



# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

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SEPTEMBER 1966  
VOL. XIII. NO. 9



# RIL *post*

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**ROYAL INTEROCEAN LINES**

P. O. BOX 725

HONG KONG

## MEDITATION?

From Kobe

(See Page 168)



From the Editor

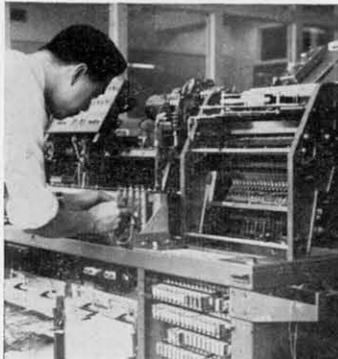
*"The day becomes more solemn and serene  
When noon is past — there is a harmony  
In Autumn, and a lustre in its sky,  
Which through the summer is not heard or seen,  
As if it could not be, as if it had not been."*

P.B. Shelley.

September: in the northern hemisphere the long hot summer is over, and this is the month of refreshing cooler weather, of harvesting and harvest festivals, autumn leaves and all the rich full colours of the season; in the southern hemisphere, September brings in the Spring.

## INSTALLATION

(Centre Pages)



## RETROSPECTIVELY

In this edition we look back over 7 years service, to November 1959 when the Straat Clarence, the first of the Straat C ships was delivered. On the opposite page a tribute is paid to this class of vessel.

Still glancing backwards; a few centuries ago Holland knew no bicycles or cars but in those days people travelled in horse-drawn coaches. At the Nationaal Rijtuigmuseum, Nienoord, near Leek, a magnificent collection of coaches has been preserved (See page 173).

## CIRCUMSPECTLY

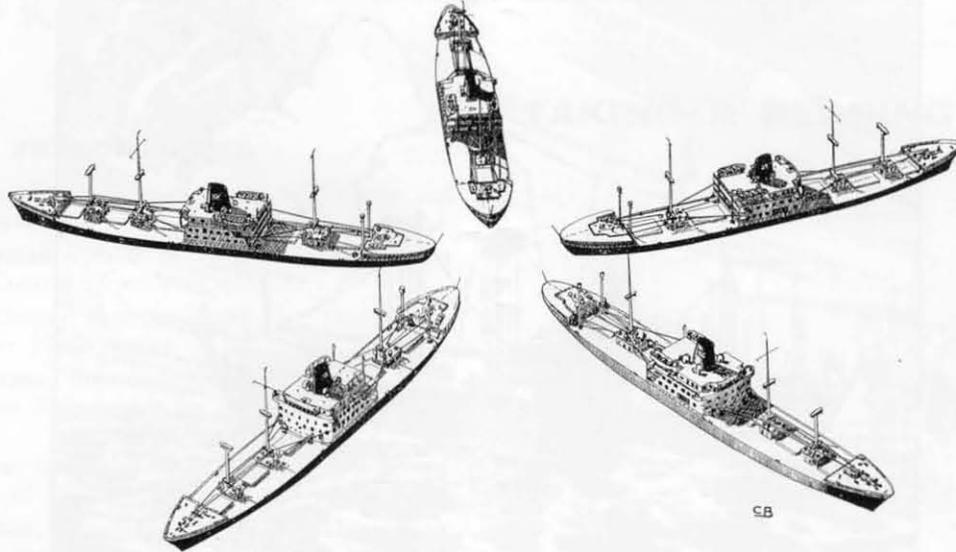
This month RIL Post has made a round-up of office activities from the computers at HK HO, to poems from Sydney and other items from different parts of the world. The editor feels sure that numerous interesting and amusing incidents must be happening every day both at sea and ashore. Care to contribute?

## TRANSPORTATION

(See Page 173)



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## SPOTLIGHT ON "C" CLASS

With the eighth and last of our Straat F- ships signed, sealed and delivered, there is now a lull in the frenzy of new building activity which has been in progress over the past few years. But it is only a brief respite. We look ahead to November, when the first of the Straat L vessels will be jumboized and then, it's full steam Straat H ahead.

This 'breathing space' is an ideal opportunity to focus attention onto the more familiar faces in the fleet. Captain C. Baak, now retired, who was master of the Straat Clarence for a year, has kindly sent us this article on the Straat C ships.

Among the smartest ships of our fleet are undoubtedly the five vessels of the "C" class; popularly so called because, apart from the prefix "Straat", all their names begin with a "C".

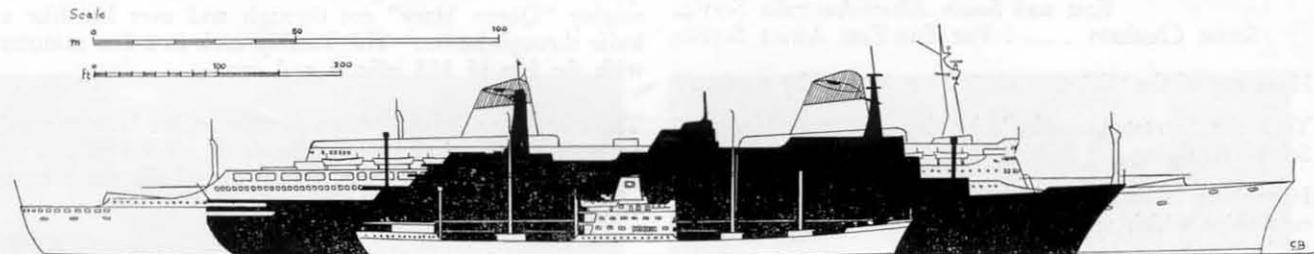
Well-proportioned with two tall masts and a graceful funnel, the ships are soft-nosed and have a semi-cruiser stern, well-flared bows and a pleasant sheer. It will be readily appreciated that the ships — in their sober colours — look both elegant and striking.

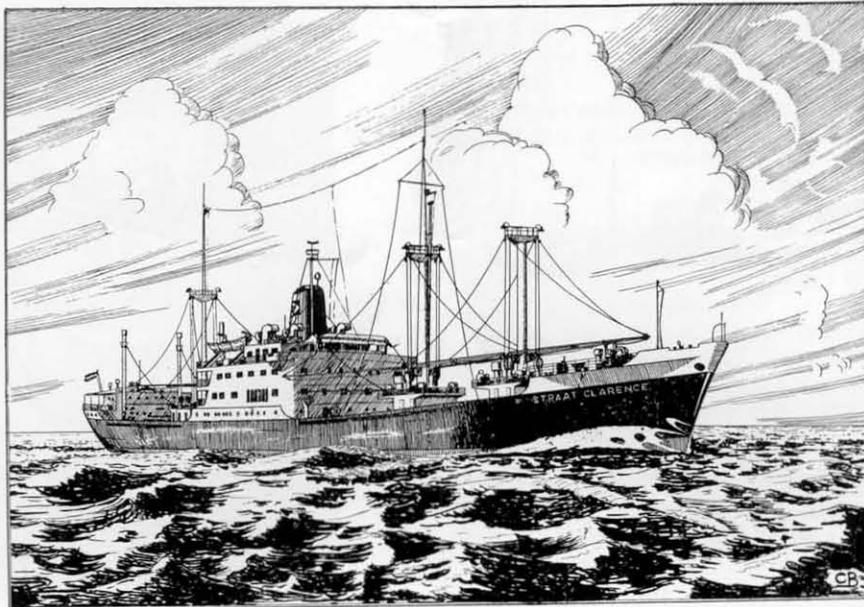
The curved stem, which is round above, but sharp as a knife on and under the water line, is well cut away under water, which greatly aids manoeuvrability. Fitted with a streamlined rudder, the "C" class steers perfectly even with the engines stopped and a speed of only one knot. Anti-rolling bilge keels make the ships very steady.

### Principal particulars:

Bruto register tons	7510 (average)
Deadweight tons	9825 (average)
Length o.a.	454' 07"
Length b.p.	414' 07 $\frac{3}{4}$ "
Breadth	61' 09"
Summer draught	28' 04"
Passengers	12
Horse power	6800
Service speed, knots	17

Although formidable all-ocean, all-weather ships, the "C" class is dwarfed by the giant passenger liners, as can be seen in the scale drawing below:— s.s. France (French Line) in the background, s.s. Rotterdam (Holland America Line) and the Straat C in the foreground.





With their electronic navigation instruments, reliable machinery and up-to-date facilities, it may be said — without fear of contradiction — that these fine vessels represent the very ultimate in modern ocean transport. They can carry all kinds of dry and liquid commodities, frozen or cooled foodstuffs as well as livestock.

The ships are also very attractive for passengers as they are fully air-conditioned and equipped with a swimming pool.

The Straat C's were launched and commissioned as follows:

	Launched	Commissioned
Str. Clarence	27-6-1959 by Mrs P. Meerdink	7-11-1959
Str. Clement	28-7-1959 by Mrs H.M. van der Schalk	19-12-1959
Str. Cumberland	20-2-1960 by Mrs A.H. Korthals	9- 9-1960
Str. Chatham	2-9-1961 by Mrs J.I. van Kretschmar	8- 2-1962
Str. Colombo	2-4-1962 by Mrs S.S. van Sandick	12- 9-1962

An article on the "C" class would not be complete without tribute to the designers and builders of the ships, all of whom can be really proud to see their work serving trade, earning profits and giving employment to many people.

The five ships are at present employed as follows:

- Straat Clarence and Straat Colombo  
India-Australia Service
- Straat Clement and Straat Cumberland  
East and South Africa-Australia Service
- Straat Chatham ..... Far East-East Africa Service

Have any of the "C" class ships been adopted by a school?

Yes: the "Straat Colombo", by the Bussumse Montessori Schoolvereniging.

It remains to be seen whether — in future — we will see new ships which will beat the striking appearance of our "C" class.

I cannot help thinking of a tragic disaster which overtook a ship of another "C" class — the "C" class cruisers of the Royal Navy, now no longer in existence.

It happened on my birthday, back in 1942. On that day, the "Curacao", one of the "C" class cruisers (converted to an anti-aircraft cruiser), steamed together with six destroyers out in the cold grey North Atlantic to meet and escort a large trooper. The rendez-vous was at 09.00 somewhere to the north-west of Ireland.

The trooper was the "Queen Mary" with 10,000 young American soldiers on board, and she was so far un-escorted. Her commander placed the destroyers ahead of him, as an anti-submarine screen and kept the anti-aircraft cruiser on his starboard side. The protection was reinforced by a flying fortress. The great ship also had some forty anti-aircraft guns mounted on her decks.

The big ship hoisted flag signal K28.5, meaning that she maintained a speed of 28.5 knots. She was also zigzagging.

In the afternoon, due to a misjudgment of course, the "Curacao", which was on the giant liner's starboard bow and was approaching on a converging course at an alarming speed, hit the stem of the great ship with her port quarter. She was swung round and heeled over while the mighty "Queen Mary" cut through and over her like a knife through butter. The warship sank in a few minutes with the loss of 338 officers and men.

The trooper, with underwater damage on her bow steamed on with a somewhat reduced speed; the escorts picked up 101 survivors. This drama took place off the north coast of Ireland.

C.B.

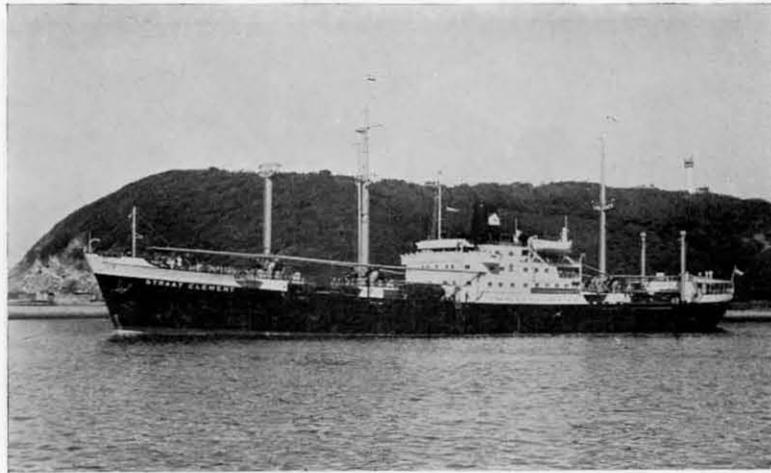
## FLEET FACTS

The fully refrigerated **Coral Acropora** was delivered off Puerto Rico on 9th August and proceeded to Buenos Aires where she will load for her sailing in the Far East — Africa — South America Service (ASAS).

The Japanese vessel **Banshu Maru**, having completed a single voyage from South America, was redelivered to owners on 21st August at Tokyo.

The Swedish charter ship **Lemnos** was redelivered to owners on 23rd August at Yokohama.

**m.v. Van Waerwijck** was also redelivered to owners in mid-August.



A GOOD SIGHT

Straat Clement leaving Durban, full and down.

### TEN YEARS AGO

1st September, 1956

#### UNSUCCESSFUL ATTEMPT OF YOUNG R.I.L. EMPLOYEE TO WALK AROUND HONG KONG ISLAND STARTS ORGANIZED WALKATHON

*Exactly two years ago Mr B. Minnaert now of Hong Kong Head Office Passage Department, made headlines in the newspapers in Hong Kong by successfully walking up and down the Peak four times within the set limit of ten hours.*

*This test of endurance was the result of Mr Minnaert being challenged by his friends in the office. After a similar challenge Mr W. van der Goes of R.I.L.'s King's Building Office at Hong Kong undertook to walk around the island of Hong Kong within ten hours; the distance to be covered amounts to about 40 miles. On Saturday July 14th at 8.15 p.m. Mr Van der Goes started his walk from Shek O, but, unfortunately, after three and a half hours he had to give up as a result of a bad knee, the after-effect of an operation on a so-called "football knee".*

*Mr Van der Goes was still as fit as a fiddle when he was compelled to give up.*

*This intended walk around the island was given much publicity in the Hong Kong papers and much interest was aroused amongst sports lovers. The sports editors of two well known Hong Kong newspapers (one in the English language and one Chinese) started to register entrants for a walk around the island on Saturday, July 21st.*

*This marathon walk was a great success. More than two hundred and forty people appeared at the start, among whom five ladies.*

*More than a hundred contestants reached the finish, among whom one of the ladies, a 17-year-old girl, who completed the walk together with her father. The newspapers called it a "gruelling" race, which indeed it must have been considering that it began at 3 p.m. on a very hot day and that several competitors completed the course about twelve hours later.*

The walkathon, a modified version of the original marathon, is now an annual event on the Hong Kong R.I.L. calendar, and takes place in October or early November.

But will the groans of exhaustion from previous competitors be a warning to 1966 walkers? This year the Sports Club are hoping for a record number of entrants, so now is the time to don walking shoes, and let training commence!

## MANILA



The staff of the Manila office against a background of flags, with Mr A.L. de Jong (centre left) and Mr P. van Schaardenburg (centre right).

## ROUND 'N ABOUT R.I.L. OFFICES

*A change of Management in Manila — on July 6th, Mr A.L. de Jong took over as Manager of the Philippines from Mr P. van Schaardenburg.*

*During a small party held to mark the occasion, Mr van Schaardenburg expressed his appreciation of the cooperation he had received from the R.I.L. office personnel and requested that the same be extended to Mr de Jong. He himself was sorry to leave Manila.*

## WE HAVEN'T A BERTH ON "TJILUWAH" . . .

Hello, this is Royal Interocean . . .  
The Passage Department — that's right!  
You want an Eastern cruise with oodles of booze,  
And to go to Hong Kong for the sights;  
You want two single cabins, they must be the best,  
They must face to port if the wind's from the west.

Well, we haven't a berth on "Tjiluwah",  
We haven't a berth in the place;  
They're sleeping in shifts in the passenger lifts  
In the crow's-nest they're fighting for space.  
They're running & walking, screaming & talking.  
The crowd never seems to get fewer;  
There's standing room only on each of her decks,  
And we're crossing our fingers that there'll be no wrecks  
'Cause the lifeboats are filled with our personal effects . . .  
No, we haven't a berth on "Tjiluwah".

No, we haven't a berth on "Tjiluwah",  
We can't even offer you shares.  
We've three men in a tub and our own Social Club  
Who are wedged in a mass on the stairs.  
The crowd in the hold cannot be controlled  
And their language is somewhat impure.  
But we take off our hats to all our fine crew  
Who are packed like sardines in a cabin for two  
While the ships being towed from a dug-out canoe . . .  
No, we haven't a berth on "Tjiluwah".

## SYDNEY

No, the lounge bar is equally bad, Sir,  
There isn't an inch we can spare.  
Why even the buffet's become rather stuffy  
You'll find it's the same everywhere.  
Fifty poor fools are asleep in the pools  
And the water is turning them bluer;  
There are so many folk on the bridge that we fear  
That the only clear space where the Captain can steer  
Is way up the mast on the ship's radar gear . . .  
No, we haven't a berth on "Tjiluwah".

No, we haven't . . . Oh please wait a minute.  
Hang on, Sir, I've just had a thought;  
"Tjiwangi" 's full too, but I know what we'll do,  
You can go to Hong Kong on "Van Noort".  
You can sleep in a raft, lower 'tween deck aft,  
With a cargo from some Sydney brewer,  
There'll be nowhere to swim and no parasol shading,  
But when you're tired out and your energy's fading,  
We can issue you with a clean bill of lading . . .  
So who wants a berth on "Tjiluwah"!

ERIC SPRING

*Freight Department, Sydney  
(With apologies to Tjiluwah)*

*If this is Freight Department's comment on Passage,  
perhaps the latter would care to reply?*

## DURBAN

'Les Girls' in the Durban office, wearing the new uniforms they designed and bought themselves. Area Correspondent Gavin Forsyth tells us that this photograph was the brain child of Miss Heather Allen (seated front right) who, together with the other ladies argued and fought until they reached unanimity.

*The ladies from left to right are as follows:—*

*Back row: Mrs Pace Balzan, Mrs Meyer, Miss Cooper, Mrs van Wyk, Miss Coward, Mrs Beer, Miss Burger, Miss van de Leeuw, Miss Borg, Miss Mamet.*

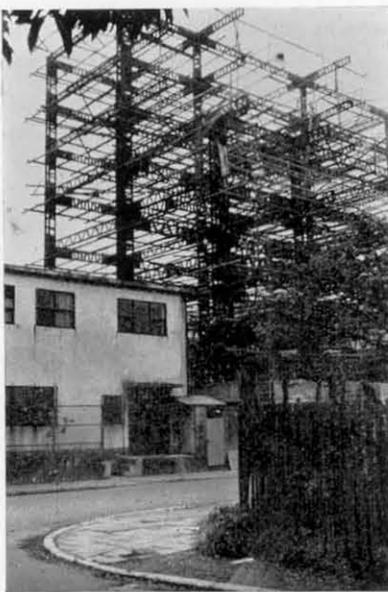
*Centre row: Mrs Childs, Mrs Starkey, Miss Parsons, Miss Weenink, Miss Curtis, Miss Powell, Mrs Rogers, Mrs van Rensburg, Mrs McNaughton, Mrs Holmes.*

*Front row: Mrs Hvistendahl, Miss Wickes, Miss Allen.*



## Progress Report on The Royal Building

In the April edition of *R.I.L. Post* we reported on the earth-breaking ceremony — Jichin Sai — which was performed at the site of the old Yokohama office in February.



*Up she goes — the scaffolding for the eight-storey building.*

## YOKOHAMA

Now the scaffolding is mounting and the building beginning to take shape. At all stages of construction, its progress is keenly watched by Mr van Rhoon, Manager for Japan, and all company personnel in Yokohama.

*Visiting the building site, an enthusiastic Mr van Rhoon (2nd left) accompanied by Mr Frieszo (centre) and Area Correspondent Mr Nagashima (2nd right).*





*Morning in the Rain.*

M. Matsumura.

## KOBE

Once again, the **R.I.L. Kobe Photo Club** has succeeded in shaming 'box camera specialists' with the magnificent pictures they submitted to their Spring Competition. This time, rather than print the winning entries, we have chosen these typically Japanese scenes.

The winners were as follows:—

*At the  
Hase  
Temple.*

K. Ajita.

1. K. Ajita
2. S. Oka
3. Y. Morishita



*Sacred Lights.*

S. Oka.



## HK MH

**MH** had problems. Clients using the lift from the Passage Department on the ground floor to the Freight Office on the 2nd floor were straying into the Trans-shipment Department through the doors on the right.

The ingenious suggestion was put forward that footsteps be painted from the lift (out of sight on the left) to the door leading to the outside corridor and the freight counter entrance.

Extra footprints appeared as unsuspecting persons stepped on the wet paint, but this problem was quickly surmounted. One difficulty remains: the footsteps only point in one direction, so must people walk backwards when returning to the lift?



## HK HO

### Gone Fishing . . . .

*This is not a tale of 'the one that got away' or the old boot being dragged to the surface instead of the fish for supper. Far more exciting. Miss H. Uit den Bogaard (HK HO SD), a member of the Hong Kong Underwater Club, tells the story.*

On **Sunday, 5th June, 1966**, members of the Underwater Club climbed aboard the launch "**King 6**" to sail for **Basalt Island**. Due to the cloudy weather only half of the usual number turned up, but nevertheless the divers and snorkelers were in a cheerful mood and were talking about big lobsters and fish they hoped to catch. They really were well equipped for the excursion with aqualungs, spearguns, knives and depthmeters.

On reaching Basalt Island it was difficult to anchor near one of the beaches as the bottom was very rocky, but finally we managed. To our delight the water was crystal clear and we could see a great variety of sea-coral and coloured fish. After a few hours the keen divers came back, a little disappointed as they had not seen any lobsters or big fish around. They decided to explore the rocks near a cave on the other side of Basalt Island and after half an hour we suddenly saw one of the divers appear around the corner trying to catch our attention. We all thought he needed some help and we swam rapidly with tyres and ropes to the spot.

They needed help, but for some other reason. Amid the rocks at the bottom of the sea they had found two ancient bronze cannons and wanted to lift them. These cannons seemed to be quite heavy and even with the help of 7 of us we did not succeed in lifting them. Here again the water was quite choppy and we decided to leave a mark and to swim back to the boat.

The launch then headed for this marked spot on the other side of the island and anchored about 30 yards away. Now came the big question of how to get the cannons on board. Numerous suggestions were put forward, but finally we thought it could be done with some rubber tyres and long ropes. It looked like a real expedition as we jumped into the water. Two divers went down to attach a rope to one of the cannons and four of us pulled the rope from the

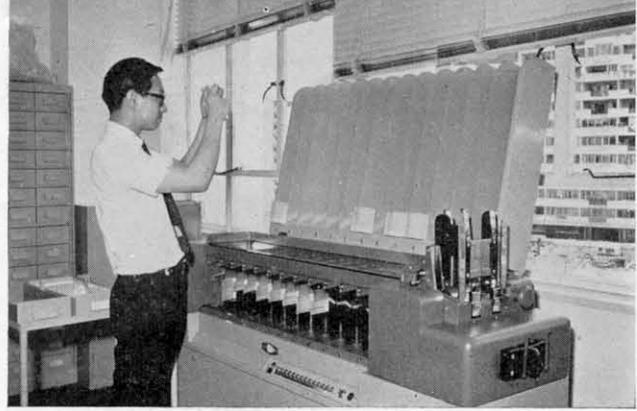
surface while the divers pushed the cannon over the sea bed in the direction of the launch. It was not an easy task to get the 50 or 60 pound cannon on the deck and cost the boys many sweat-drops!

However, one cannon was not enough, and after a rest, the expedition returned to collect the second. With the aid of a passing sampan, it was brought aboard much more easily and everybody was greatly relieved they made it.

The bronze cannons will be scraped and cleaned and their destination will be arranged later on.



# AUTOMATIC DATA PROCESSING DEPARTMENT AT HK HO



Mr. Woo Siu Hung sight-checking some cards from the sorter.

## THE MACHINES

As reported in January, preparations by RIL for the introduction of the I.C.T. Punched Card System started last year with an appraisal of the paper work then being carried out manually.

The large machines are now safely installed on the fourth floor of InterOcean House, Hong Kong, and our A.D.P. (Automatic Data Processing) Department has made considerable progress with their first programme, that of **changing Freight-accounting and Statistics** from a manual to an automatic system. From now on, all the facts required from ships' manifests for these functions will be processed automatically.

It would take too long to explain all the intricacies of the various functions and possibilities of the machines, but it may be of interest to know something of the principles on which the **Punched Card System** is based. What is a punched card? Just that: a small card in which holes are punched (in much the same way as a typewriter is operated) over appropriate letters or figures to indicate pre-arranged data.

These cards then pass through a **Tabulator** which 'senses' the holes, makes deductions from the pre-arranged code, and prints the results in plain language. How does it operate? The principle is very simple: the card is fed into the tabulating machine between an electric roller

and a metal brush: the latter is connected with a printing and/or an adding device. Whenever a punched hole passes, the brush makes contact with the roller and an electric impulse is created, which activates the printing and/or adding device.

These are in fact the most important principles and it is now clear that the system can be taken a stage further in order to add up and print the data already recorded by a series of punched cards. This can of course be done at far greater speed than when the facts are assembled and recorded by hand. In fact, the big Tabulator at HK HO can handle 6,000 cards per hour.

In practice, it is not enough just to add up and print data; before entering the Tabulator, the cards have first to be sorted into a proper sequence. For example, when formulating a statement of cargo carried between ports, the cards are sorted into the numerical code order of ports. All this is done by a **Sorter** which — using the same principles — guides the cards into appropriate pockets by means of a long arm.

These three machines — Punch, Sorter and Tabulator — form the basic equipment which (as the attentive reader will have realized) offers many possibilities for assembling statistics, and for RIL in particular, cargo statistics.

Angelina Lau operating an automatic punching machine.



		A	B	C	D	E	F		
CARD SORT	MESSL	VOYAGE NO.	SERVICE	MONTH	PORT OF SHIPPA	PORT OF DEST	TIS	TIS PORT	INDEX R/L
0	0	0	0	0	0	0	0	0	0
1	2	3	4	5	6	7	8	9	0
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
3	3	3	3	3	3	3	3	3	3
4	4	4	4	4	4	4	4	4	4
5	5	5	5	5	5	5	5	5	5
6	6	6	6	6	6	6	6	6	6
7	7	7	7	7	7	7	7	7	7
8	8	8	8	8	8	8	8	8	8
9	9	9	9	9	9	9	9	9	9
1	2	3	4	5	6	7	8	9	0

		FREIGHT CARD										CURRENCY		FOREIGN CURRENCY	
		CARGO CARD													
		COM	CATEGORY	NUMBER	SCALEONS	RATE OF FREIGHT									
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	
7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	



## 中 秋 節

中國農曆八月十五日，是居秋季之中，故曰中秋。是日也為中國民間節日，家家戶戶均備有鷄鴨魚肉、月餅、柚子、香橙香蕉芋子等，紛陳設備，舉家團聚慶祝，故又名團圓節。至入夜後，即紛紛高掛各種旗幟，旗之下端，綴以燈飾砌成慶祝中秋字樣，男女老幼，在月光下賞月，均面現笑容。

查中國古老相傳，月中有嫦娥仙子，據云是官翠之妻，因偷食靈丹，白日飛昇，奔入月宮為嫦娥，古人有詩句詠之「嫦娥也悔偷靈藥，碧海青天夜之心。」此雖是習俗相傳，故神其說殊不足置信，但中國民俗習慣，對此中秋節日，則是非常快樂。

The night belongs to the Moon Goddess, since it is she who is responsible for the harvesting of much-needed crops, and this — her special night — was to be honoured with the tributes of a grateful people, and to be remembered with thanksgiving.

In China's commercial world, the Mid-Autumn Festival is a time of annual settlement, during which period the citizens have the enchanting idea of beseeching the moon to grant them her "complete circle of Happiness". So, in each household, the women set out five plates of "round" fruits — apples, oranges, pomelos, peaches, grapes, melons, etc., as offerings to the moon — "roundness" being indicative of the affluent state of plenty and content. Moon-cakes, symbolizing the "perfect roundness" of the moon, are presented amongst families.

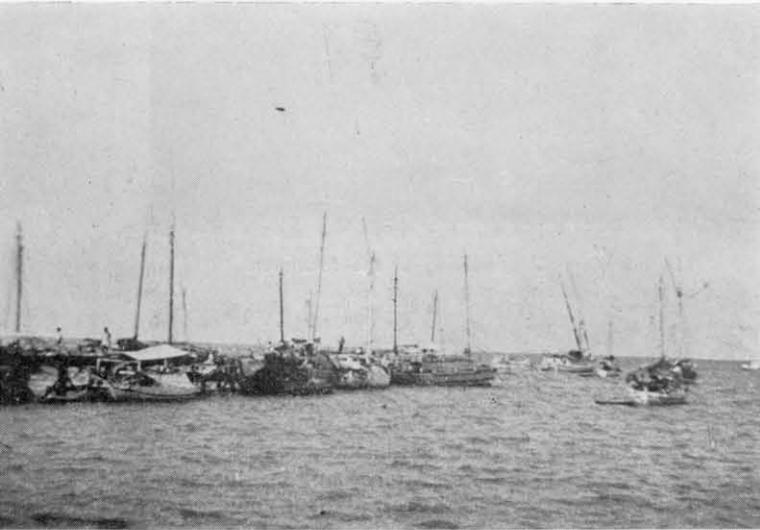
On overhanging roof-gardens, garlanded with Rose of Heaven petunias and geraniums in pots, candles and joss-sticks were burning and paper lanterns, rosy-red — "the Colour of Happiness" — illuminated all below with a soft, caressing glow. To the accompaniment of Oriental music, we studied one family at their ceremony on the open terrace above — the woman kneeling and chanting whilst fanning the candleflame, then burning paper prayers to ward off any possible malevolent spirits.

Glossy-blackhaired children carrying paper lanterns, their small faces suffused with a rosy flush, darted in and out of the shadows like fireflies, while the deafening noise of firecrackers was heard in the background. Fascinated, we absorbed all that Tawau had to offer the new-comer during the jollities of an Autumn Lunar Festival.

The Sinabang was sailing at 10.00 p.m., so reluctantly we made our way back to the ship, in time to see our Chinese crew walking in single-file, carrying pink paper lanterns — ready to continue celebrations with a late festal dinner. It was a day of one memorable experience after another.

*This year's Moon Festival is on 29th September.*

*Left: Chinese children with ornamental lanterns.*



### THE MOON FESTIVAL IN TAWAU

*An 'unforgettable 10 week trip' on Sinabang took Mrs Diana Dixon to Tawau at the time of the Moon Festival. She sent us this description of her visit and added that she would never forget 'the kindness and thoughtfulness of the Captain, Dutch Officers and Chinese crew, who did so much to make the voyage a pleasant one.'*

*The Moon Festival is a beautiful, essentially women's occasion. As the Chinese proverb so charmingly says, 'Men do not bow to the moon, women do not sacrifice to the God of the Kitchen'.*

Our first meeting with Borneo — "The Land below the Wind" — was propitious: our arrival at Tawau, on the north-eastern coast fronting an indigo Celebes Sea, coincided with China's Mid-Autumn Festival.

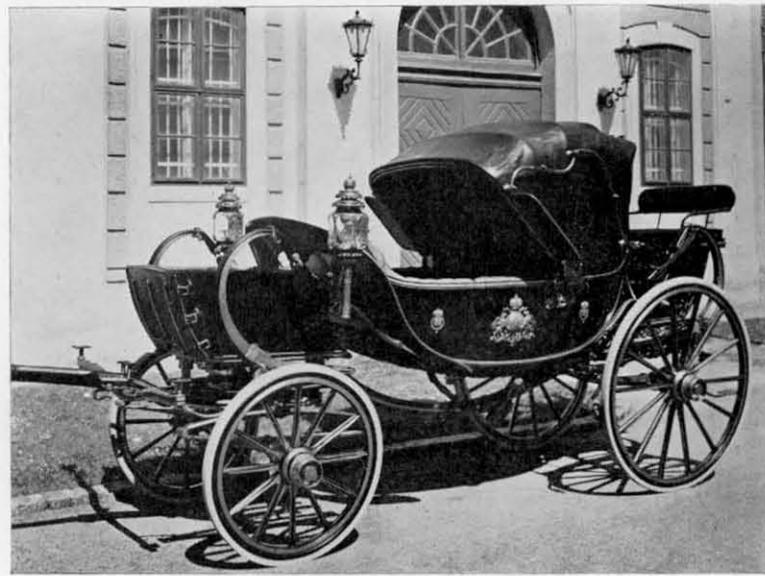
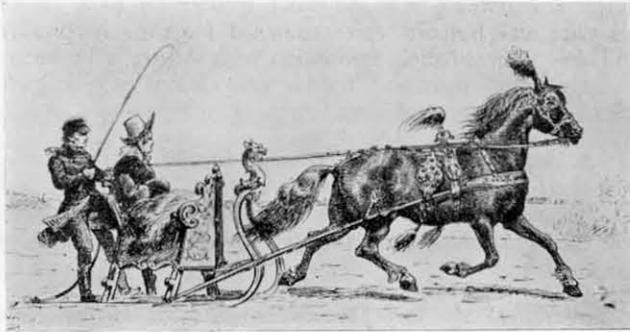
The festival, which lasts for 3 days, takes place in the 8th month of the Chinese lunar calendar and culminates on the night of the 15th day, when the moon is at the full. It is believed that at no other time in the year is the moon so brilliant and only then is she completely round.



# NATIONAL COACH MUSEUM

## NIENOORD

Near Leek



Travellers in the Middle Ages, ventured forth on horseback or on foot, but seldom by wagon. Ladies were the first to ride on wagons, the lack of springs made this a wretchedly uncomfortable mode of transport for long journeys.

In the 15th Century, the body of the wagon was suspended on straps and the coach was born. Even so, the old fashioned wagons remained in use for a long time.

In Holland, Louise de Coligny introduced the coach, as she disdained to sit in "a common open wagon".

With the advent of the 17th Century came the carriage, with its large four-cornered frame hanging in straps, a flat roof and draped sides. During this period, coaches were ornately carved and gilded, and the prototype of the 'golden coach' now emerged. If there were many windows, it was called a 'glass coach'.

The following century lighter carriages were built, lighter in weight, in construction and in line. They were also smaller. This was the period of the elegantly shaped gig (sjees) which for 100 years was 'the pride of the countryman' and of others too. It was mounted high on its wheels, and was elegant in line and carving.

In 1790 the iron spring in combination with the straps was introduced, and in 1807 the double spring, or push spring, which was adopted as the best design.

As the roads improved, a feeling for speed and sportsmanship was kindled. Industrial development brought down the cost of production and more and more coaches were to be seen; they were not only more numerous in the 19th century, but also greatly varied in style.

The state coaches had velvet-draped coach boxes; crowns or ornamental family crests were embossed on their paneling in silver and gold, while two grooms in livery, with neatly powdered wigs stood behind.

There were also sports coaches, in which the owner drove the horse himself: phaetons; the Napoleon and the Prince Albert; and for sportive ladies, elegant light ladies phaetons, usually in pale colours. The tilbury and the buggy, successors of the gig, were open two-wheeled hunting carriages.

For public transport one used the 'diligence'—known in Holland as the postcoach, and in England as the mailcoach—a heavy coach for 10 to 20 people, pulled by four horses. These coaches followed a scheduled route and were heralded by the postillion's horn. In the cities, there were omnibus coaches or one could hire a vigilante, known in Amsterdam as a monkey (aapje).

Winter brought the opportunity to travel by sleigh and in Holland the 'arreslee' was very popular for centuries. This was styled with great care, beautifully carved and often smarter and more colourful than the gig. Of the many styles the most popular was for two people, with a seat for the lady while the gentleman stood behind her and drove the horse. A harness with bells and plumes made this a charming sight.

Of course the coaches also had harnesses which were often very beautifully adorned with imitation velvet (trijp), lacquered leather and elegant mountings. Much care and attention was given to the livery of the coachmen and the overall impression was enhanced by the immaculate condition of the shining well-groomed horses.

This magnificent collection of coaches and accessories is on exhibition in Nienoord, where an ideal setting is provided by the deer park, lakes and lawns of this old mansion.

*Above left: Drawing of an arreslee, by Otto Eerelman. Above right: Kaiser Franz Joseph state-coach. Below: The Great Hall of coaches at Nienoord.*





## MR VAN MOURIK RETIRES

The luncheon which was given at HK HO on July 21st on the occasion of Mr J.J. van Mourik's retirement from the Company was marked by a friendly, relaxed atmosphere. Mr de Haan was particularly aware of this and said in his address to the gathering that he had not needed to consult anyone for details of Mr van Mourik's career — the latter had been a personal friend for a long time and the speaker could lay bare his past without the usual crib.

Mr van Mourik joined KPM in 1937 as a 4th Officer, but was shortly afterwards transferred to shore staff, where he worked in the outdoor department for four years, first at Tg. Priok and then at Medan. In May 1942 he had his first introduction to Australia when he assumed the position of Assistant in the Marine Department at Sydney. In June 1946 he returned to Indonesia to work in the KPM Stores Department in Djakarta and the following year he was transferred to JCJL. From this point, Mr van Mourik's life followed a pattern of promotion and travel. After 3 years in the Stores Department of HK HO, he went back to Australia (in 1950) to work in Sydney, Traffic Department. November 1952 took him to Durban, but he returned to Australia in 1956 and during the following 7 years decided to make this his home. Finally he came to HK HO in 1962 and has occupied the post of Manager of the Freight Department since this date.

Due to the great variety of jobs that Mr van Mourik has held during his 29 years with KPM/RIL, he has gained the very wide experience which had stood him in good stead for his work during the latter part of his career.

The Company realized when they transferred him from Sydney to Hong Kong that he was reluctant to break up his home and up-root himself from Australia, but throughout the last four years, he has proved a very valuable co-worker not only to the management but to all at HK HO.

Mr van Mourik was well known for his cheerful personality and great sense of humour; he was always ready to assist others and nothing was too much trouble for him. Both his wife and himself were renowned for their hospitality and they retained their association with Australia by entertaining many Australian friends and Company colleagues who passed through Hong Kong.

Mr de Haan concluded by thanking Mr & Mrs van Mourik, on behalf of Managing Directors both in Hong Kong and Amsterdam and wishing him and his family a very enjoyable trip round the world and a happy retirement in Australia.

In his reply, Mr van Mourik agreed that he had left Australia four years ago with mixed feelings and was looking forward very much to settling there again, but now that the time had come for him to leave Hong Kong, his feelings were again mixed. He attributed this to the fact that he had held such an interesting job and had enjoyed his work in HK HO. However, one should never look back, but always ahead.

He then proposed a toast to the Company, Managing Directors and to all his other co-workers in HK HO thanking them for all their kindness and co-operation.

### SHORE LINES

*Auckland, New Zealand's largest city, stands between Waitemata Bay and Manukau Bay and, judging by the response to the July competition, is well-known to many members of the Company.*

*The photograph (printed by kind permission of White's Aviation Photographs) shows the port with the familiar Auckland Harbour Bridge in the background. This important industrial and commercial centre at the north of New Zealand's North Island was founded in 1841 and was the capital of the country until 1865.*

*The winner of this month's competition is Margaret Eyre, secretary in the shipping department of Burns, Philip (S.S.) Company Ltd., Lautoka, Fiji, to whom we send our congratulations. We appreciate knowing that everyone in your office reads the R.I.L. Post with keen interest.*

# POSTINGS

On 1st September, 1966

Vessel	Captain	Chief Engineer	Head of C.D.	Boatswain	No. 1 Firemen
m.v. RUYS	J.H.W. Voigt	J. Dirkse	A.P. Eekhout	Lau Chung 劉鐘	Lam Lin 林連
„ TEGELBERG	Th. Rose	F.M.H. Beckers	Zec Yuen Ching 徐餘慶	Tang Kee 鄧淇	Lam Kow 林九
„ BOISSEVAIN	R. Jungeling	R. Jonker	K.A.W.M. Verkerk	Yiu Kwong 姚光	Yue Fat 余發
„ TJITJALENGKA	D.C.M. van der Kroft	G.J.C. Bevelander	Li Moon Chung 李滿忠	Cheung Ming 張明	Cheung For Chun 張伙清
„ TJILUWAH	J. Jacobs	G.H. Menses	Tsui Fook 徐福	Leung Tim 梁添	Lam Fook 林福
„ TJIWANGI	S. Jochems	C. Schavemaker	Yip Pak 葉北	Loo Too 盧道	Keung Chee 姜熾
„ STR. BANKA	A.J. Zonnevjlle	A.P.C. Reynhoudt	Chiang Pung Kwong 蔣品光	Ho Wun 何煥	Liu Hin Ming 廖顯銘
„ TJINEGARA	L. Rademaker†	H.C. Smeenk*	B.A.C.H.G. van Zutphen	Shek Shing 石勝	Kan Wai 簡惠
„ STR. BALI	P.H. Zweerst†	F.L.Th.M. Pietersma	Poon Man Kee 潘文基	Liu Kam Wing 廖金榮	Tang Kau 鄧球
„ STR. MOZAMBIQUE	G. Verkerk	J.C. Meulenberg	Lee Sik King 李式敬	Lec Wah 李華	Lam Kam 林金
„ STR. MAGELHAEN	B.L. Legemaate	A. Vink	Ling Yau 凌有	Kwok Bing 郭炳	Lam Cheung 林祥
„ STR. VAN DIEMEN	J.L. van Schoondrager	C.F. Nicolai	J.L.W.M. Brand	Lam Sze 林四	Lam Lin 林連
„ STR. RIO	W. Ineke	H.J. ter Stege	Doo Wilkiam 杜威謙	Chan Shui Fook 陳水福	Leung Hoi Kwan 梁海坤
„ STR. FLORIDA	B. den Hoed	A. Geurts	Lam Kee 林祺	Tsui Tsan 徐燦	Lam Kit Nam 林傑南
„ STR. FIJI	W.H. Schröder	J.G. Mayoer	Tong Yuet Tim 唐月添	Kwok Wah 郭華	Tong Kow 唐九
„ STR. FREMANTLE	G. van der Spoel	J. Birza	Shum Ying Wai 岑英維	Kwok Ming 郭明	Cheng Lau Man 鄭流文
„ STR. FUTAMI	L.A. Cijssouw	D.M.A.J. van der Gugten	Yip Ho Hung 葉河孔	Wong Chung 黃松	Choy Yan 蔡仁
„ STR. FUSHIMI	Th. Terhorst	M.G. Beunder	Chiu Chang Sing 趙春聲	Lec Ng 李伍	Ko Fook 高福
„ STR. FREETOWN	H. Muys	A.E. Saman	Chung Sang 鍾生	Chow Tai Yau 周帶祐	Choy Ying 蔡英
„ STR. MALAKKA	W. Lautenbag	D.J.B. Valk	Pong Chi On 龐志安	Ho Shui Kin 何瑞乾	Mung Yau 蒙友
„ STR. SOENDA	P.L. Eichhorn*	D. van den Berg	Chan Lam 陳霖	Luk Wai Man 陸偉文	Lam Chiu 林釗
„ TJIBANTJET	P. Starckenburg (KPM)	H.B. Visser	Wong Shan 黃山	Leung Kan 梁根	Lee Wah 李華
s.s. TJIBODAS	J.J.E.M. Bruyn	A. Minnesma*	Yau Wang Hing 游宏慶	Chan Chuen 陳銓	Lau Kwai 劉貴
„ TJIPONDOK	E.P. Helleman	C.H.A. den Boogert	Sung Hang 宋恒	Leung Yung Kan 梁容根	Lam For Hing 林火興
„ TJIKAMPEK	F.J. Panhuijzen*	J.H.M. van Miltenburg	Huen Ng 楊伍	Lai Yau 黎祐	Chiang Yung 蔣勇
m.v. STR. COLOMBO	G. van Altena	J.J. Kalkhoven	Lec Man Tik 李文迪	Tsang Suey 曾水	Cheung Kwai 張貴
„ STR. CHATHAM	J. Bruin	H. Spruyt	Ho Fat 何發	Yau Wai Yue 丘偉如	Lee Fook Tai 李福泰
„ STR. CLARENCE	H. Pronk	H.M. Deggens	Lee Hin Fan 李顯勳	Lai Loy 黎來	Chan Sing 陳勝
„ TJIPANAS	H.J. Brons (KPM)	J.P. Kalma	Shum Lin Sze 岑連師	Lam Tak 林德	Tse Tak Wah 謝德華
„ STR. JOHORE	A.J.M. Michielsen	J. Verdonk	Lam Kam Chuen 林金泉	Ho Tai So 何大蘇	Liu To Hing 廖土興
„ STR. SINGAPORE	S.Tj. Doornbos	C. van het Maalpad	Leung Lun 梁麟	Kwok Tai Yau 郭帶有	Chan Wo 陳和
„ STR. CUMBERLAND	W. Micog	M.G. de Wever	Chung Yan 鍾仁	Wong Moon 黃滿	Lee Pui Tai 李培泰
„ STR. CLEMENT	C. Dekker	J. Tamboer	Leung Chak Tong 梁澤棠	Fan Ah Tak 范亞德	Lau Tat Ming 劉達明
„ STR. TORRES	G.P. Proper	A.J. Pruyssers*	Ngai Wing Fook 魏榮福	Ma Ying Cheong 馬仍昌	Kwong Tim 鄺添
„ STR. COOK	J.H.v. Dijk	F.J. Bruil*	Lock Yan 駱恩	Pang Wah Bing 彭華炳	Lee Hang 李恒
„ TJILIWONG	L.P. Weststrate	J. Maarschalkerweerd*	Woo Ming 胡明	Lai Fook 黎福	Lam Siu 林少
„ TJIMANUK	D. Procece	G.G. Peek*	Loh Soy-Fong 樂瑞芳	Cheung Tim Dai 張添帶	Lam Yan 林仁
„ TJITARUM	A. van Os	E.M. van de Ven	Lam To Tong 林道棠	Loo Kan 盧根	Choy Bing 蔡炳

\* = acting

† = temporary service

# H.R.H. PRINCESS MARGRIET WEDDING GIFT

# COMPANY



The following circular letter has been received from the *Koopvaardijcomité Huwelijksgeschenk H.K.H. Prinses Margriet*:—

On January 19th 1943, Princess Margriet, the third daughter of her H.R.H. Princess Juliana and H.R.H. Prince Bernhard of the Netherlands, was born in exile in Ottawa Canada.

Sometime later, the young princess was baptized and the following representatives of the Dutch Merchant Navy, which made such an outstanding contribution to the war, were present at the ceremony — Messrs B. Klip, Captain, C.J. Brouwer, Mate, J. Zandé, Engineer, G. Pijleman, Chief Steward, and J.G. Keila and J. Huson, Greasers.

Since then, H.R.H. Princess Margriet has been the god-daughter of the Merchant Navy.

During the dark war days her name was a symbol that united all in the struggle for the freedom of the seas, and this close bond has remained to the present day.

Now, on January 10th 1967, our Princess will marry Mr P. van Vollenhoven, and it was considered that this occasion should receive suitable recognition from the Merchant Navy.

We have therefore formed a committee to make a collection for a wedding gift which will be presented to the Royal Couple on behalf of the whole Dutch Merchant Navy.

Thus, we are calling on all past and present members of shipping companies, whether at sea or ashore, to make their donations.

In this connection, we made a special appeal for cooperation to the Captains of ships and to the Companies themselves.

We trust they will be willing to receive contributions and remit them to 'Postgirorekening 127 00 00' in the name of "Penningmeester Koopvaardij Comité Huwelijksgeschenk H.K.H. Prinses Margriet", at The Hague.

We would greatly appreciate receiving your contributions before November 1966.

*R.I.L. ships and offices have been advised separately as to how they may transfer their donations via the company.*

## SUCCESSFUL EXAMINATIONS

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

Mr V.P. Mollinger	3rd Officer	Th.I	22-7-66
„ F.C.J. Graaf	4th „	II	1-7-66
„ F.H. Elkhuizen	„ „	Th.II	7-7-66
„ V.H.M. Ligthart	„ „	Th.II	13-7-66
„ H. Bijl	3rd Engineer	B	12-7-66
„ J. Craamer	„ „	B	21-7-66
„ R. Stuart	„ „	Th.B	25-7-66
„ P.A. Kopmels	4th „	A%	15-7-66

## LEAVING (OR LEFT) SERVICE

Mr J.J.G. Rijnders	3rd Engineer	own request
„ C.W. Jeremiasse	Chef v.D.	retirement
„ T. Usami	Adj. Chef (R.S.)	retirement
	(simultaneously appointed as Adviser to the Company)	
„ W.J. Marshall	Group II	own request



## FAMILY NEWS

### New Arrivals

To 3rd Officer B.A. Smalt (Tegelberg), a son, Berend Jacobus, on 13th July.

To 2nd Officer T.A.T. Gulmans (Boissevain), a son, Robert Paul, on 22nd July.

To Chief Officer C.W. de Jong (Straat Cumberland), a daughter, Ingrid Elma, on 30th July.



### Weddings

3rd Officer L. Ingenluyff (Tjiliwong) to Miss van Dulm on 3rd August by proxy at The Hague.



## TRANSFERS SHORE STAFF

Mr H.A. de Vink (employee K.P.M.) from Singapore to Durban.

Mr W.J. Schipholt (Group II) from Durban to Johannesburg.



## PERSONALITIES

**Mr E. Willems** took over as Manager of the Finance and Accounts Department on 16th July.

**Drs. R.B. Lenterman** replaced Mr E. Willems as Manager of the Audit & Control Department HK HO.

**Mr J.M. Hens**, General Manager Traffic, left Hong Kong on 1st August for Home Leave.

**Mr C.W. Jeremiassie**, Superintendent Engineer HK HO, left Hong Kong on 20th August for Australia, where he is to retire.

**Mr E. van't Sant** took over as Superintendent Engineer on the departure of Mr C.W. Jeremiassie.

**Mr W.M. de Haan**, Managing Director, left Hong Kong on 1st September for a business trip to Manila, Australia and New Zealand.

**Jhr C.L.C. van Kretschmar**, General Superintendent, left Hong Kong on 17th August for a short business trip to the United States. He will return via Amsterdam.

**Mr C.H. Poulus**, Onderdirecteur, K.P.M. Amsterdam, and **Mr H.H. Mersen Senn van Basel**, Adjunct Chef, K.P.M. Singapore, arrived in Hong Kong in late August for business consultations.

## DANGER MONEY

*"Longshoremen in Hobart, Tasmania, have received about a guilder per man danger money when discharging a cargo of cocoa and timber from the Netherlands m.v. 'Straat Madura' last weekend because a dangerous african snake was supposed to be amongst the cargo in one of the ship's holds.*

*After 900 tons of cocoa had been discharged, a very handsome lizard was detected! 150 tons of timber have still to be discharged at Sydney."*

## TAKING A BEARING . . . .

by

H.O.P. de Jongh Swemer



R.I.L. Post photographer — 'Smile please!'



Magelhaen

## SHIPS OF THE WEEK

On 7th July, relatives of the officers on board m.s.s. Tjiluwah, Straat Fremantle and Magelhaen went to Hilversum to record their messages. Here we see them outside the Gooiland Hotel.

Straat Fremantle



Tjiluwah



## IN MEMORIAM



### MR LING SIN CHOW

*It is with the very deepest regret that we have to report the death of Mr Ling Sin Chow who passed away during the early morning of 29th July 1966.*

*Mr Ling was 60 years old and joined the Company (I.C.J.L.) in August 1935 in Djakarta. He was our Chinese Passage Manager from May 1938 until August 1960, when he was transferred to HK HO and became the first Chinese Manager of the Crew Department, which position he held until his retirement in 1963.*

*His knowledge and experience were so highly valued that he was invited to act as an adviser to the Company after his retirement. As a mark of the very high esteem in which the Company held Mr Ling, the R.I.L. flag on Interocean House was flown at half mast for two days.*

*Our very deepest sympathies go to his wife, his sons and daughter and other members of his family.*

I consider it an honour to have been asked to write an obituary concerning my old friend Ling Sin Chow and I am grateful for this because our two lives were so strongly interwoven, both in — and outside the office.

This relationship, which goes back to 1937, commenced as one of boss and employee, but developed over the years into strong mutual confidence and respect, and ultimately into a great friendship. I am not only indebted to him for his valuable advice but it was through him that I achieved a much closer understanding and appreciation of the Chinese character and mentality; I am sure other expatriate staff of our Company have likewise benefited.

Credit for "finding" Ling in Samarang in 1936 goes to Mr H.M. Spit, at that time General Manager Passage in Batavia. When I took over from the latter in 1937, Ling was a clerk in JCJL Head Office Batavia; soon afterwards, the Company appointed him to the responsible position of Manager Chinese Passage Office there, and he certainly proved himself worthy of their trust. After reorganising this office and moulding his staff into a real team, his drive, foresight, initiative and perseverance played havoc among JCJL's competitors. By virtue of the services he and his staff rendered to our Chinese passengers, and through his own smooth ways, kindness, charm and smile, his fame in Chinese circles throughout the country rose to amazing heights, taking the good name of the Company with it.

When the Japanese invaded the Dutch East Indies, he was put into camp together with Dutch members of JCJL staff and there also he remained optimistic and kept smiling.

After the war he resumed his former activities, but as things became increasingly difficult, particularly for our Chinese passengers, Ling was always ready to help and advise deserving cases. He carried on till the end which came when circumstances compelled

余受囑為故友林杏超作誄文。鑑於已往之密切公誼私交，謹以至誠畧述之。

溯自1937年，林君為余之下屬職員開始，歷年進而為互信互敬之摯友，余不僅深蒙彼之寶貴意見而獲益，且使余對華人之性格與智力有更深刻之了解及欽仰。深信本公司已退職同寅亦有同感。

1936年林君於三寶壟首由本公司巴達維亞客位部經理史必先生所聘。余於1937年接任時，林君乃巴達維亞渣華輪船公司總行之一文員，稍後即被委任為華人客位部經理之要職，其功績使公司深慶得人，客位部經改組後，由於彼之領導得法，處事之遠見，進取之精神，有毅力及創造性之特殊才幹，致使當時競爭同業感受重大打擊。

憑藉華人客位部林君領導下之服務精神，加之林君本人處事靈活，待人親切以及恬然之笑容，使其本人及公司之聲譽日隆，遍聞印尼各地華籍人士。

當日軍侵佔荷屬東印度時，林君與本公司荷籍職員雖被同囚於集中營，惟彼仍然樂觀並保持其笑容。

戰後復職，各事日趨艱難，尤以華僑搭客之處境為甚，惟林君仍隨時盡力以赴及提供適當之意見，直至當地環境迫使公司將芝利華及芝萬宜輪由印尼撤退而告停業。

嗣後，彼被調任香港總行華人海員部經理，公司僥倖得以保留此忠耿之職員，因彼仍然秉其一貫堅忍及熱心之精神繼續處理海員事務，各級海員，不論職位高低，如有所求，必獲各別接見。余深信彼等所提出之困難，曾受林君深切關注。

林君之為人洋溢溫暖與友情，凡事先為他人設想，並隨時予值得被關注者以信心；彼不但諳熟西方觀念並具有偉大之東方智慧，此兩者之結合，乃構成彼生平之為人風度。

林君具有高度之幽默感，對應付各類型之人士，面面俱圓彼對人性之分析，有獨到之眼光，為人所不及。

林君為人謙虛，委身於家庭，朋友，公司，如欲描述其崇高之人品，余非用特殊辭彙不足敘述之，惟此舉實非彼所欲也。

彼之聰慧之建議及奉獻，使公司獲益不淺，於常務董事同意之下，余以曾任上司之緣，籍此機會，申表彼以往三十年來對渣華郵船公司之忠心服務。

余確信彼之生平事蹟，將永恆受彼之同事或屬下職員崇高之敬仰。

哲人先逝，驚傳噩耗，友輩痛失良友。吾人對彼現寓香港之夫人，幼子紹立，及彼在印尼之子女紹南、宜南、寄互無限同情與關注。

韋 璠 文

the Company to withdraw TJILUWAH and TJIWANGI from the Indonesian scene.

Luckily RIL did not lose their faithful servant, who then became Manager Chinese Crew Department at Hong Kong, where he continued to work with perseverance and devotion. Whereas formerly he had looked after our passengers well, he now concentrated his energy on crew members: if requested, he would see any crew member individually, however modest their position, and they I am sure can vouch for his personal and warm interest in their problems.

This attitude formed part and parcel of his life: his whole being radiated warmth and friendship, while his first thought was always for others; he inspired confidence which he gave freely to those who deserved it, and combined a very thorough understanding of the Western mind with a great wisdom of the East. His great skill in handling people proved him a shrewd judge of human character; in addition he possessed a keen sense of humour. I would require superlatives to adequately describe his noble character, but he would not wish me to do this: he was a humble person, devoted to his family, his friends and to the Company. From this devotion and his wise counsel the Company has benefited greatly, and with Managing Directors' permission, I as one of his ex-"bosses" would like to pay warm tribute for all he did for JCJL/RIL during his thirty years of loyal service.

I feel certain his memory will forever be kept in high esteem by those who worked with or under him.

His sudden and untimely death came as a terrible shock to his many friends, but first and foremost our warm sympathy goes out to Mrs Ling and young Salim in Hong Kong, as well as to his daughter Nina and his son Ade in Java. We shall miss him a lot.

Alfons Veltman.

# PERSONNEL



## NEW PERSONNEL



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

Mr J. Best	4th Officer
„ U.C.J. Brand	„ „
„ R.W.A. Chevalier	„ „
„ R.M. Meister	„ „
„ J.J. Bakker	Appr. „
„ F.R. Kaleveld	„ „
„ P.J. Kramer	„ „
„ P.A.M. van Ommeren	„ „
„ J.A. Thyse	„ „
„ C.H.M. van Bennekum	Appr. Engineer
„ C.J. Boerma	„ „
„ P. Braam	„ „
„ N.P.C. Claus	„ „
„ A.F. Ruimschotel	„ „
„ T.J.I. Rutgers	„ „
„ M. Schoo	„ „
„ I.R. Stuwe	„ „
„ S.H.J. Vellinga	„ „
„ F.R. Wijkel	„ „
„ R.J. Wolters	„ „
„ K. Zwaga	„ „
„ H. Hiemstra	Employé

## TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain J.G. ten Bhömer, Master of m.v. Straat Freetown, went on home leave.  
 Captain H. Muys, Master of m.v. Tegelberg, was posted to m.v. Straat Freetown.  
 Captain Th. Rose was posted to m.v. Tegelberg following home leave.  
 Captain (KV) H. Egberink was temporarily posted to m.v. Straat Chatham.  
 Captain J. Bruin, Master of m.v. Straat Chatham, went on intermediate leave.  
 Chief Engineer G.J. Doves of m.v. Tjiwangi went on intermediate leave.  
 Chief Engineer C. Schavemaker of m.v. Tjinegara was posted to m.v. Tjiwangi.  
 2nd Engineer H.C. Smeenk was posted to m.v. Tjinegara as Acting Chief Engineer.  
 Chief Engineer J. Boone of m.v. Straat Cook was posted to HK HO Engineering Department.  
 2nd Engineer F.J. Bruil was posted to m.v. Straat Cook as Acting Chief Engineer.  
 Chief Engineer J.P. Kalma of s.s. Tjipondok was temporarily posted to s.s. Tjikampek and subsequently to m.v. Tjipanas.  
 Chief Engineer C.H.A. den Boogert of s.s. Tjikampek was posted to s.s. Tjipondok.  
 Chief Engineer H.J.G.A. Otten of m.v. Tjipanas went on home leave.  
 Chief Engineer J.H.M. van Miltenburg was posted to s.s. Tjikampek.

## IN MEMORIAM

Baron Collot d' Escury on 25th July. He served on the Board of Directors of the Company from March 1949 until June 1961.  
 Captain H. Punt at Heiloo, Holland on 6th August. He retired from the Company in 1950.

## LEAVE



The following personnel went on leave:

Mr D.B. den Braber	2nd Officer
„ H.L. Brandes	„ „
„ A.J. van Vliet	3rd „
„ W. de Best	4th „
„ G.B. Carrec	„ „
„ G.S. Geenen	„ „
„ A.A.H. Nickus	„ „
„ W.A. Vincente	„ „
„ P.J. Wesselman	„ „
„ R. Westerhuis	„ „
„ C.J. van Donk	2nd Engineer
„ B.L. Herkemij	„ „
„ W. Geerlings	3rd „
„ A. Sandbrink	„ „
„ L. Baljé	4th „
„ W.C. Geistdörfer	„ „
„ M.W.M. Huvencers	„ „
„ J.P.K. de Korver	„ „
„ A.P. Barneveld	5th „
„ M. de Beijl	„ „
„ H. Bocle	„ „
„ B.J. Koolenbrander	„ „
„ N. Poort	„ „
„ J.A.J. de Ridder	„ „
J. van Krieken Ing.	Adj. Chef
Mr C.J. van Tuil	H. Employé

Those who returned are:

Mr F. Bakker	Ch. Officer	<i>posted to</i>
„ C.W. de Jong	„ „	m.v. Straat Florida
„ C. Nanninga	„ „	„ Straat Cumberland
„ T.R. de Groot	2nd „	HK HO ND
„ W. Ijpma	3rd „	m.v. Boissevain
„ J.T. Wouda	„ „	„ Straat Mozamb'que
„ D.P.J. Brugman	3rd Engineer	„ Straat Johore
„ A.C. Hulst	„ „	„ Tjiliwong
„ P.F. Feleus	4th „	„ Straat Bali
„ L. Rolsma	„ „	„ Tjinegara
„ H.A. Schreurs	„ „	„ Straat Cook
„ B.R. Wasterval	„ „	„ Straat Chatham
„ J.P. van Daele	5th „	„ Straat Clement
„ H.C. Versluis	„ „	„ Ruys
„ W.F.C. Koster	Employé	HK HO

## 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 — September". 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 October 15th. The winner will be announced in the November Issue.

See page 174 for the winner of July's Competition.

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## CARGOES

*What and Where*

PALM - OIL



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N  
D  
I  
A  
S

STRAAT CLARENCE



Bunches of palm fruit on a Malayan plantation — the origin of palm-oil, which is shipped, either in drums or deeptanks, from Singapore and Malaya to Australia by vessels in the India-Australia Service. It is an essential ingredient in the manufacture of soap.

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## SHORE LINES

(see inside back cover)

