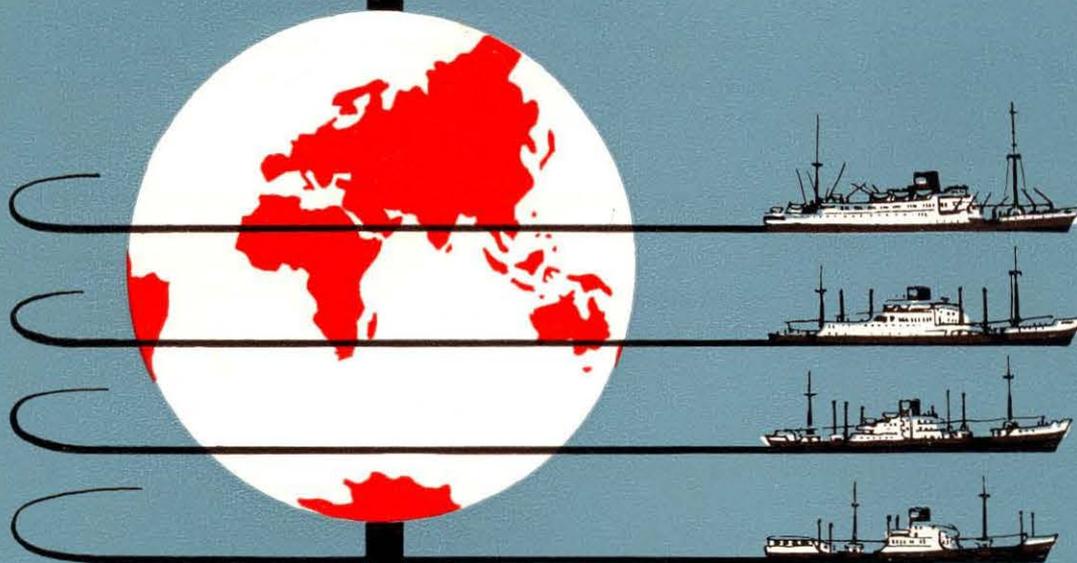




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XIII. No. 11. November, 1966

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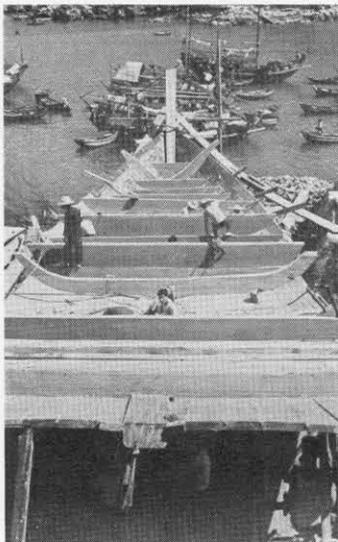


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P. O. BOX 725 HONG KONG

MERGER

On the opposite page is the first announcement of the proposed merger between RIL and KPM.

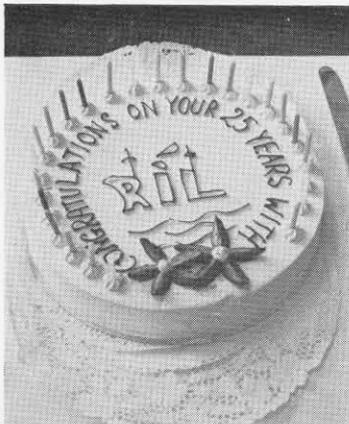


FOR CENTURIES

See pages 210 - 211

A QUARTER CENTURY

See page 215



From the Editor

SHAPE OF THE FUTURE

Whilst we are as yet unable to give a complete picture, we hope in future editions of our magazine, to give further information of all the various aspects of the proposed merger as they materialize.

SHIP SHAPES

NEW DESIGNS — 'A Ship of Rare Design' is the heading of our article on page 204. The principle of the bulbous bow, as on our Japanese-built Straat F vessels, has been developed and the resulting torpedo-shaped hull produces greatly increased speeds at lower horsepower.

ARTISTIC ADDITIONS — The figurehead on the bows of RIL's latest ship, Straat Towa, was designed by Hildo Krop, a leading Dutch sculptor. More details, page 205.

OLD TECHNIQUES — The bat-winged sails of Chinese junks can be described as one of the trade-marks of the Orient. The art of junk-making has been handed down from father to son over the centuries and thus, they are built from instinct and experience rather than to any drawn plan. RIL Post takes a look at junk-building in Hong Kong on Pages 210 & 211.

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

MERGER

R.I.L. — K.P.M.

On April 4th 1966 the personnel of KPM and RIL were informed by circular letter that it was the intention of their two companies to achieve a closer co-operation than already existed.

The preparation and executing of the extensive re-organisation connected with this intended merger takes considerable time. It has therefore been impossible so far to give personnel a complete picture of the consequences of the merger and of how it will affect the staff of both companies.

Captains and officers of KPM have already been put in the position of continuing their career in the service of RIL.

The combination of the two offices in Amsterdam necessitated a reduction in the number of staff, which however will result in increased efficiency of the organisation as a whole.

The Boards of Directors of both KPM and RIL announced on September 12th that they had achieved complete agreement in their discussions on the proposed merger

and that as a consequence Royal Interocean Lines intended to offer KPM shareholders an exchange of KPM shares for RIL shares at the ratio of one for one.

This proposal was discussed at a shareholders' meeting in Amsterdam on 17th October, and depending on a sufficient number of shares being offered for exchange, the Board of RIL will announce whether or not the merger can be completed.

At the same shareholders' meeting, the present Managing Director of KPM, Jhr. S.G. van Weede, was appointed to the RIL Board of Directors as from 1st January 1967. On this date, subject to the merger being effected, Jhr. van Weede will resign his present position of Managing Director of KPM.

The great achievements of KPM and its staff ashore and afloat throughout the long history of their company will be realised by everyone. The merger of our two companies under the flag of RIL would have been impossible but for the close co-operation between KPM and RIL which developed shortly after the Second World War.

THE FLEET

Based on present fleet strength, the combined fleet of RIL will consist of the following:

| | No. of Vessels | G.R.T. | S.D.W. |
|-----------------------------------|----------------|----------------|----------------|
| R.I.L. | 39 | 328,329 | 383,116 |
| K.P.M. | 25 | 100,531 | 118,197 |
| HOLLANDSE VRACHTVAART MIJ. | 4 | 45,801 | 66,998 |
| NEDERL. TANK — EN PAKETVAART MIJ. | 6 | 53,102 | 70,356 |
| DELTA STEAMSHIP CO. | 4 | 1,464 | 1,387 |
| ON ORDER | 4 | 44,000 | 50,600 |
| TOTAL | 82 | 573,227 | 690,654 |

After jumboizing of the 'Van der Hagen' type vessels, the total summer deadweight will be increased by some 3,800 tons.

Furthermore a 50% participation in the Oranje Line, made up of 12 vessels aggregating 29,519 GRT and 43,533 tons deadweight.

You will be kept informed of further developments in future editions of RIL Post.

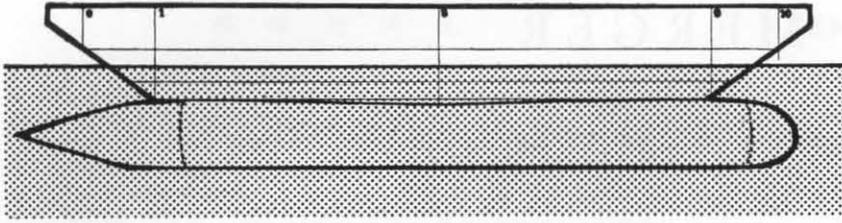


Diagram of the hull form of the 'Oriental Queen'.

A SHIP OF RARE DESIGN

That there is still ample scope for naval architecture has been demonstrated by the excellent operational results obtained by the 12,500 tons d.w. cargo-passenger liner **Oriental Queen**. The ship incorporates the revolutionary 'semi-submerged' hull system, developed by Dr Pao-chi Pien, an eminent Chinese naval designer, who has been engaged in research into hydrodynamics and hull forms at the David Taylor Model Basin, Washington, D.C.

Briefly, her claim to fame is that she can achieve a speed of 21 knots with an engine power of only 12,800 b.h.p., a figure well below the power required by a more conventional hull. (A similar vessel of 12,500 tons d.w. would require an 18,000 b.h.p. engine to attain this speed).

The **Oriental Queen** is designed with a bulbous bow of tear-drop shape rather than the more common cylindrical form, and the submerged portion of her hull is divided into upper and lower sections. When the lower section, shaped like a torpedo, creates waves, the upper section produces similar waves but with opposite phases, thus effecting an overall reduction in wave resistance.

During sea tests in Tokyo Bay in April this year when conditions were very rough, the 12,500-ton d.w. vessel attained a speed of 22.3 knots at a power of 12,800

b.h.p. and a shaft speed of 123 r.p.m. She is fitted with a Uraga-Sulzer 8 RD 76 type diesel engine, which at three-quarter power gave a speed of 20 knots. Naturally this achievement of higher speeds with less horsepower results in a considerable saving of fuel and lower operating costs.

To ensure greater efficiency in cargo handling the ship is equipped with push-button hydraulic hatch covers which open or close in two minutes, providing rapid and easy access to the cargo areas.

Her hold capacity in bale is 662,900 cu.ft. and in grain 722,900 cu.ft. She also has a tank capacity 60,000 cu.ft. and eight refrigerated cargo spaces with a total capacity of 15,000 cu.ft. The vessel is also highly automated.

The **Oriental Queen** is owned by the Malaysian Marine Corporation and was built at the Uraga Heavy Industries, Tokyo. Outwardly she has the graceful lines of a modern cargo-passenger vessel but with the distinction that her hull has a sectional shape that offers reduced wave resistance.

The difference is impressive, and it is hardly surprising that Uraga H.I. have orders for two more ships of the same type for the same owner.



' THIS OWL WATCHES AHEAD '

STRAAT TOWA

The figurehead of the owl on the bows of RIL's new ship, m.v. 'Towa' (to be renamed Straat Towa), may be something of a mystery to many members of the Company, as this 'Bird of Wisdom' is not a traditional maritime symbol.

The explanation is that the name 'Towa' was chosen by the previous owners, Messrs. N.V. Maatschappij Vruchtvaart, to preserve the memory of the first 'Towa' which was torpedoed in the second World War.

The Company has always chosen the names of their ships in accordance with a set pattern. All the names commence with the letter T, followed by a vowel — consonant — vowel sequence. As a rule the names were pleasant sounding but had no special significance. The advantage of the system was that the names were close to each other in alphabetic lists of information to shipping, Lloyds Register etc. and they were immediately associated with their Company.



After the name 'Towa' had been chosen, the wife of one of the Company Directors hit on the motto 'This Owl Watches Ahead' and the famous Dutch sculptor, Hildo Krop, was then commissioned to design a figurehead of an owl with the inscription beneath it. The result is the figurehead, pictured above, sculptured in solid bronze.

Pictured below, m.v. Towa under full power. The RIL crest will be painted on her funnel after her delivery in Durban during the second half of October.



“OUTSTANDING JAYCEE OF THE QUARTER”

Our congratulations go to Mr Ian Gifford (RIL Sydney) who received the quarterly award for the Outstanding Jaycee in the Sydney Chamber.

Although Mr Gifford has been with RIL in Sydney for eight years, he joined the Jaycees as recently as November 1965.

He was commended for his enthusiasm and initiative and for his work on a 'Youth speaks for Australia' project on which he was engaged.

The title is quite an honour when it is learned that there are 238 Sydney members.

Mr Gifford being congratulated on his award.



From days of Yore

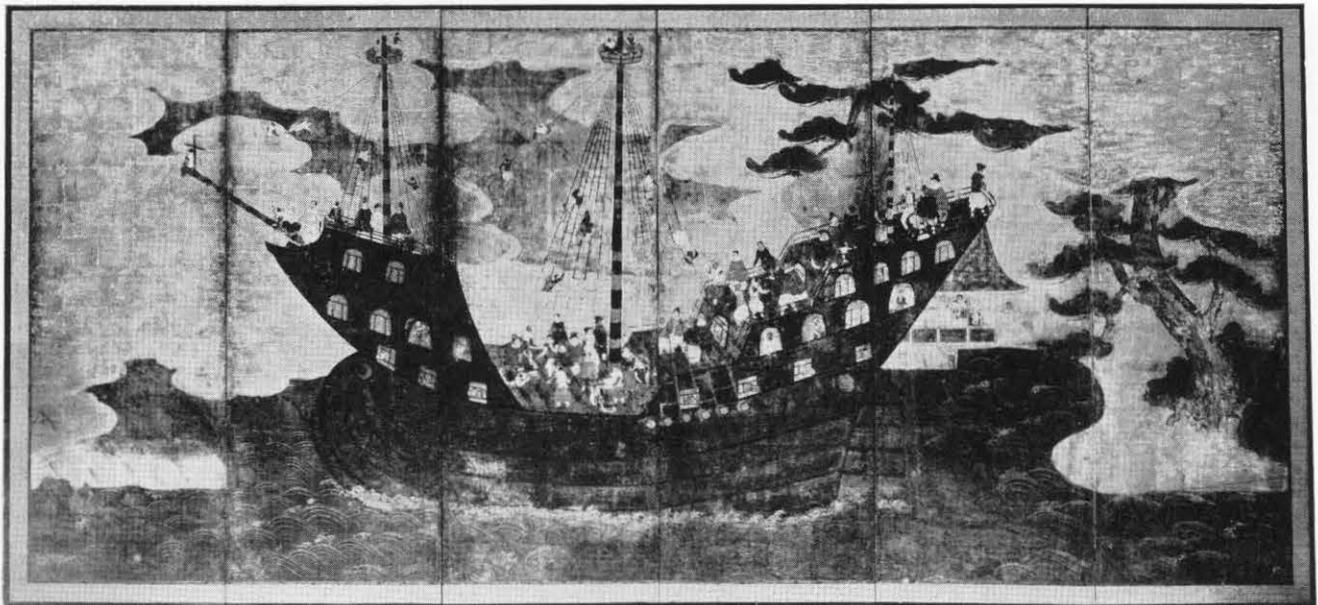
This month, RIL Post takes a look into the past, at one of the forerunners of our fleet of modern cargo ships which visit Japan. Mr G.D.M. Boot, Manager, Kobe, sent us this photograph of a very old Japanese screen depicting an ancient trading vessel, together with the following details.

The vessel shown is presumed to have been drawn by a landlubber from memory; the large number of people crowded on the decks and on the masts and rigging seems indeed somewhat imaginary.

The vivid colours of this rare screen — gold sky, bright blue waves, brown-black hull — make it a work of art of exceptional beauty, which even this black and white reproduction reveals.

The six panel screen dates from 1610 A.D. and is made of ricepaper, 54.5 cm by 350.8 cm. It was originally in the UNGAI-IN temple, Wakayama Prefecture, but is now in private hands.

(Reproduction by courtesy of Mr Tsuruki, Kyoto)



FLEET FACTS

m.v. **Tegelberg** called at the capital of the Brazilian state Bahia, Salvador, at the beginning of October. She will also call at another non-scheduled port, Tamatave, to embark a group of Chinese passengers for Hong Kong.

m.v. **Van Linschoten** is earmarked for jumboizing upon completion of her present voyage in the CHEAS early January 1967. She will be the second vessel of the STRAAT L class and will be renamed **Straat Luanda**.

m.v. **Roggeveen** will be redelivered to owners towards the end of November at Shanghai upon completion of her present voyage.

m.v. **Straat Towa** is expected to be delivered to us shortly, whereafter she will proceed from Africa to the Far East in time to effect the December sailing in the CHIWAS.

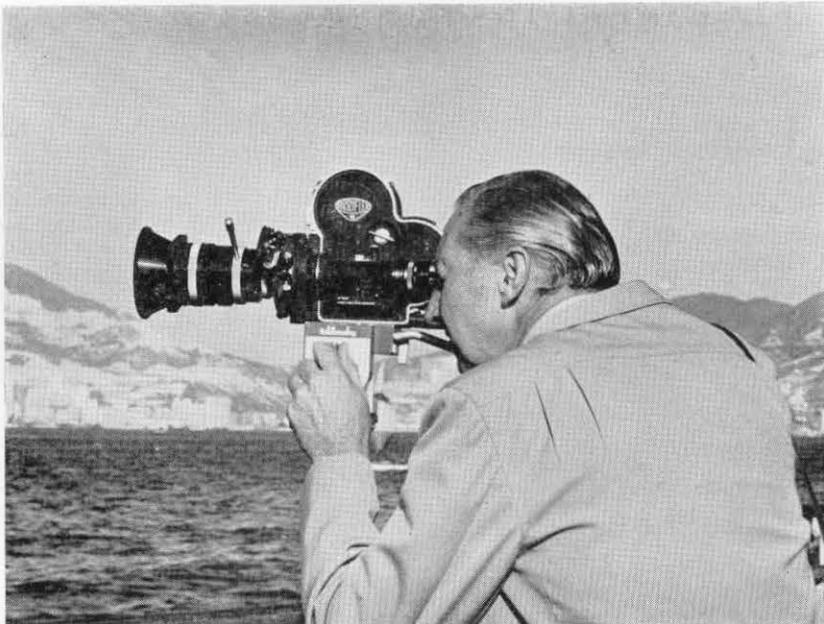
m.v. **Coral Acropora** was redelivered to her owners on October 19th at Yokohama.

Steady as she goes . . .

This excellent picture of a young boy fishing by moonlight was taken by our own photographer, Peter Tse, who has been taking photographs for our company for over 17 years.

The tranquil scene blends the past with the present. It was taken in the fishing harbour of Aberdeen and shows a method of fishing and a way of life that has remained unchanged for centuries.





Photographer in action — Mr Harold Weaver filming in Hong Kong.

WINDOWS ON THE EAST

INTEROCEAN WAY

Brilliant photography, beautiful colours and fascinating scenes and places are the key to the outstanding success of RIL's two new publicity films, 'Windows on the East' and 'Interocean Way'.

Mr and Mrs Harold Weaver, who filmed and produced our previous publicity films, have just released their two latest productions. Mr & Mrs Weaver are well known to the officers and crew of many of our ships as they spent several weeks on board RIL vessels while making these films. Miss C. May (HK HO Pass) gives us a brief description of the films.

'WINDOWS ON THE EAST' (duration 40 minutes) is a travelogue which begins on board of one of our vessels 'somewhere' at sea. As we drift along people are enjoying life on board in a variety of ways and in this way we come to HONG KONG, the 'crossroads of the Orient'. Here we see the picturesque floating homes of the boat-dwellers and crowded re-settlement buildings sharply contrasted with the luxury hotels and modern office buildings of the town centre. The attractions include dinner at a top night club, a display of traditional Chinese dancing, lunch at one of the floating restaurants of Aberdeen, breath-taking harbour views and shopping—fabulous fascinating shopping with bargains to make the mouth water. We see some local craftsmen at work, carving furniture and carpet-making, but alas we must press on.

A few flashes of MACAU, a Portuguese province only 75 minutes from Hong Kong by hydrofoil. Its landmark is the facade of St. Paul's Cathedral, but it is most famous for its continental atmosphere and gambling casinos.

Our next stop is ANGKOR WAT, Cambodia, where we do our 'sightseeing' from the back of an elephant! The ancient temples and immense sculptures of this re-discovered 'museum' are awe-inspiring, and one realizes that this must have been a great civilization.

From here the scene moves to Thailand, to the capital BANGKOK with its beautiful temples, fascinating floating markets and native dancing. Off to SINGAPORE and MALAYSIA where we experience the clamour of the cosmopolitan city and relax on palm-fringed beaches.

On to the PHILIPPINES, where we pursue more energetic pastimes, ranging from Jai-alai, a very fast game which requires exceptional

skill and ability, to shooting the rapids. The trip through the gorge and down the rapids in native dugouts is exhilarating, and watching the film one almost feels compelled to 'hold on tight' to one's chair!

Finally JAPAN where we are given an 'honourable welcome' as our ship arrives. Japan is a country of ancient and modern cultures. Modern Japan is Tokyo, with its Monorail, Olympic Games Stadium and the 'Bullet Train' which departs on its fast journey to the south; Tokyo at night is unbelievable with its millions of lights and flashing neon signs.

In Nikko, we see examples of the old Japan, intricate carvings and elaborate temples, and we visit the Ryokan, a truly Japanese hotel. The crafts—silk making, doll making and the art of growing miniature trees are also revealed in our film and supplemented by such beautiful sights as Mount Fuji at Dawn. Japan enthralles and amazes and it is in this country that the film ends leaving us with many impressions of places to visit and the urge to 'get up and go'.

Our other film, the 'INTEROCEAN WAY' (duration about 10 minutes) concentrates on 'Life on Board' our vessels and opens with the scene of one of our ships leaving Cape Town. We are then 'woken up' by a stewardess serving morning tea. The scene shifts to the swimming pool where people are enjoying themselves in a variety of ways—deck tennis and swimming, and for the less energetic the joy of just doing 'nothing'.

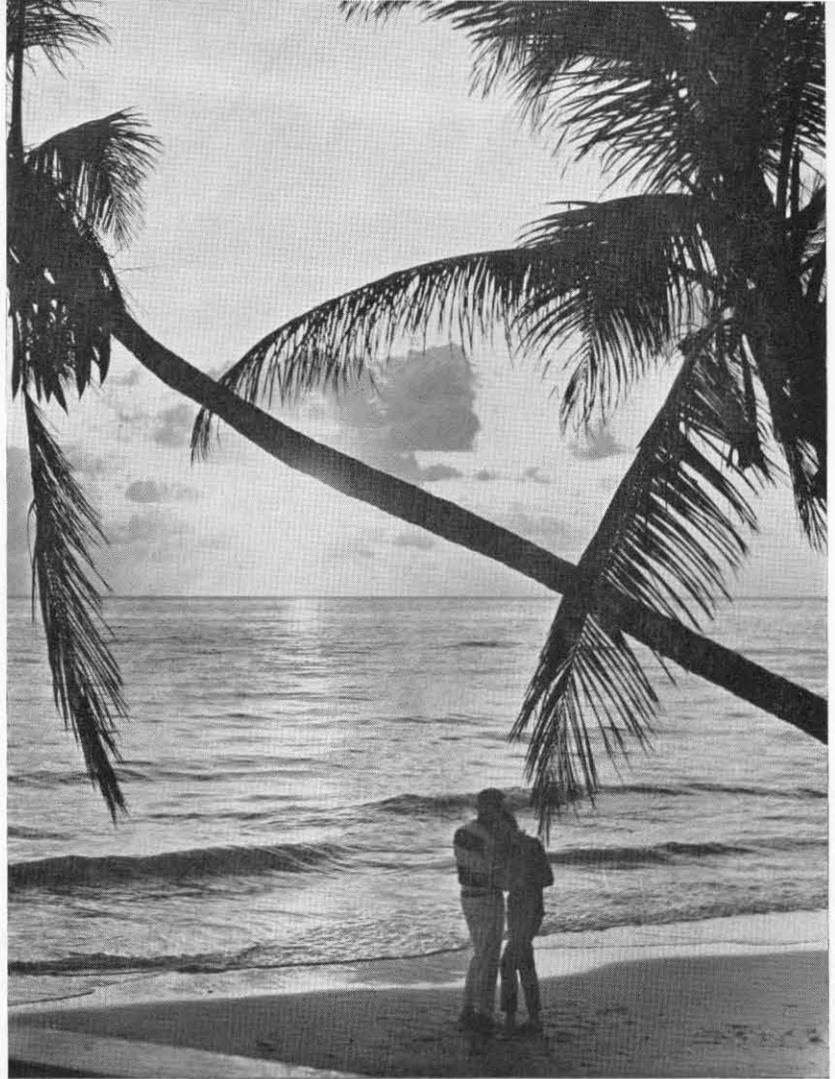
From Cape Town to Hong Kong and a quick look at the centre of RIL's organization. Back on board again, the day has slipped by and it is the sunset hour—time for a drink before the delicious dinner being prepared by the Chef and his Staff.

We see a new RIL ship being launched in Japan and join the passengers in all the fun of life on board.

The film ends with scenes from the Interocean route; rubber being loaded in Malaysia, cotton in Rio de Janeiro, dawn over the mountains of Mauritius and the famous Sugar Loaf at Rio. The film closes with the Ruys setting sail on yet another voyage the INTEROCEAN WAY.

STRAAT FLORIDA

*From the Florida News Bureau,
these beautiful photographs of
the Straits of Florida.*



The last of our Straat F vessels is named after the Strait of Florida, which extends from Key West, the southernmost point of the United States, to Great Bahama Island.

The beautiful palm fringed beaches which line the Strait

have been turned into world-famous holiday resorts, the most famous of which are the millionaires' playgrounds of Miami Beach and West Palm Beach.

Part of the scenery along the Florida coastline are the alligators and flamingos, pictured below.



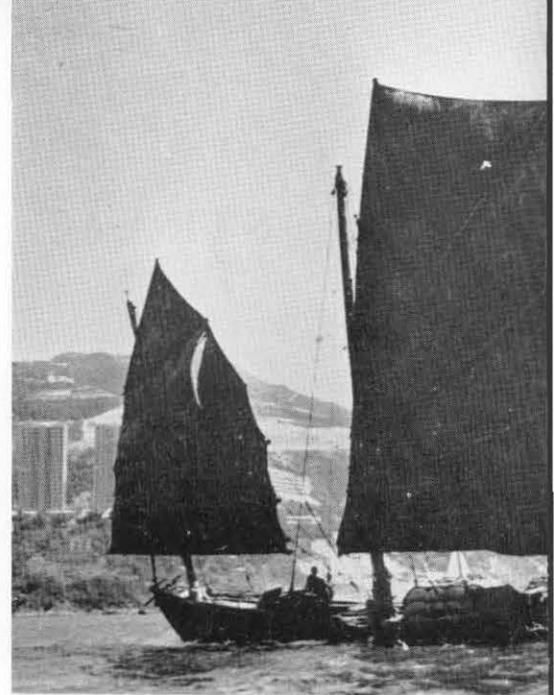
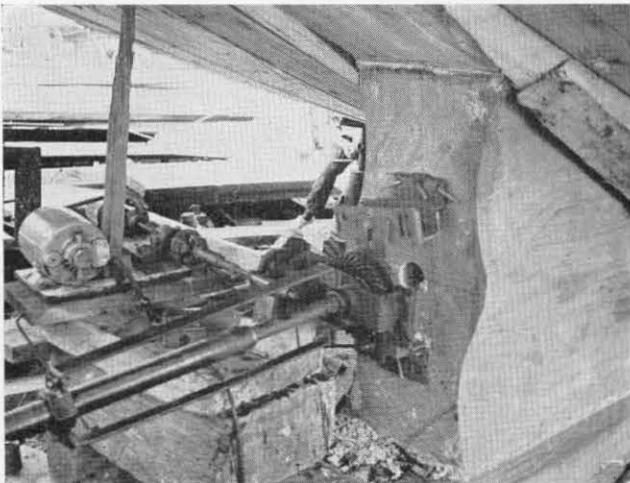


*Man at work
sawing the
planking for
the forward
floor into the
required shape.*



*Man in action
driving down
the keel bolts
inside the frame
of the junk.*

Boring a hole through the keel extension for the stern bush.



A typical time-worn junk with slightly tattered sails makes its way across the water.

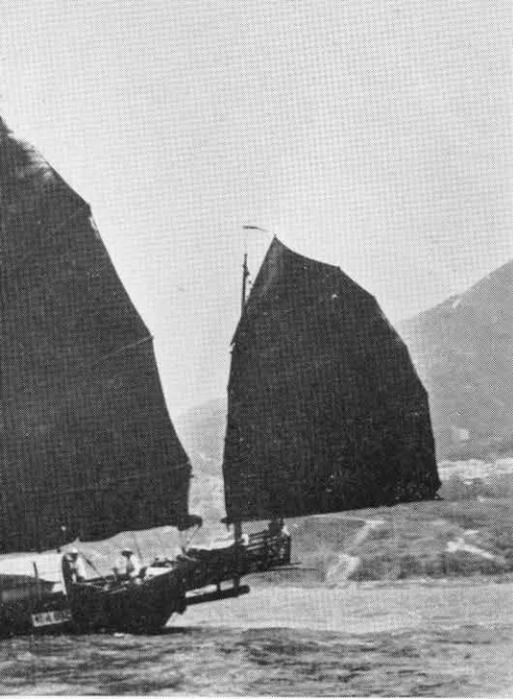
CHINESE JUNKS

The Chinese junk is one of the very few sea-going craft in the world whose design has remained unchanged throughout the centuries. The original style and method of building the junk is exclusively Chinese and this has not been influenced by contact with foreign vessels.

The junk is perhaps the ultimate all-purpose sailing vessel. It is used for fishing, trading, as a pirate ship, and, as a missionary to China observed in the year 1688, "These vessels serve instead of houses . . . there they are born, there they are bred and there they dye".

The design of the junk differs from one area to another, from one river to the next, and often many different styles of junks can be found along the same river. Local sailing conditions account for certain variations in style, but one of the extraordinary facts about the junk is that it is never built to any drawn plan. Junk building has always been a family concern and the art has been handed down from father to son over the centuries. This explains the fact that very few books or articles have been written about the construction of a junk.

In order to see for themselves how the junk is built, RIL Post editor and photographer visited the island of Ap Lei Chau,



way past Hong Kong Island, heading for the open sea.

IN HONG KONG

opposite the fishing village of Aberdeen. Here the entire length of the waterfront is alive with junk-building activity and tiny junkyards. Every shape and size of craft, from sampans to huge ocean-going junks, was taking shape on the crowded slipways. The owner of a junkyard explained briefly how the junk is built and added that even in this small area there are many different techniques employed.

Firstly the keel is laid and the stem is attached by means of long bolts. Then in contrast to normal boat building practice, the bottom planks are laid to form the shape of the hull and the floor frames are fitted to the inside. The sides of the junk are built up in layers, first the planking and then the frame. The bottom planks provide much of the longitudinal strength of the junk and the planks are secured together by square clincher nails which are driven in obliquely, a groove having first been chiselled in the planks. The planks are fastened flush to produce a smooth surface on the outside and extensive caulking is required. The planking used in the construction of the junk varies in thickness from 1½" to 3" and thus it is often known as the 'thick plank boat'.

The silhouette of the Chinese junk has become the trade mark of the Orient, not only for manufactured goods but also for the rapidly increasing tourist trade.



A pleasure junk, nearly completed and ready to be launched.



Above: Bird's eye view of work in progress on a half-completed junk. The shape of the hull and the ribbing are clearly visible.

Below: Drilling a hole in the side of the junk for an intake valve.





PREVIEW
1967 CALENDAR

Twelve portraits of children from countries visited by RIL vessels have been chosen for the Company's 1967 calendar.

All the portraits are by the famous Dutch artist, Mettes, who uses a bold charcoal and watercolour technique. He brings out the penetrating expressions of the children with soft pastel shading and rough brushwork and succeeds in conveying the feeling of each country represented. The effect is charming and the 1967 calendar is a very attractive presentation.



Pakistani boy.

Indian girl.

TEN YEARS AGO

1st November, 1956

HONG KONG AND THE COMPANY AFTER THE WAR

"This year it is ten years ago that we resumed business at Hong Kong." We give here some extracts from Mr. A. H. Veltman's article on how he reached Hong Kong after the war and the conditions he found.

"I got a passage on the first ship which left Shanghai for Hong Kong after the war.

My only worry was my suitcase. I couldn't close it properly and among other things it contained HK\$200,000 in banknotes: money borrowed from a Chinese firm in Shanghai—old friends of the J.C.J.L.—to help to get us going again in Hong Kong. I had been without money for a couple of years and one thing was certain . . . I wasn't going to Hong Kong without funds.

On arrival, not knowing whether, and if so where, we had an office, I proceeded to Connaught Road Central 28, carrying with me the parcel which should help us once more to start business. I was very pleasantly surprised to find Mr Leung Chik Sang in his office. There I heard that although practically every European (except troops, of course) had left, Mr Offenbergh and Me De Loos were still in Hong Kong. It was a very happy meeting, but soon after I was all by myself, as they were able to obtain passages on an Australia-bound military plane.

I was to reopen the Hong Kong, Amoy, and Swatow offices and it gave me great pleasure to do so. The first ship of the company to call at Hong Kong after

the war was m.s. Tjitjalengka, then still a hospital ship with the British Navy. I hardly recognized her in her new dress; painted all white as she was, she looked more beautiful than ever.

Captain Burger was in command and both our present maitres d'hotel of Tjiluwah and Tjiwangi were on board. The ship came from Australia and had made a slight (1,000 miles) detour, because a garrison on an island somewhere in the Pacific had expressed the wish to play a football match . . . ! My next ship after the Tjitjalengka was a Dutch freighter, which had to undergo repairs in Hong Kong for a couple of months.

After that I had the thrill of booking our first export cargo. The Silverline, upon my suggestion, deviated a ship to Hong Kong on its way from Manila to Singapore. As a matter of fact it was the first ship after the war to load at Hong Kong for Singapore and the demand for space far exceeded what we could offer. Much as I enjoyed it once more to be able to handle a merchant ship, I would rather have seen one of our own ships on the berth.

As time went on, more & more ships put in an appearance at Hong Kong. Then finally—it had seemed endless waiting—the K.P.M. cabled that the Van Heutsz would resume her old trade, whilst a little later a message from the J.C.J.L. told us that the Tjibadak could shortly be expected at Hong Kong. This was around the middle of 1946.

VISITING MANILA

Mr and Mrs de Haan arrived in Manila on September 1st for a short visit.

The same evening they were guests of the Manila Management at a dinner party to which local staff members and other friends of the Company were invited.

Right: Mr de Haan addressing the gathering. Our correspondent, Mr V.E. Paz reports that his fatherly and encouraging remarks were well received by all present.



VISITING HOLLAND

On September 3rd Mr and Mrs Henry Wong were guests of honour at a party given at the Delta Hotel, Vlaardingen, Holland.

Mr Wong, who was Manager of the RIL Kowloon Office until his retirement earlier this year, was visiting Holland on his round-the-world trip. He travelled to Europe via Canada, where he visited his son and daughter-in-law.

Mr Liebenschutz, who worked with Mr Wong for about 10 years, made a short welcoming speech and extended best wishes to Mr & Mrs Wong for an enjoyable stay in Holland. He wished them a safe voyage back to Hong Kong and many happy years in retirement.

This gathering of past and present staff members of Hong Kong Local Office (HK MH), was arranged by Mr H.M. Roos, who also sent us this short report.

The old friends who attended the party were Messrs Bering, Brinkman, van Daalen, Fernhout, Frikkee, Haalebos, van Hemmen, Henkemans, Huizenga, Liebenschutz, van Lohuizen, Muller, Pöttker, Roos, Rouffaer and Ruys, most of whom were accompanied by their wives or fiancés.

Above: Mr & Mrs Wong with Mr W. Ruys prior to their departure for Hong Kong.

Right: Mr Liebenschutz (standing) addressing the gathering. Mr & Mrs Wong seated right.





SAYONARA MR USAMI

A report from our Correspondent in Japan.

On August 30th, a large group of RIL personnel assembled at the Tokyo office to say au revoir to Mr T. Usami, who has served the Company in Japan for 18 years.

Usually we do not print pictures of groups of people drinking toasts, but here we make an exception. The photograph was taken during a dinner party, given by the senior staff of the Kanto area for Mr Usami. Amid the smiles and glasses, seated centre are Mr van Rhoon and Mr Usami. (Photo by Mr Banens, Tokyo Management).



Mr van Rhoon, in his address to the gathering, recalled that since Mr Usami took over the task of late Mr Okazaki as Japanese Manager, the Company has steadily expanded and thanks also to Mr Usami's efforts, a closely knit and efficient organization is now in operation.

As Mr Usami's services will be retained on a part-time basis in his new capacity of Advisor to the Company, the occasion was not marred by the rather sad atmosphere which is often present when saying farewell to an "old-timer".

On the contrary, a spirit of good fellowship prevailed and this was also manifested throughout the various speeches.

When Mr Usami replied, he jested that the main reason he wanted to change his daily task with RIL for a part-time one, was that he was eager to receive a memento inscribed with signatures. "In view of the fact" he said "that I have gathered specimen signatures for cigarette-boxes to be presented to hundreds of people leaving Japan, I thought it was time I received such a thing myself!".

A departure from the usual occurred when Mr Usami was presented with a solid silver plate engraved with a large number of signatures, together with presents from the various Kanto offices.

He closed the gathering by proposing a toast to the continued prosperity of the Company.

Mr Usami commenced his retirement by embarking on a round-the-world trip, travelling on the Tjitjalengka to South America. At his first port of call, Kobe, the RIL staff from the Kobe and Osaka offices held a dinner party to say their farewells.

We join with them in wishing Mr & Mrs Usami a most enjoyable journey and a happy retirement.

At the dinner party given in Kobe for Mr. Usami:—from l. to r.: Mr K. Ajita (Kobe), Mrs. Sakuri, Mrs Usami, Mr M. Sakuri (Manager, Osaka), Mr Murai (Osaka), Mr S. Oka (Kobe), Mr K. Oshima (Kobe), Mr Y. Tomita (Kobe), Mr G.D.M. Boot (Manager, Kobe), Mr T. Usami, Mr T. Sugimura (Kobe), Mr H. Fukutomi (Kobe), Mr J. Ishibashi (Osaka).



25TH ANNIVERSARY

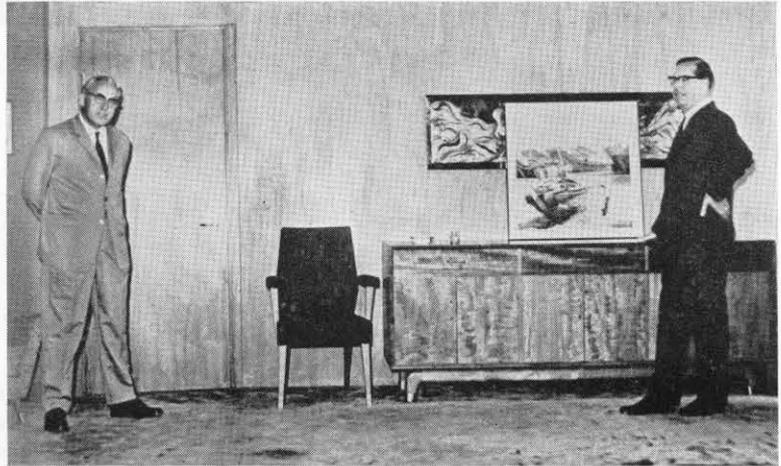
Mr G.M. Pliester

"A kindly Dutchman, approachable and wise in the ways of the world". This phrase aptly describes Mr Pliester who celebrated his 25th Anniversary with the Company on 1st October. The words first appeared in a 1961 edition of the Hong Kong Travel Bulletin and were quoted by Mr de Haan as he addressed the friendly gathering which met at HK HO to offer Mr Pliester their congratulations.

The speaker outlined Mr Pliester's career with the Company, saying that exactly 25 years ago, in 1941, he joined the Passage Department of JCJL in Batavia, now Djakarta. Prior to this, he had been in Hamburg, London, Paris and South Africa studying the travel business. After only 2 months with JCJL, the army claimed his services and when the Netherlands Indies fell to the enemy, he was taken prisoner. After the war, he was transferred to HK HO Passage Department and here, apart from a brief posting to Djakarta, he has remained. He received promotion to Adj. Chef in 1956 and to Passage Manager in 1962 and his work has contributed greatly to the success of the Company.

Mr Pliester has many, many friends, not only in Hong Kong but all over the Pacific Area and his generous hospitality is well-known. In this connection the speaker thanked Mrs Pliester who has always assisted and stood behind her husband.

Special mention was made of Mr Pliester's most outstanding achievements in the Passage field: the setting up of a Central Booking System and the introduction of a series of publicity films. He has handled Passage matters with great resourcefulness and has been tremendously successful. "You have undertaken a difficult job, a special job, in your own special way."



Mr de Haan then presented Mr Pliester with a painting of a Hong Kong fishing scene and concluded by expressing the wish that this would give Mr Pliester and his family many years of enjoyment.

Mr Pliester in reply thanked Mr de Haan for his kind and flattering words. He assured everyone that the painting would give him lasting happy memories and the fascinating scene it depicted, was, to use his own favourite phrase, "Really Immensely Likeable".

He commented on the fact that he has spent over half his 25 years in Hong Kong, and has always found his work at Head Office intriguing and his business trips informative.

Mr Pliester thanked the other departments for their close co-operation and assistance in meeting prospectus wishes wherever possible. Realising that Passage in our Company sometimes has to play second fiddle to Freight, he mentioned his motto: "if you are No. 2, you have to try a little harder."

The Passage Department of HK HO also held a small party for Mr Pliester during which they presented him with a small gift as a token of their appreciation.

From r. to l.: Mr & Mrs Pliester, Misses C. May & M. Thorburn, Messrs N.L. Padt, H.C. von Chrismar, Chan Kai Yip, Yuen King Fai, Lau Yun Kuen, R.T. Wessling and Hung Tung Nin.

SHORE LINES

Captain W.A. Breebaart of 'van Linschoten', who wins the September Shorelines competition, tells us that the photograph of the port of Bangkok does not show the best part of the dock area — the Mariners Club with its large swimming pool, which is so much appreciated in the hot, humid weather. Bangkok, capital and chief port of Thailand, is situated on the River Menam, 25 miles from the Gulf of Siam. The network of canals (klongs) throughout the city earn it the title of 'The Venice of the East'.



HIGH HONOURS

RIL Post sends its congratulations on behalf of the whole Company.

DRS. L. SPEELMAN

Ancient Order of Sikatuna

PHILIPPINE EMBASSY
THE HAGUE

September 22, 1966

Sir:

*In recognition of your outstanding services as Consul General **ad honorem** of the Republic of the Philippines in Amsterdam from 1958 to 1966 inclusive, thus also contributing greatly to the strengthening of relations between the Philippines and the Netherlands, I have the honor, in the name of the President of the Republic of the Philippines, His Excellency Ferdinand Marcos, to confer upon you herewith the decoration—Ancient Order of Sikatuna, rank of "Maginoo"—with all the honors and privileges thereto appertaining.*

On this occasion allow me to extend to you my felicitations and best wishes.

Sincerely yours,

DELFIN R. GARCIA
Ambassador of the
Republic of the Philippines

Dr. Lodewijk Speelman
17 Jacob Obrechtlaan
Bussum

CAPTAIN H. ELLENS

Ridder in de Orde van Oranje Nassau

We have pleasure in announcing that Her Majesty Queen Juliana of the Netherlands was pleased to appoint Captain H. Ellens "Ridder in de Orde van Oranje Nassau".

Captain Ellens received this decoration on 6th October on the occasion of his retirement as secretary/treasurer to the "Vereniging van Nederlandse Koopvaardij Kapiteins 1943", which post he has held for the past 14 years.

PERSONALITIES

Managing Directors, Mr W.M. de Haan and Mr D. Reyneker left Hong Kong on 13th October for a business visit to Amsterdam.

Mr W. Boogerman, Personnel Manager, made a business trip to Tokyo in the beginning of October.

Mr E. van't Sant, Superintendent Engineer, left Hong Kong on 10th October for Durban.

Mr J.M. Hens, General Manager Traffic, returned to Hong Kong on 18th October after Home Leave.

Mr G. Hogewind, Chief Naval Architect of the New Building Department, Amsterdam, arrived in Hong Kong on 8th October from Yokohama for consultations. He returned to Yokohama on 14th October.



ISLAND VIEW

DURBAN

The photograph, left, which shows the 'Ruys' berthed at N Shed, Durban, illustrates clearly the progress of the new berths presently being built at Island View. Those who have not been to Durban for some time will be surprised to see the large area of reclamation in the foreground of the picture. (Photo: Natal Mercury)

PRESENTATION

BY

COCA COLA

A film entitled 'Underwater Safari' was presented to our Company by the Coca Cola Bottling Company of Durban for use on our passenger vessels. The presentation was made on board m.v. 'Tegelberg' and Captain Muys received the film on behalf of the Company. A luncheon was held on board to mark the occasion.

From l. to r.: Messrs G.M. Forsyth (RIL Post Area Correspondent), E. Edwards (Coca Cola), Captain Muys, D.W. Nott (Coca Cola), H. Auer (Passage Department) and Zee Yuen Ching (Purser).



FAMILY NEWS

Weddings

4th Officer H.P. Bodde (Tjinegara) to Miss C.A. Mines on 18th August.

4th Engineer B. Spits (Tegelberg) to Miss Gloria Missono on 8th September.



New Arrivals.

To J.B.H. Scholte (on intermediate leave), a son, Ernst Alexander, on 25th September.

To 2nd Engineer J. Coopoolse (Tjimanuk), a daughter, Theresa Francina, on 2nd October.

Apologies to Mr A.F.C. van Eldik (HK MH). We printed last month that his daughter was born on 22nd August: this should have read 22nd September.



UP THE CREEK!

From the author of "We haven't a berth on 'Tjiluwah'"

When Doctor Twist
(Psychiatrist)
Said: "Lie back and relax!"
To his surprise,
I closed my eyes
And gave him all the facts.

As a stalwart R.I.L.'er,
I explained to this odd feller
That my trouble stems from writing poems terse.
And since "THE POST" displayed 'em,
The other staff have flayed 'em,
And frankly things have gone from Bard to verse!

They bombarded me with questions—
Made many odd suggestions
On how to alter phrases here and there.
Now, I ask you, is it "cricket"?
Their "improvements" are so wicked,
My verse is stripped down to its underwear!

Like this sailor from "Tjiwangi"
Who said "Our engine's rather clangy,
But the engineer is never known to curse.
When the Captain calls "AHEAD FULL",
We have to be so careful
Or the ship will leap away in 'Full Reverse'!".

I brushed him off quite quickly,
Then Traffic gathered quickly
And utterly derailed my train of thought.
"What's this rot you want to hand us—
Where the heck you hope to land us?
How can you go to Hong Kong on "Van Noort"?"

Oh, I hate so much these sages,
From S.P.S. and AJHAS,
Who tell me what I shoulda oughta said.
But I had the final word, Sir,
I said: "Don't be absurd, Sir,
Poetic licence surely isn't dead!"

Doctor treated me so kindly
And led me out quite blindly—
He made me use the back door, not the front!
He said my mind's not slipping,
I seem well-versed in shipping.
Let's see—is the bow the sharp end or the blunt??!

Eric Spring
Freight Department, Sydney.

The editor has taken note of the 'dig' in the third verse and has not dared to change a word!

慷 慨 助 同 袍

當「士打萬達文」輪於一九六六年九月八日抵達墨爾休時，二生火員陳慶才君接獲家書云及其妻突患重病，需要陳君迅速返港料理。

當時「芝利華」輪乃第一艘最快返港之船隻，但如陳君乘搭該輪返港仍須時一月，在此延長之期間內，陳君恐無法與其妻子會面。倘若乘搭飛機返港，旅費須要港幣式千一百二十五元，因費用龐大，陳君無法成行。

由於陳君是一勤謹忠誠之工作者，「士打萬達文」輪之各級伙長及船員，對其處境十分同情，答應予以經濟援助，促其乘機返港。在各級伙長及船員的捐助下，共籌得港幣壹千三百二十四元八角，該款已超過機票之大半數。彼等除解囊幫助外，並希望陳君之不幸遭遇得到好轉。

陳君於本年九月十四日返抵香港，但不幸其妻於九月廿日去世，本刊及「士打萬達文」輪各級伙長及船員對陳慶才妻子之逝世，均寄與無限哀悼的同情。

為表揚「士打萬達文」輪各級職員熱心幫助同袍的精神，本刊特別將此義舉刊出，並指出雖然陳君並未乘搭「芝利華」輪返港，惟公司將陳君由澳洲乘「芝利華」返港之旅費及其他津貼補回陳君，該款適等如陳君所乘飛機機票不足之數，陳君將不用再行付款。



What plugs?

by H.O.P. de Jongh Swemer

GENEROUS GESTURE FROM
STRAAT VAN DIEMEN

When the Straat Van Diemen called at Melbourne on 8th September 1966 No. 2 Fireman Chan Hing Choy received news that his wife was seriously ill, and he was requested to return home immediately.

mv Tjiluwah offered the quickest means of repatriation by sea, but this would have taken Chan Hing Choy a month to reach Hong Kong, in which event he might not have seen his wife again.

He was urged to fly to Hong Kong and repay the fare in monthly instalments, but the cost of HK\$2,125.- for the airfare was prohibitive.

The officers and crew of Straat Van Diemen felt great compassion for him, especially as he is a very good worker and is very popular with all on board. They promised to do everything in their power to give him some financial assistance and finally persuaded him to fly to Hong Kong.

To substantiate their promise, a collection was made, and this amounted to the magnificent total of HK\$1,324.80, well over half of the airfare.

Together with this generous contribution, all on board Straat Van Diemen sent their good wishes, with the hope that all would turn out for the best.

No. 2 Fireman Chan Hing Choy arrived in Hong Kong on 14th September. Unfortunately his wife died on 20th September and we join with the officers and crew in offering our deepest sympathies.

In recording the kind & sympathetic gesture of the officers and crew of Straat Van Diemen, we must mention that No. 2 Fireman Chan Hing Choy was credited with the wages of repatriation on Tjiluwah, together with other allowances. These covered the balance of his airfare and he did not need to pay any extra.

PERSONNEL

LEAVING (OR LEFT) SERVICE

| | | |
|---------------------|--------------|-------------|
| Mr H E. Weert | 3rd Officer | own request |
| „ A.G.C. Romijn | 3rd Engineer | — „ — |
| „ A.C.A. Schrijvers | „ „ | — „ — |
| „ F. Pannekoek | Employé | — „ — |



IN MEMORIAM

Mr W.G. Mettrop on 10th September in Holland. He served in Indonesia at Tdg Priok and Djakarta from 1952 to 1960 and has been employed in Amsterdam Head Office since 1963.

PERSONNEL



NEW PERSONNEL



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

| | |
|-------------------------|----------------|
| Mr M. Bijker | 4th Officer |
| „ L.A.J. te Boekhorst | „ „ |
| „ F.A.B. Gottmer | „ „ |
| „ C.H.J. Hemker | „ „ |
| „ H.D. Nieuwenhuis | „ „ |
| „ G.A. de Roo | „ „ |
| „ Th.G. Snel | „ „ |
| „ W.J.M. van Eijndhoven | Appr. Engineer |

SUCCESSFUL EXAMINATIONS



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

| | | | |
|--------------------------------|--------------|-----|---------|
| Mr G.J.W. Smallegange | 3rd Officer | II | 15-9-66 |
| „ C.F.H.G.M. van den Goorbergh | 4th Engineer | A | 15-9-66 |
| „ L.E. van den Berg | 5th „ | A ± | 5-9-66 |
| „ A.J.A.M. van den Boogaard | „ „ | A | 14-9-66 |
| „ B. Hoogstrate | „ „ | A | 14-9-66 |
| „ R. Schuring | „ „ | A | 16-9-66 |

LEAVE



The following personnel went on leave:

| | |
|-----------------------|----------------|
| Mr P. Maas | Ch. Officer |
| „ J.L. Nobels | „ „ |
| „ M. Peddemors | „ „ |
| „ S. Westerweel | „ „ |
| „ Th.M. van den Bosch | 2nd „ |
| „ J. de Beer | 3rd „ |
| „ H. Posthumus Meyjes | „ „ |
| „ J.F. Besier | 4th „ |
| „ B.G.P. van Vliet | „ „ |
| „ H.A. van der Lelij | 2nd Engineer |
| „ B.W.M. van Gelder | 3rd „ |
| „ J.H. Kokshoorn | 3rd Eng./Elec. |
| „ G. Rietveld | 4th Engineer |
| „ H. Blok | 5th „ |
| „ S. Kingma | „ „ |
| „ F.L. Laanen | „ „ |
| „ B. Pleizier | „ „ |
| „ G.S. Scheepmaker | „ „ |
| „ G.H. Snel | „ „ |
| „ J.N. Sol | „ „ |
| „ R.J. Vermeulen | „ „ |
| „ J.A. Vugts | „ „ |
| „ P.A. de Loos | Chef v.D. |
| „ R.T. Wesselingh | Employé |

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS



Captain J.J.E.M. Bruyn, Master of s.s. Tjibodas, went on home leave.

Captain E. Pels was posted to s.s. Tjibodas following home leave. Captain J.G.M. Spijker, Master of m.v. Straat Rio, was posted to s.s. Tjipondok.

Captain E.P. Hellman, Master of s.s. Tjipondok, was posted to m.v. Straat Rio.

Acting Chief Engineer A. Minnesma of s.s. Tjibodas, went on home leave.

2nd Engineer G.E. Godschalk of m.v. Straat Futami was posted to s.s. Tjibodas as Acting Chief Engineer.

Chief Engineer J. Verdonk of m.v. Straat Johore went on intermediate leave.

Chief Engineer Th. Kuiken was posted to m.v. Straat Johore following home leave.

Chief Engineer J. Tamboer of m.v. Straat Clement was posted to m.v. Straat Towa.

2nd Engineer A.J.G. Strengholt was posted to m.v. Straat Clement as Acting Chief Engineer.

Those who returned are:

| | | |
|--------------------------------|----------------|-------------------|
| Mr G. Kroes | 2nd Officer | posted to |
| „ J. Craamer | 3rd Engineer | m.v. Str. Cook |
| „ H.M.M. Grootveld | „ „ | „ Str. Futami |
| „ C.F.H.G.M. van den Goorbergh | 4th „ | „ Tjinegara |
| „ E. Koopman | „ „ | „ Tjiluwah |
| „ A.L. Malcontent | „ „ | s.s. Tjibodas |
| „ A.A. Verdoorn | „ „ | m.v. Str. Clement |
| „ A.W.J.H. van Alfen | 5th „ | „ Ruys |
| „ J.C. Andriessen | „ „ | „ Str. Torres |
| „ L.E. van den Berg | „ „ | „ Tjitarum |
| „ A.J.A.M. van den Boogaard | „ „ | s.s. Tjibodas |
| „ S. Bottema | „ „ | m.v. Tjiluwah |
| „ L.J. Botzen | „ „ | „ Str. Mozambique |
| „ J.H. Brouwer | „ „ | „ Str. van Diemen |
| „ B. Hoogstrate | „ „ | „ Str. Freetown |
| „ H. van der Roest | „ „ | „ Str. Magelhaen |
| „ H.P.J. van Saagsvelt | „ „ | „ Str. Cumberland |
| „ R. Schuring | „ „ | „ Str. van Diemen |
| „ N.J. Timmer | H. Employé | „ Boissevain |
| „ H.E.P.A. Custers | wnd.H. Employé | HK HO |
| „ F.C.A. Gemke | „ „ | 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—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 215 for the winner of September Competition.

CARGOES
What and Where

OATS



STRAAT JOHORE



E
S
A
A
S

Oats from the wide plains of Australia are carried, either in bags or in bulk, to Singapore, Malaya and Africa by vessels in the East and South Africa Service (ESAAS).

SHORE LINES

(see inside back cover)

