ J.M.A.S. van Hulst	4th „	— „ —
„ R.J.v.d. Meulen	5th „	— „ —



PERSONNEL



NEW PERSONNEL



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

Mr J.P.J.v.d. Broek	4th Officer
„ J.W. Moerbeek	„ „
„ M. Schaafsma	Ch. Engineer (temp. service)
„ G.S. Scheepmaker	5th Engineer
„ C.M. Bakker	Appr. Engineer
„ G. Barendregt	„ „
„ A.P. Barneveld	„ „
„ S.A.M. Bekker	„ „
„ F.J. Bikker	„ „
„ H. Blok	„ „
„ P.C. van Bodegom	„ „
„ J.H. Burger	„ „
„ P.J. Castricum	„ „
„ I.R. Gartz	„ „
„ B. Geutskens	„ „
„ H.J.J. Gilbers	„ „
„ J.M.v.d. Heuvel	„ „
„ R.G. Hoogakker	„ „
„ J. de Jonge	„ „
„ D.W. Karssen	„ „
„ B.L.J. Ket	„ „
„ W.F. Ketelaar	„ „
„ S. Kingma	„ „
„ B.J. Koolenbrander	„ „
„ H.v.d. Laan	„ „
„ F.L. Laanen	„ „
„ B. van Lom	„ „
„ H.J. Nieuwland	„ „
„ A.W. Noort	„ „
„ O.O. Olthoff	„ „
„ W.L. Oostmeyer	„ „
„ J.H.W.M. Oostveen	„ „
„ R.J. Pieneman	„ „
„ B. Pleizier	„ „
„ N. Poort	„ „
„ G.H.Snel	„ „
„ J.N. Sol	„ „
„ H. Starrenburg	„ „
„ J.H. Strijers	„ „
„ M.G. Tans	„ „
„ M.C. Uyl	„ „
„ H.S.J. Vellinga	„ „
„ R.J. Vermeulen	„ „
„ J.A. Vugts	„ „
„ F.J.v.d. Westen	„ „
„ C.E. van Wijk	„ „
„ M.C. Wildschut	„ „
„ H.J. Hagens	Employé
„ J.H. Reurts	„

SUCCESSFUL EXAMINATIONS



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

Mr J.C. Andriessen	5th Engineer	VD	1-9-1964
„ L.E.v.d. Berg	„ „	VD	15-7-1964
„ W.C. Geisdörfer	„ „	A	9-9-1964
„ P. Jansen	„ „	VD	21-8-1964
„ J.W. Kassenberg	„ „	A	9-9-1964
„ B.D. Planting	„ „	VD	21-8-1964
„ P.F.M. Starmans	„ „	A	10-9-1964
„ H.B. Wiersma	„ „	A	8-9-1964
„ C.H.W. te Winkel	„ „	A	8-9-1964

LEAVE



The following personnel went on leave:

Mr A.v.d. Grift	2nd Officer
„ J.A. van Laer	„ „
„ J.L. Nobels	„ „
„ Wiebe Verbaan	3rd „
„ W.Th. Broeder	4th „
„ S. Brouwer	2nd Engineer
„ K. Watz	3rd „
„ F. J. de Boer	4th „
„ A.E. Kelder	„ „
„ J.J.G. Rijnders	„ „
„ A.W.J.H. van Alfen	5th „
„ E.E.R. Anthonijsz	„ „
„ L. Baljé	„ „
„ J.v. Doorne	„ „
„ R.P. Geervliet	„ „
„ R. Hartjes	„ „
„ A.J. de Koster	„ „
„ H.G.v.d. Mei	„ „
„ H.W. Nieuwenhuysen	„ „
„ J.Th. de Roode	„ „
„ W. Brinkman	Employé
„ G.J.W. Meijnen	„

Those who returned are:

Mr J. de Boer	2nd Officer	posted to
„ G. Daman	3rd „	m.v. Tjinegara
„ H. de Haas	„ „	„ Tjipanas
„ J.J.H. Vogel	„ „	„ Straat Rio
„ E. van Went	„ „	„ Boissevain
„ D. Meyer	2nd Engineer	„ Straat Freetown
„ L. Dekkers	5th „	„ Straat Colombo
„ W.A.M. Snel	„ „	„ Tjipanas
„ P.F.M. Starmans	„ „	„ Straat Cumberland
„ J.E.E. Verschoor	„ „	„ Tjibantjet
„ G. de Vries	„ „	s.s. Tjipondok
„ C.H.W. te Winkel	„ „	m.v. Straat Freetown
„ J.H. van der Wal	Employé	„ Straat Soenda
		HK MH

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 - November". 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 December 15th. The winner will be announced in the January issue.

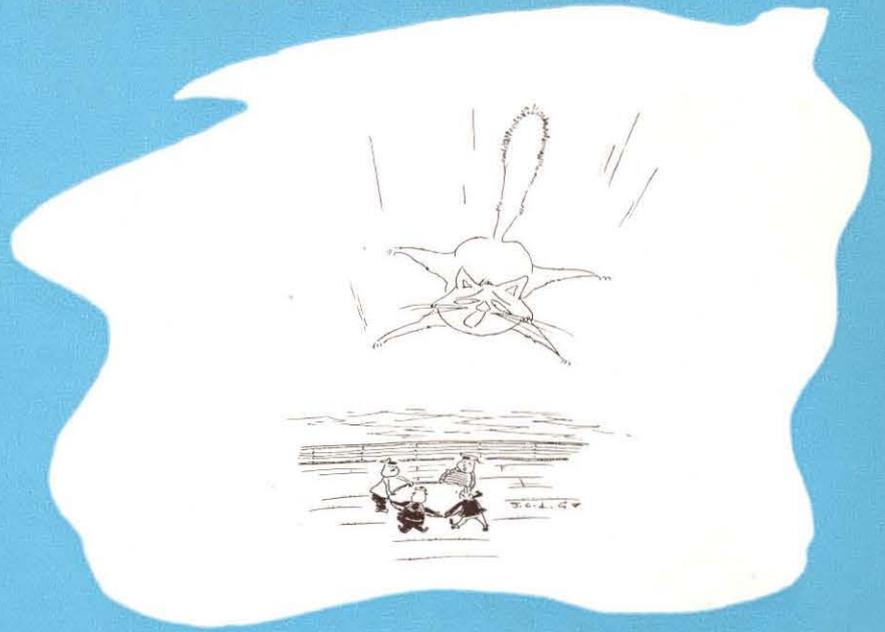
See page 213 for the winner of September's Competition.

A LANDLUBBER'S LEXICON

“ Cat-fall ”

is the rope between the cat-block and the sheaves in the cathead. These are parts of the tackle used to raise an anchor out of the water to the deck of a ship.

(Illustrated by Mr J.C. de Geus—Durban)



SHORE LINES

(see inside back cover)

