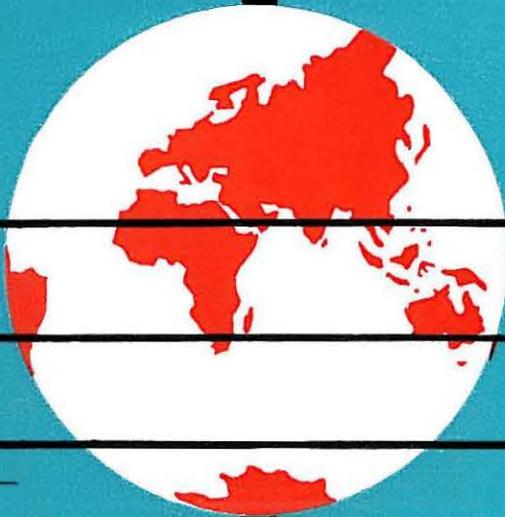




RIOL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



RIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XIII. No. 5. May, 1966

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MAY 1966
VOL. XIII. NO. 5



RILpost

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ROYAL INTEROCEAN LINES
P. O. BOX 725 HONG KONG

SOLEMN

OCCASION

At the altar of the old Westerkerk in Amsterdam, H.R.H. Crown Princess Beatrix of the Netherlands and Prince Claus were married in solemn splendour. It was an important event for all Dutchmen — see opposite.

Anphoto



From the Editor

NEW ACCOMMODATION

In March, we published a sketch of the new office-to-be in Amsterdam, and by way of stressing the need for this, mentioned the 'Ark' of the Purchasing Department.

We now hear that, because of land reclamation, the Ark has meanwhile been transferred to the 'Binnenkant', opposite the back entrance of the Scheepvaarthuis, and that a second Ark even has been added next to it, to accommodate the personnel administration sub-department. Last year, an old file room of Messrs. S.M.N. was converted to house R.I.L.'s bookkeeping machine.

It is evident that the need for more room is even more urgent than we had supposed.

FIRST-CLASS ACCOMMODATION

On the centre pages this month are a series of photographs by Charles Bird of our new office in Durban.

SECOND-CLASS ACCOMMODATION

Recently there was some discussion about the term 'Third-class' aboard the AJHAS vessels, apropos of which the Master of Tjiluwah made the following comment:—

“ Economy class
C-class (C — for cheap)
The “People’s” class
W — COAP-class (within the compass of anybody’s purse class)
LYPBYM-class (let your purse be your guide class)

Such names as these are not as good. No, we think 3rd class is first class.”



BASIC

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

GOODBYE MR SPEELMAN

Although at the time one could hardly realize it, it was a fateful and fortunate day for the old Java-China-Japan Lijn when on the 18th of August 1928 a young man, by the name of Lodewijk Speelman, entered the "Kembang Djepoen" office at Surabaya. For this young man was, during his later career, to take a leading part in developing the JCJL — shaping our Company (and thereby the lives of many of us) and leading the RIL to its present position among the leading shipping companies of the Netherlands.

Mr Speelman was born at Amsterdam in 1903. He studied at the university of that city, where he acquired his doctor's degree in economics in 1927.

Early in his career with JCJL he was sent to liquidate the Manila office — but managed to turn it into a paying proposition instead! The Manila posting, moreover, contributed much to his happiness because it was there that he met his wife.

The Pacific war found Mr and Mrs Speelman in Shanghai (where he had just taken over the management), but eventually they managed to proceed to London via Lourenço Marques, through an exchange with Japanese POW's. Fortunate, not only for Mr and Mrs Speelman, but certainly also for JCJL. Mr Speelman then entered Government service and eventually became acting Secretary General of Shipping for the Ministry of Economic Affairs.

During a short trip to the Netherlands in 1946, the cornerstone was laid by Mr Speelman for the future cooperation between KPM and JCJL which — through the birth of RIL — has proven of such great benefit to both companies!

In September 1947 Mr Speelman was appointed sole managing director of RIL in Europe. Since then, and until the present day when he retires, he has given his all for our Company and for everyone that works or has worked in it.

Through his vision, his intimate knowledge of economics and shipping, through an almost uncanny feeling for human relationship and — not least — his possession of an extraordinarily keen sense of humour, Mr Speelman has been through the years a unique figure, not only within RIL but also in Dutch shipping in general. In many instances he has come to be looked on as a general adviser, or rather as an "elder statesman" with a reputation not only confined to the narrow precincts of the Scheepvaarthuis. Several of our people who, through circumstances, were obliged to look for employment in Holland, can be witness to the fact that in Mr Speelman they had an adviser and a friend who would never forget anyone who has ever been connected with his one great job in life: "working for RIL".

For his services to our country Mr Speelman has been honoured twice — he is an officer in the order of Oranje-Nassau and a chevalier in the order of the Netherlands Lion.

It is a matter of great regret that, through relentless work and through so much concern for our company's future, Mr Speelman's health has failed recently, so that he cannot be present at his own farewell. His absence is keenly felt. Our great gratitude and best wishes go out to him and his family. On this day all RIL will stand and proudly salute him.

Hong Kong, 4th April, 1966.



ROYAL WEDDING

On 10th March, when Dutchmen everywhere were celebrating the wedding of HRH Crown Princess Beatrix of the Netherlands and Mr Claus van Amsberg (now a Prince of the Netherlands), Tjiwangi was lying at Kobe. A reception was held on board, at which the Dutch Consul, Mr A.C.H. Graafland, and Mrs Graafland attended.



Captain S. Jochems and Chief Engineer G.J. Doves with the Consul and his wife.

FLIGHT TO FIJI



Mr. D. Ma, Manager of the Crew Department, heads the big group who boarded a plane at Kai Tak Airport in Hong Kong on 22nd March. In Japan, R.I.L.'s newest ship, *Straat Fiji*, awaited them.

本年三月十二日海員部經理馬家駒先生陪同大幫海員到啓德機場，因彼等需乘搭飛機往日本前，往本公司新輪「士打斐濟」號接任。

EAST AFRICAN SCENE

When *Straat Fushimi* was returning to the Far East on her maiden voyage in the Far East-West Africa Service (FEWAS), she made an unscheduled call at Dar-es-Salaam. As the ship was berthing on the last day of 1965, Van Heemskerck was making ready to depart for Tanga in the China-East Africa Service (CHEAS).

Simultaneously, on the quayside, the President of Tanzania was delivering a speech to the shore workers.

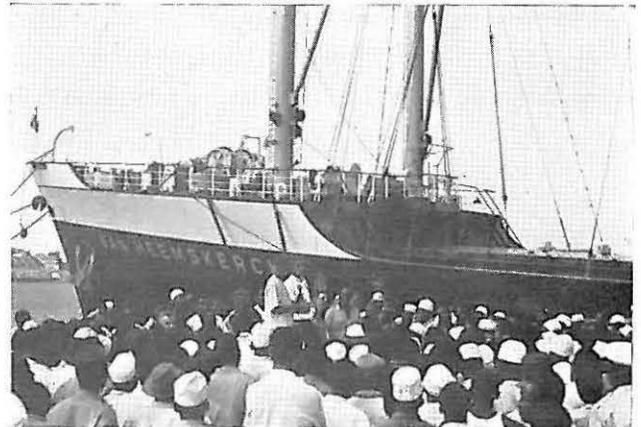
These photographs were taken by E.R. Storekeeper Chan Kong, then serving on board Van Heemskerck.

東 菲 風 光

「士打富士美」輪自於遠東西非線在處女航後，當其回程抵達加勒沙龍港時，適為一九六五年除夕。在該輪碇泊時，另一艘服務於中國至東菲線之「萬謙士吉」輪亦準備啓程前往登加埠。

同一時間，丹沙利亞的總統則在碼頭向岸上工人演說。

以上照片，為「萬謙士」輪機房部士多管理員陳抗君所攝。



STRAAT FIJI



The seventh of the Straat F. ships left Japan on 6th April for her maiden voyage in the Far East-Africa-South America Service (ASAS).

「士打斐濟」輪於本年四月六日離開日本在本公司轄下之南非南美航線空處女航。

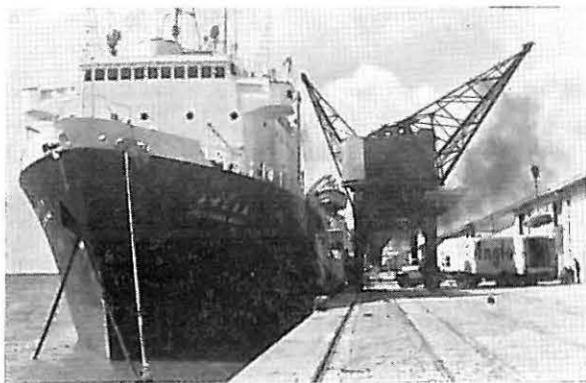
R.I.L. CHARTERS A WHALER!

The latest ship to be chartered by R.I.L., Kazushima Maru, is rather different from the usual run: she was actually built to accompany the fishing fleet or whalers to their hunting grounds. Fish or whale meat is dissected on deck and quick frozen in a special freezing room, thereafter moved by belt conveyors to the holds. There is accommodation on board for 150 workers. The deck looks a bit like a miniature whaling factory ship, the wooden deck rather worn and dented by the saws, axes and knives used in cutting up the whales. In practice however she has not seen much service with the fishing fleet; she has carried pork from China to Italy, tuna from Japan to the

Caribbean and now horsemeat from South America to Japan.

Mr Ribbink (Buenos Aires), who collected this information for us, adds the fascinating footnote that the Chief Officer plays a french horn in an amateur symphony orchestra. We have a mental image of a stirring call to stevedores!

Our thanks to Mr E.H. Carpentier Alting (Buenos Aires), who took these pictures. The vessel was redelivered in Japan at the end of April, after one voyage to assist the ASAS.





This photograph of Durban (published by kind permission of the S.A. Sugar Assn.) shows the huge Sugar Terminal in the foreground (see Jan. issue). In the background — marked with a cross — is R.I.L.'s new office (centre pages) and the old office, marked with a circle.

Photo: Dennis Cleaver.



THE OLD BUDDHA

Charlotte Haldane — "The Last Great Empress of China"
 (Constable, London, 1965 35/-)

In this absorbing book the author has written the life-story of one of the very few women who ruled China personally and for such a long time. Her nickname, The Old Buddha, is maybe the one by which she is best remembered among Westerners interested in the modern political history of China.

Although it would be highly unfair to say that she was the cause of the downfall of the Manchu Dynasty, or even responsible, it was more or less this Empress who brought the last reigning dynasty in China to its end. She simply happened to be on the Dragon Throne when inner weaknesses in China coincided with pressures from without and inevitably brought about the collapse of the Empire. With that, the modern political history of China started on its destined path, towards the same type of Government it had left behind: strong, powerful and centralised, wielding maxims that are recognisable in the long, long history of Chinese thought.

From the bibliography and notes at the end of the twenty-eight chapters, it is obvious that only books in English have served to provide the material for the well-written prose, so pleasant and easy to read, but nevertheless giving the reader an impression of a wide knowledge of the subject.

In practically every chapter, a few pages are devoted to the historical background of the events in Tzu Hsi's career as they unfold through

her long and busy life: busy with running the Empire and selecting or discarding the men she needed to get things done in the way she wanted.

This is a most welcome book, as first of all it is written by a woman, and secondly by someone who could not possibly be biased through personal experiences in China of the period. There is no lack of books on Tzu Hsi or her reign, but they all smack of either pro- or anti-feelings towards the Empress, and so the present work is as true a picture of a glorious failure, a long and bitter rear-guard action to defer defeat by the march of time and the ineluctable process of history, as could be compiled from the sources available.

Mrs. Haldane ends her narrative by elaborating on the prophecies contained in Robert Hart's "These from the Land of Sinim" (1903). We can fully agree with her that this expert on Chinese affairs clearly foresaw what was going to happen. It took only half a century for this picture to come true. Modern China's problem and a world problem — not that it came true, but the way it developed and has achieved what the Boxer patriot at the turn of the century set out to do for China, his China.

Two excellent indices facilitate reference.

W.Z.M.



Photo: P. Temple-Lanham

“DURBAN SERVICER”— BUNKERING TANKER

The first oil tanker ever to be built in South Africa, the 1,000-ton bunkering tanker “Durban Servicer”, has been completed in the Durban shipyard of the Barends Shipbuilding and Engineering Corporation.

Described as one of the most manoeuvrable ships afloat, she has been designed by the Barends Corporation for service in Durban Harbour to relieve the strain on existing wharfside bunkering facilities, especially during harbour congestion. It will reduce costly movements of vessels within the port where only the general cargo berths at the Point and the Island View oil berths are served by permanent bunkering facilities. A charge of 65 cents per ton will be made for the services of the bunkering tanker.

The vessel is of barge-form with a raised deck forward. Her deckhouse and wheelhouse is aft. The hull is divided by six oil-tight transverse bulkheads and centre-line bulkhead, providing eight cargo-tanks.

The “Durban Servicer” is designed to load M.F.O. and M.D.O. at 400 M³/HR and Diesolene at 100 M³/HR.

All pumping is controlled from the wheelhouse console. Lubricating oil is carried in 44 gallon drums on the raised deck forward and a special suction manifold was devised to enable eight drums to be emptied simultaneously.

Her trial speed was 6½ knots on both Schottel-navigator type NAV 250/SRP 150 engines. These engines — one mounted forward, the other aft — enable her to spin like a top about her centre, move bodily sideways, turn about bow and stern or even move crabwise.

An extensive fire-fighting system has been incorporated into the design of the vessel and includes both spray, foam and dry-powder extinguishing equipment.

“Durban Servicer” is classified as Lloyds 100 AI oil tanker for restricted service in Durban Harbour and is owned by a consortium of Durban oilcompanies.

P. Temple-Lanham (Durban).



Baby Marina Wang and her parents with Dr. F.L. Pool, Captain J.D. Jelijs, Nurse Toku Nasu and Dresser Tse Wing Kwun.

WITH TJITJALENGKA

In our January issue, we referred to the large party (312) of Korean migrants who sailed to Paranagua in Brazil under the sponsorship of the Korea Catholic Migration Commission.

We hear now from Tjitjalengka that, before disembarkation, the leaders of the group went out of their way to express their gratitude for an unforgettable trip: the two Korean cooks from Pusan had prepared their food in familiar style entirely to their liking; the entertainment and competitions had been enjoyed by all (not least the first class passengers who watched the graceful Korean dances): and the New Year was greeted by the birth of a baby girl who was named 'Marina' in honour of her nautical beginnings.

The faces in these photographs certainly look cheerful enough!

A graceful dancer entertains the other passengers.



After the prizegiving party

TEN YEARS AGO

1st May, 1956

The launching of the m.v. Straat Cook and m.v. Straat Torres, which had to be postponed on account of the continuing severe frost, now took place on March 10th and March 27th respectively

The management of R.I.L. has sent a telegraphic message of thanks to its agents in the Africa area, on the occasion of the 25th anniversary of the inauguration of the Africa line by the K.P.M.

The m.v. Straat Makassar will be renamed Tjinegara during her forthcoming overhaul in Yokohama



WITH VAN DER HAGEN

In about a year's time, Van der Hagen will go into N.K.K.'s Asano Dock in Yokohama, to be lengthened by one extra hold (see April issue) and will be renamed Straat Lagos.

Meanwhile, she is sailing in the Africa-New Zealand Service (ANZS) and — as the Chief Officer's photographs show — there is always maintenance work to be done: Boatswain Lau Yau Ming and Sailor Siu Ping are fixing the heavy derrick, and Sailors Fung Sui Ping, Lau Fuk Hung, and Li Yau Fuk are applying 'a full coat' whilst the ship is at — is it Sydney?

此圖吾人可以看到水手馮小平，劉福鴻及李有福等正在工作。



水手長劉有明及水手馮小平正在裝備起貨吊桿。



「萬德喜根輪」入塢。

FLEET FACTS

m.v. Straat Chatham will undergo DMO in Japan at the end of her current voyage in the China-West Africa Service (CHIWAS), and will then make the July sailing in the Far East-East Africa Service, in place of s.s. Tjipondok which is delayed by the Mombasa congestion.



1. Miss J. Powell and Miss R. Alton pose in the 'Passengers' Rest'.

1.



2. Behind the counter is the Cashier, Mrs M. MacNaughton (right) and members of the Pass. Dept.: (l. to r.) Miss E.R. Wickes, Miss C. Oates, Mr J. Hawkins, Miss R. Alton, Miss J. Powell and Miss D. van der Leeuw. Manager's office behind.

2.



3. Freight Dept. on the Ground Floor. Inward Fgt. (l.): Mr G. Kort (Mgr.), Mr P. van Andel, Mr A. van Baaren, Miss Y. Kearsey. Outward Fgt: Mr G. Forsyth (Area Correspondent), Mr F. Pannekoek, Mr P. Simpson, Mr P. Dirksen. The small office behind is Claims and in the distance the Outdoor or Wharf Dept.

3.



4. . . . where Mr F.J. Thate happened to be the only person in on that day.

5.



5. Gen. Man. for Africa, Mr J.F. Egberink, is on the First Floor. Seen talking to Mr J. van Middelkoop.



NEW DURBAN

In the new thirteen-storey high, Albany House West on the Victoria Embankment in Durban, R.I.L.'s new office is now safely housed. It occupies the Ground Floor as far as the 'No Entry' sign in this photograph, and the First Floor as far as the fifth window beyond the sign.

There were very few snags in the removal, which was ably directed by Mr R. Schats, and on 24th February the heads of departments in Durban assembled in the General Manager's office for a special occasion: this was the presentation of a painting by Mr D. Reyneker on behalf of Managing Directors.



6.



OFFICE

In a short speech before the presentation Mr Reyneker traced the history of the growth of R.I.L. and the importance attached to Durban as head office for Africa. He went on to thank all who had contributed to this growth, with special mention of the unflagging efforts of Mr Egberink.

In reply, Mr Egberink thanked Mr Reyneker for the beautiful picture and his kind words, and mentioned that the picture of Hong Kong presented by the Managing Directors would bring a little bit of the Head Office closer to Durban.



9. Accounts Dept. In Accountant H. Borland's room are Mr B. Wammaar (who is taking over while he is on leave) and Mr de Rooy. Outside (l to r.) are Mr F. Westerhuys (asst. accountant), Mr L. Krause, and Mr R. Bezuiyen. General Manager's office is on the right.

10. Filing Dept. Mrs J. Fenech (half hidden) and Mrs Kearns talking to Mr Schats.

11. Mailing Dept. Mrs Tweddle, Mrs Meyer, Mrs Pace-Balsan and 'Johnie' (back to camera).

7. Traffic Dept. on the 1st Floor, with Line mgrs., their assts. and typists. From the left: Mrs C. Holmes, Mr N. Padt (NZEAS, WSAAS), Mr J. de Geus (ESAAS) and Mr J. van der Wijck (Tariffs) Second line: Miss J. Weenink (PZ), Mr R. Bezuiyen ('standing in'), Mr J. de Rooy (ASAS, PZ), Miss L. Burger. Third line: Mrs R. Beer, Mr Schipolt, Mr R. Rowlands (FEWAS, CHIWAS) and Miss H. Allan. P.R.O. R. Schats is at the back, talking to Mr v. Middelkoop.

8. Looking the other way in Traffic, with receptionist/switchboard operator Miss P. Cooper at the back.

6. Boardroom.



7.



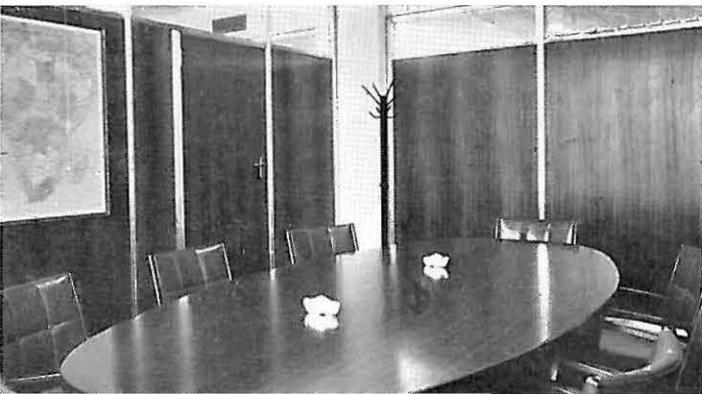
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9.



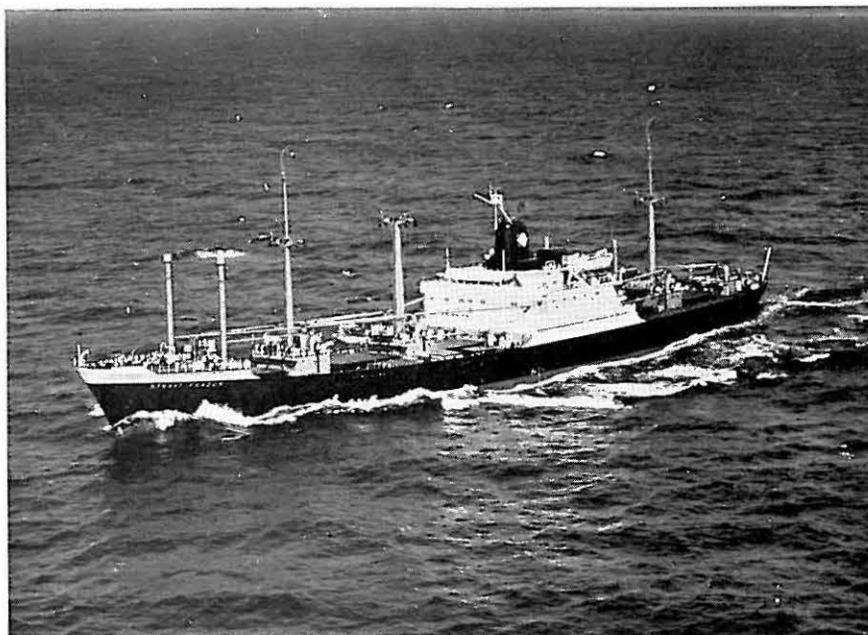
10.



11.



WHAT'S IN A NAME?



This ship, by any other name, would be as swift.

A few years back, when the first Straat F- was about to go into service, we delved into the origin of their names, but were quite unable to trace a 'Straat Frazer'. Further investigation revealed an odd little story, which we refrained from publishing.

However, now we see that Messrs KPM have revealed the facts in their own house-magazine 'De Uitlaat', so we are following suit to show what odd quirks of fate can dictate decisions:—

In the very large 'Mercantile Marine Atlas' a 'Frazer Strait' is listed in the index, and this name lined up very nicely at the time with that of the sister-ship, 'Straat

Franklin'. The Franklin Straits lie between Prince of Wales Island and the Boothia Peninsula, off the North West Territories of Canada.

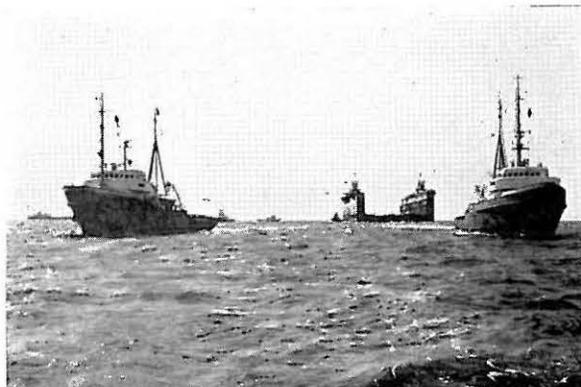
However, when the map reference was checked back, no 'Frazer' Strait could be found—only a *Frozen* Strait, south of the Melville Peninsula in Canada. It was a printer's error!

The editor of the atlas, however, has done some face-saving with the information that there really is a 'Fraser' Strait, south of Rangoon, in a position $10^{\circ} 47' N$ by $96^{\circ} 10' E$. No doubt future editions will be amended.

First section



Second section



A LONG

‘WISH COME TRUE’*

Although the ancient Fushimi Inari Shrine, south of Kyoto, is visited annually by more than ten million worshippers, they are almost always 100% Japanese, so it was with considerable astonishment that on the beautiful Spring day of 1st March, passers-by saw ship's officers and a foreign lady taking part in a formal ceremony there.

The occasion was the addition of one more shining new Torii (or sacred gate) to the more than 20,000 wooden Toriis already erected by faithful worshippers. On one of the vermilion lacquered posts is engraved "Royal Intercean Lines, Amsterdam" (in Japanese katakana), together with the date of donation. This is to commemorate the completion of the Company's vessel, Straat Fushimi, at Osaka last October.

Captain Th. Terhorst, Mrs Terhorst, Second Engineer A.L.G. Rommen and Third Officer W. Verbaan, together with Mr M. Sakurai and Mr Y. Murai from R.I.L.'s Osaka office, went first up the hill behind the main shrine, and then returned for the formal ceremony in typical Japanese Shinto (神道) style.

Mr Sakurai reports:—

"A ceremony was conducted by Priests in a very solemn atmosphere. A special Japanese classic music (Gagaku 雅樂) was played. The R.I.L. party was seated in a special corner of the shrine. While the ceremony was going on thousands of people came to the shrine to worship the deities, shrine's bells (鈴) rang continuously together with clapping hands (拍手). These sounds are to call the deities.

The priests prayed to the deities for very good luck of the "Straat Fushimi" for many years to come, and also that she will make very good earnings for R.I.L.

The ceremony was closed after having followed a few special formalities by these R.I.L.ers.



Captain Terhorst, Mr Sakurai (Manager, Osaka), Second Engineer Rommen and Third Officer Verbaan.

The R.I.L. party was really well received by the shrine and we were convinced that the Deities of the Inari Shrine will consider special favour on "Straat Fushimi"—which means for the R.I.L."

* The literal meaning of 'Torii', derived from 'Tooru'. 通

Area Correspondent Y. Nagashima sent us these photographs, taken at the end of a 9,500 mile — non-stop — tow by the world-famous Dutch company of L. Smit. The four tugs, Thames/Ierse Zee and Elbe/Tasman Zee, left La Spezia, Italy with a huge floating-dock (50,000 tons docking capacity) divided into two sections, on 26th October, 1965 and arrived at Yokohama on 26th March, 1966. The two sections were then joined together in the Mitsubishi Dockyard.

Happy meeting after 5 months.





Mr de Haan with the two 'old-timers'.

Again this month we have to report on the presentation of solid gold medals to those members of staff who have served the Company for 40 or more years.

When Tjitjalengka sailed into Hong Kong harbour in mid-March, there were two men on board to claim this distinction:—

Chinese Purser Tam Ming Fai

CPS Crew Cook Chiu Yuk

Mr Tam Ming Fai first joined right back in 1922 as Compradore's Boy on board Tjisondari. There followed many years aboard the old "Tji" ships as Tallyman, 4th and then 3rd Compradore. World War II caused him to be stranded in Surabaia. He was repatriated to Hong Kong in 1946, and has served on many of the bigger passenger vessels since then, being promoted to Chief Chinese Purser in 1954.

Mr Chiu Yuk also started as Compradore's Boy — in 1926 — and after serving at various times as Cook (Chinese Food) and Watchman, was also stranded in Surabaia. Since repatriation in 1946, he has served in many capacities on many ships and has been on Tjitjalengka as Crew Cook since 1964.

When presenting the special medals (each with the man's name and date of entry engraved on the back), Mr de Haan said that both these men had made a substantial contribution to the welfare of the ship: Mr Tam Ming Fai in his able care of passengers of many nationalities, and Mr Chiu Yuk in his preparation of the most important food. He congratulated them and said also how happy he was that Mrs Tam Ming Fai could be present.

It was a bright sunny day in Hong Kong and the gathering of officers, crew, and shore friends on Tjitjalengka deck helped to make this a cheerful occasion to remember.

GOLD

MEDALLISTS

本月份月刊，吾人又再次佈道頒發金牌獎給予服務於本公司超過四十週年以上之船員。

當「芝渣連加」輪於三月中旬抵港時，該輪之買辦譚明輝及船員廚趙玉君均獲得金牌獎。

譚明輝君於一九二二年加入本公司「芝順大利」輪辦房部為侍應生，並繼續在各「芝」字號客輪為理貨員，四手及三手，買辦等職。譚君於第二次世界大戰時期曾流落泗水，直至一九四六年始行返港，並服務於本公司各大客輪辦房部至一九五四年因工作優良，被擢升為買辦。

趙玉君於一九二六年加入本公司辦房部為唐廚及看會員。在第二次世界大戰期間，亦曾流落泗水直至一九四六年始行返港，返港後趙君曾在本公司多艘客輪之辦房部服務，並於一九六四年秋天加入「芝渣連加」輪為船員廚，並任該職直至現在。

查每一金牌之背面均刻有受獎人之姓名及其開始在本公司服務之年份。當頒發金牌獎時，由本公司常務董事狄漢先生致辭。狄漢先生指出譚明輝及趙玉兩君對本公司業務之發展，均有極大之幫助。猶其是譚君對為各種不同國籍之乘客服務有優良之表現，致使公司聲名遠播。而趙玉君對烹飪工作有特殊心得，歷年來各船員對趙君所担任之炊事，均感滿意。狄漢先生特別向彼等祝賀，並向參加觀禮之譚明輝夫人表示歡迎。

是日天氣晴朗，船上各級伙長，船員及岸上職員對頒獎儀式均感異常興奮。





Mr & Mrs Tapang with Mr & Mrs v. Schaardenburg.

RETIREMENTS IN MANILA



Messrs Millares & Tapang drink a toast.

On 5th March all the R.I.L. staff members in Manila gathered together to say Goodbye to Mr Leonardo A. Millares (accountant) and Mr Juan E. Tapang (freight canvasser), whose families and friends were also present.

The two 'veterans' have an impressive record of service years between them. Mr Tapang joined the Company in 1928 as a clerk, ending his career as canvasser. Mr Millares joined in 1937, also as clerk, and finished as a Regional Staff employee (administrative service). Officially his retirement date was 11th March, but it was deemed fit to have a joint celebration on 5th March, in view of Mr & Mrs Millares' impending departure at that time on m.v.

Sinoutskerk for Hong Kong, to start the first leg of their trip abroad.

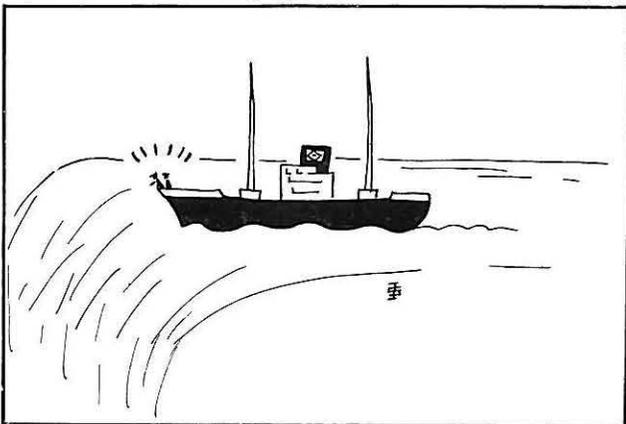
The Manager for the Philippines, Mr P. van Schaardenburg, thanked both men for their co-operation over many years, mentioning particularly the judicial qualifications of Mr Millares and his talent for smoothing out financial and customs problems, and the unfailing cheerfulness of Mr Tapang. He wished them many years of activity in the future.

The honorees expressed their gratefulness to all those present and in response to Mr van Schaardenburg's remarks, offered a toast for the continued success of the Company.

TAKING A BEARING

by

(Third Officer H.O.P. de Jongh Swemer *m.v. Straat Mozambique*)



"Captain Baak seems to be right . . ."

(See 'A Square World' — Dec. 1965)

SHORE LINES

The harbour shown on the back page of our March issue is familiar to many R.I.L.ers, and of course is Singapore. In the centre is the Empire Dock, with a B.I. ship tied up in the foreground. On the right is Keppel Harbour, with the small craft of the Royal Singapore Yacht Club beyond, and the open waters of the Singapore Roads just shown at the top. The long line at the top, left, is that of the Outer South Mole, and the Railway Terminus can be seen mid-left.

Congratulations to Mrs J. van Alebeek of South Yarra, Victoria, Australia, who wins the prize this month.

COMPANY



R.I.L. SHIP ?

We don't really believe that any R.I.L. ship ever looked as ancient as this one, but we have to admire the skilled workmanship of the father of Mr F. C. A. Gemke (HK HO TD). Mr Gemke Sr. makes rugs as a spare-time hobby, and this one was copied by him from an advertising poster. However, the original design did not have 'that diamond' on top!

PERSONALITIES

Mr W.M. de Haan and **Mr F. Terwogt**, Managing Directors, flew to Amsterdam from Hong Kong in mid-April for consultations.

Mr W. Boogerman, Personnel Manager, returned to Hong Kong from Africa on 27th April.

Mr G.M. Pliester, Passage Manager, made a business trip to Japan, flying from Hong Kong on 31st March and returning on 17th April on board Tjiwangi.

Mr C.A.A.J. Sinninghe Damsté will take over as R.I.L. Representative in West Africa at the beginning of May from Mr S.R. Elgersma, who will proceed on Home leave.

OCEAN



Sir David Trench, Governor of Hong Kong, started the race at the Royal H.K. Yacht Club and then drove to R.I.L.'s jetty at North Point, to embark on his launch for a better view.

At the end of the jetty, many interested spectators had their eyes glued to binoculars.



ROYAL WEDDING

We are happy to report—for the first time—on an R.I.L. wedding in Japan. On 7th February, Mr Y. Notake (Asst. Port Captain) and Miss M. Kobayashi (ex Inw. Sect. of Yokohama Agency) were married.

Many congratulations and all good wishes to the happy couple!

FAMILY NEWS

Weddings

Mr R.J. Speyer (HK HO FB) to Miss C.J.M. van Bergen Henegouwen on 16th April at Hong Kong.

Third Engineer J. van Duyn to Miss M. Kaniess on 22nd April, in Germany.

New Arrivals

To Mr L. Bouvy (HK MH — now on leave) a son, Nicholaas Jan (b. 18th February), by adoption.

To Chief Engineer P. Reuvers a daughter, Anne-Marie Zoe, on 28th February.

To Fifth Engineer A.W.J.H. van Alfen (Straat Futami) a son, Abraham Robert Johann, on 28th February.

To Chief Officer B.C. Faasse (Straat Cook) a daughter, Simona Franciska, on 12th March at Sydney.

To Second Officer R. Reitsma (Tegelberg) a daughter, Maria Astrid, on 12th March at Durban.

To Captain J. Bruin (Straat Chatham) a daughter, Petra, on 17th March at Durban.

To Mr J. de Wilde (Sydney, Pass.) a son, Jeffrey, on 28th March.

To Third Engineer A.G.C. Romijn (Tjiwangi) a daughter, Audrey Ludwina, on 3rd April at Sydney.



RACE

Kowloon Bay was dotted with white sails on the disappointingly grey day of 2nd April, when a record thirteen entries for the bi-annual ocean race to Manila sailed from Hong Kong. On board the 43' yawl, Reverie, was Mr P. Feldbrugge (HK MH) and R.I.L.'s General Superintendent, Jhr. C.L.C. van Kretschmar, was at the helm of the 40' sloop, Columbine.

Light winds made the voyage rather more of a 'cruise' than in previous years, and the world-famous 73' yawl, Stormvogel, made the expected first crossing at Corregidor, five days later. On corrected time, however, the 1964 winning sloop, Westwind II, was again shown in first place, with Columbine second, and Reverie third. We shall be publishing a first-hand report next month.



*Columbine —
van Kretschmar
at the helm.*



*Reverie —
Feldbrugge
in the crew.*

GOODBYE MR HENRY WONG

After 38 years of hardworking and faithful service to the Company, Mr Henry Wong Kung Min left HK MH on retirement at the end of March. All his colleagues gathered together in the office of the Manager for Hong Kong & China to say goodbye to him and to Mrs Wong. Many old friends from HK HO, and others who worked with him before their own retirement were there.

Mr van Rhoon stressed how much Mr Wong had done in training the younger people who now had to take over. Mr de Haan continued this theme, saying that Mr Wong was one of the 'old guard'. His work in opening the branch office in Kowloon and establishing it on his own as an efficient, well-run unit, was something of which he could be proud. On behalf of Managing Directors, he presented Mr Wong with a silver plate to commemorate the occasion.

Mr Ng Sui Cheong (JCO) and Mr Allan Leung (A. Wing) followed with souvenir presentations and good wishes for the future.

Mr & Mrs Wong will leave Hong Kong in May for a trip round the world (the first stage via Canada to see



their married son and family) and will be able to make good use of the cine-camera presented as a parting gift from everyone at HK MH.

With Mr van Rhoon, we wish them a happy reunion, and a safe return, with a picture record to give them lasting memories.

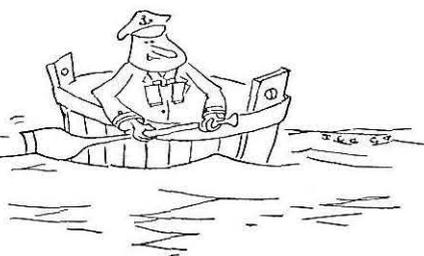
SHIPS OF THE WEEK

The regular broadcasts from Hilversum to ships at sea, were directed on 18th March to Straat Malakka (at Port Kembla), Tjipondok (at Singapore) and Straat van Diemen (at Lourenço Marques). Relatives of the officers concerned gathered the day before to record their messages, and here are the different groups photographed at the 'Hotel Goiland'.

Straat Malakka (top left), Tjipondok (bottom left) and Straat Van Diemen (bottom right).



PERSONNEL



NEW PERSONNEL



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

Mr R.P. Koerse	4th Officer
„ A.A. de Lijster	„
„ H.W.J. Lijding	Employé

SUCCESSFUL EXAMINATIONS

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

Mr W. Backer	2nd Officer	I	18-3-66
„ A.M. Hoogland	„	Th.I	4-3-66
„ H.W. Lijding	3rd „	Th.I	4-3-66
„ J.B.H. Scholte	„ „	II	25-2-66
„ R. Dasia	4th „	Th.II	7-2-66
„ J.A. van Es	„ „	Th.II	1-3-66
„ J.F. Huizenga	„ „	II	11-3-66
„ A.J. Martijn	„ „	II	16-3-66
„ V.P. Mollinger	„ „	II	18-3-66
„ A.M.P. van der Avert	„ Engineer	B	25-2-66
„ M.J. Kuit	„	Th.B	28-3-66
„ J. van Muliigen	5th „	VD	17-1-66

LEAVE

The following personnel went on leave:

Mr. M.J. Taal	Chief Officer
„ G. Daman	2nd „
„ A.J. van der Leest	„ „
„ P.A.R. van Dijk	4th „
„ M.H. de Graaff	„ „
„ W. Roos	„ „
„ N.E.F.M. van der Schrieck	„ „
„ L. Sinke	3rd Engineer
„ R. Stuart	„ „
„ A.M.F. de Bent	4th „
„ A. Ottenkamp	„ „
„ H. Völlmer	„ „
„ K. van der Zee	„ „
„ R.J. Smeets	5th „
„ W.A.M. Snel	„ „
„ W.F.C. Kester	Employé
„ N.L. Padt	„

Those who returned are:

Mr H.H.A.E. Kwaad	Ch. Officer	HK HO Marine Dept.
„ D.F. van Woerdekom	2nd „	m.v. Tjiluwah
„ J.S. Versteeg	3rd „	s.s. Tjikampek
„ K. Renard	„ Engineer	m.v. Str. van Diemen
„ Th.I.J. Moerland	4th „	„ Str. Fushimi
„ R.W.I. Rijnders	„ „	„ Str. Florida
„ W.L. Idsinga	5th „	„ Str. Rio
„ J.J.A.B. Tollenaar	„ „	„ Str. van Diemen
Drs. R.B. Lenterman	Adj. Chef	HK HO via Japan
Mr E.A. Postuma	„ „	Sao Paulo

LEAVING (OR LEFT) SERVICE



Mr B. Vogel	2nd Officer	own request
„ C.H. Onderwater	3rd Engineer	„
„ J. Naborn	Employé	„

PROMOTIONS



Our congratulations go to Appr. Engineer J. van Mulligen who was promoted to 5th Engineer on 17th January, 1966.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain J.D. Jelijs, Master of m.v. Tjitjalengka, went on home leave.
 Captain D.C.M. van der Kroft, Master of m.v. Straat Magelhaen, was posted to m.v. Tjitjalengka.
 Captain E.F. Aalberts was posted to m.v. Straat Magelhaen following home leave.
 Captain C. Dekker, Master of m.v. Straat Soenda, went on intermediate leave.
 Chief Officer P.L. Eichhorn was posted to m.v. Straat Soenda as Acting Captain.
 Captain G.J. Noë, Master of m.v. Straat Cumberland, went on home leave.
 Captain B. den Hoed was posted to m.v. Straat Cumberland following home leave.
 Captain J.L. van Schoondrager, Master of m.v. Straat Torres, went on intermediate leave.
 Captain G.P. Proper was posted to m.v. Straat Torres following intermediate leave.
 Chief Engineer J. Tamboer of m.v. Straat Mozambique went on intermediate leave.
 Chief Engineer J.C. Meulenberg was posted to m.v. Straat Mozambique following intermediate leave.
 Chief Engineer H.B. Visser was posted to m.v. Tjibantjet following home leave, whereas Chief Engineer H.M. Deggens remained on board m.v. Straat Clarence (correction).
 Chief Engineer G.H. Menses was posted to Sydney Superintendents, instead of m.v. Straat Clarence, following home leave (correction).

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—May". 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 June 15th. The winner will be announced in the July Issue.

See page 95 for the winner of March's Competition.

CARGOES

What and Where

KAPOK



The silky cotton is picked from Thailand's luxuriant trees, baled, and loaded in Bangkok for Australia on board one of the vessels sailing in the South Pacific Service.

VAN NOORT



S
P
S

SHORE LINES

(see inside back cover)

