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The launching of m.s. VAN LINSCHOTEN.

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RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. V NO. 1

ROYAL INTEROCEAN LINES

NOVEMBER 1957

R.I.L. ACTIVITIES

m.s. "Tjibantjet"



Realising how anxious our readers will be to have news about the Tjibantjet, we are glad to be able to announce that after the preliminary survey of the position and condition of the ship had been completed, Hong Kong & Whampoa Dock Co., Ltd. in conjunction with The Taikoo Dockyard & Engineering Company of Hong Kong Ltd. have now agreed to undertake the salvage of the m.s. Tjibantjet.

The survey was delayed to a great extent due to a continuous heavy swell which hampered this survey work (diving operations) very considerably.

The ship is still in exactly the same position as on the day of the stranding. The above picture depicts better than words can express the seriousness of the situation.

m.s. "Straat Johore"

m.s. STRAAT JOHORE is expected to be delivered in Holland on December 23rd, and will be employed in the ESAAS. About the vessel's outward employ from Holland no decision has as yet been taken.

m.s. "Jacob Jebsen"

m.s. JACOB JEBSEN has been chartered for a period of about four months to effect two roundvoyages in the J.I.S., replacing m.s. Tjibantjet. The vessel was delivered at Hong Kong on October 4th.

s.s. "Nias"

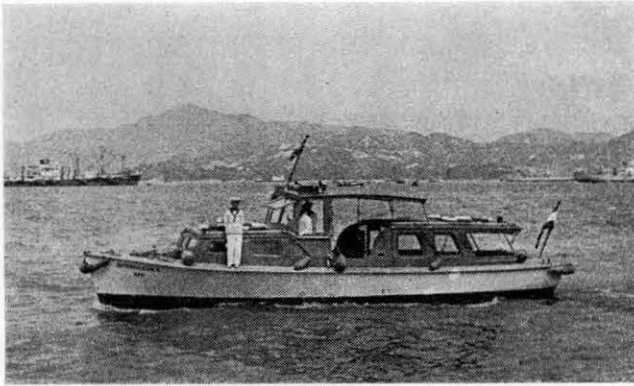
s.s. NIAS has been chartered to give the 4th December sailing from Japan in the Extended EAFS and will make a full roundtrip in this service. The ship is expected to be delivered at Hong Kong on or about November 17th.

Travel Week in Wellington



From September 2nd to 7th a city-wide "Travel Week" was held in Wellington, New Zealand, in which all enterprises connected with travelling and tourism participated. R.I.L. Agents, Messrs Russell & Somers (Wellington) Ltd., devoted one entire show window to Royal Interocean Lines, and the photo above shows that despite the relatively limited material available, the Company was very well represented.

New launch for Hong Kong Head Office



The INTEROCEAN II.

As the INTEROCEAN IV was the only launch available to the Head Office for visiting ships in port, the need for an

additional one had long been felt, and in the beginning of October a new launch, the INTEROCEAN II, was put in service.

The INTEROCEAN II was built by the Taikoo Dockyard & Eng. Co. (Hong Kong) Ltd. and the main particulars of this craft are as follows:

length overall	- - - - -	40' 0"
length b.pp	- - - - -	37' 6"
beam moulded	- - - - -	10' 0"
depth moulded	- - - - -	4' 10"
draft loaded	- - - - -	2' 9"

The launch is equipped with a Perkins diesel engine developing 100 BHP at 2000 revolutions per minute.

In the background the m.s. VAN WAERWIJCK (left) and the recently chartered JACOB JEBSEN (right) can be seen. The m.s. VAN WAERWIJCK was transferring her cargo to the JACOB JEBSEN at the time this picture was taken.

South East Asia Trade Mission



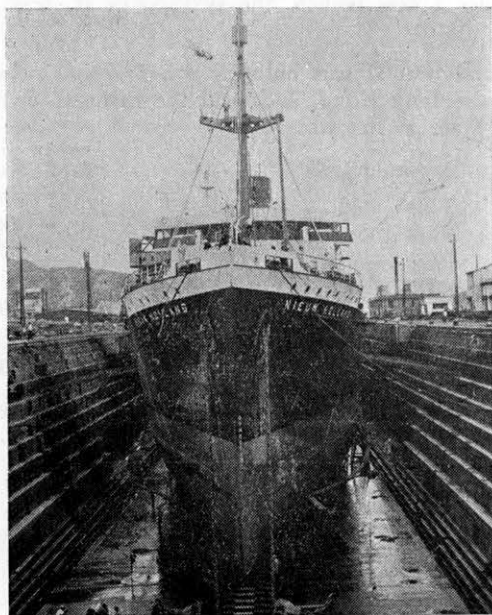
The above photograph shows the thirteen members of the South East Asia Trade Mission sponsored by the Chinese General Chamber of Commerce of Hong Kong and the directors of the Chamber of Commerce, together with friends and relatives who met the Mission on their return to Hong Kong by m.s. TJILUWAH on October 5th. Mr J.M. Hens, Assistant Manager of the King's Building Office, can be seen in the centre of the photograph next to the leader of the Mission, Mr Tong Ping Tat, who is holding a bouquet of flowers, with which he was presented by the Company, while the other members were presented with buttonholes, a gesture which was greatly appreciated.

The Trade Mission left Hong Kong by air on August 15th for a fifty-two days' tour of South East Asian countries undertaken for the purpose of furthering commercial relations between those countries and Hong Kong. They

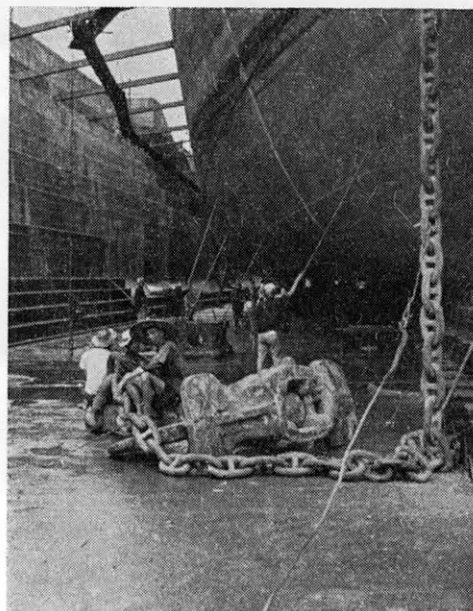
attended the inauguration of the Federation of Malaya and visited many large commercial centres in this new country as well as in Indonesia. In Singapore they were granted an audience by the Chief Minister and the Minister of Commerce and Industry, and in Indonesia they met the Head of the Foreign Trade Department. In all the cities visited they conferred with leading figures of the Chinese Chambers of Commerce and eminent business figures, and the results of this tour are considered highly satisfactory.

The members of the South East Asia Trade Mission greatly enjoyed their return by m.s. TJILUWAH, and the Chairman of the Chinese General Chamber of Commerce in Hong Kong, Mr Ko Chuk Hung, M.B.E., and Mr Tong Ping Tat wrote appreciative letters to the Company expressing their gratitude for the courtesies received on board.

s.s. Nieuw Holland in Hong Kong



s.s. NIEUW HOLLAND at Taikoo dock.



Scraping the barnacles off.

It is always quite an occasion to see this gallant old ship, which is so popular with the Australian travelling public, in Hong Kong. The s.s. NIEUW HOLLAND arrived there on September 21st for an extensive overhaul and to undergo docking. This was not the ship's first visit, as she came

in 1948, 1951 and 1953 for the same purpose.

On October 22nd s.s. NIEUW HOLLAND left Hong Kong looking more beautiful than ever and much the better for her rest in the dock.

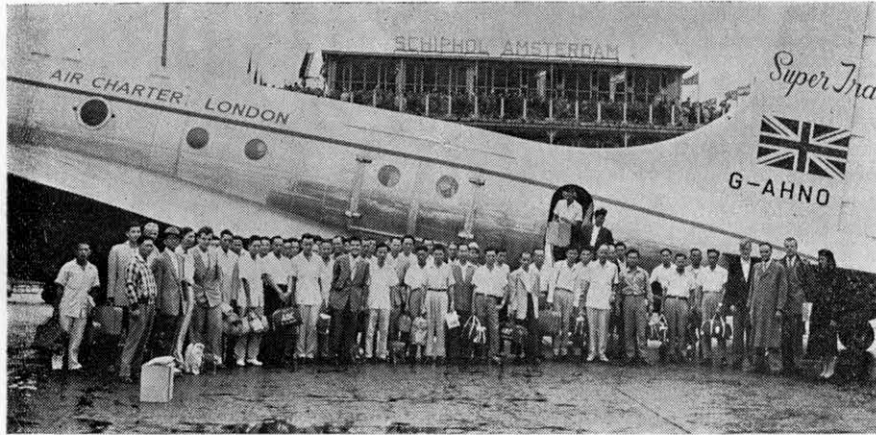


Measuring the rudderpintle clearance.



Ch. Eng. J. Damstra, Ch. Off. E.P. Helleman, 2nd Eng. G.H. Menses and 2nd Off. G. Verkerk inspecting the bottom of the NIEUW HOLLAND.

Crew for m.s. Straat Singapore arriving in Holland



Arrived at Schiphol.

On August 15th the crew for m.s. STRAAT SINGAPORE arrived at Schiphol, Amsterdam, in "The Conqueror", a plane of Air Charter Ltd. They were met by Messrs L. Hommels and C. Koeman of the Amsterdam Personnel Department and got immediately a good impression of typical Dutch summer weather – rainy with gusty winds and chilly. As a matter of fact, the local people can be easily recognized in the photographs by their overcoats. Fortunately, there was a dry period soon after their arrival, so that it was possible to take some photographs.

The crew members were very satisfied with the flight, which had many landing stops and long periods of rest,

owing to the fact that the plane was flown by the same crew from Hong Kong to Amsterdam. As the photographs show, the many visitors to this international airport where planes land and take off practically without interruption, braved the weather and watched the arrival of the Chinese crew, who attracted considerable attention in their light clothing.

Within an hour the travellers had all passed through the Customs and boarded the two buses which took them to Rotterdam's Chinatown, Katendrecht, where Mrs Tam Ching took care of them until they boarded their ship.



On the way to Rotterdam.



Leaving the airport.

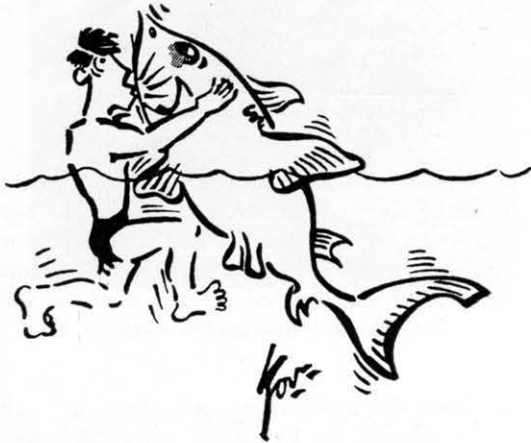
M.S. "VAN LINSCHOTEN"

On the cover the launching of m.s. VAN LINSCHOTEN which was performed by Mrs B.J.L. Lucas-Kurtz, wife of one of the Managing Directors of the K.P.M. in Amsterdam, on August 24th is shown. The ship which is being built for account of the K.P.M., will be commissioned in the "R.I.L./K.P.M. Combination" and is expected to be delivered towards the end of February.

On September 21st, 1957, Mr Hiroshi Terauchi of the Yokohama office passed away at the age of twenty-nine after a short illness. Although he had been with the Company only since March 16th, 1956, he proved to be a very capable and keen worker. He was considered a "coming young man" in the Japan organization and was well liked by all who came in contact with him.

May he rest in peace.

The following is written in the first place to acquaint seamen with what really is known and what is really the truth about sharks. My story is based on study and on my own observation. In the second place, I hope to be able to make it clear that most of the horror stories about sharks are not true. In the course of my explanation it will become clear to you that those who know most about sharks, or those who in their job have to do with them, do not have the slightest fear of these poachers. This of course does not imply that the expression "to know them is to love them" is also true in respect of sharks. I, at least, do not imagine that there is anybody who would like to have a shark as a pet.



After all, seamen generally fear sharks, fishermen hate them because their catch is very often stolen by them, as a result of which they may lose several nets and lines: the landlubber has an artificially cultivated dislike of sharks and I am sorry to say until recently the ichthyologists have not made much of them either. The latter of course is excusable because of the element in which these fishes live and because there are not sufficient modern means to make investigations on a large scale. With the development of light diving equipment, for instance the aqualungs, a great improvement has been made in this respect.

I will start by putting the reader at ease, assuring him that most of the shark stories are based on unbridled fantasy. How then did this come about? Well, in the first place, of course, through novelists and film producers and furthermore, an important point this, through the telling and retelling of these stories through the ages. It is very difficult to repeat a story in exactly the same way as it was told, and it is very easy for seamen to add a little bit more excitement to it every time it is retold. After all these stories are about fish, and everybody has heard about the tall stories fishermen tell.



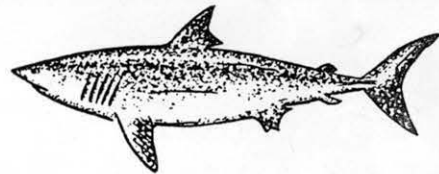
All about

by E. Juta, Royal N

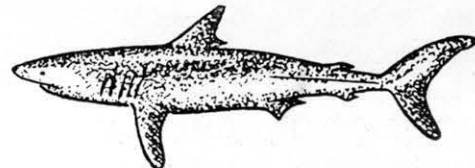
A famous author told about a shark who bit through the anchor chain of a middle-sized ship, and not so long ago I read a very thrilling book in which a group of bathers, who were some distance from the shore were all of a sudden attacked by a shark. One of these swimmers was bitten in two. This, of course, must have been pure fantasy and can be disproved right away. The teeth of a shark, strong as they are, may bite through a lot of things, but a steel anchor chain is enough to withstand any set of teeth. The second story must also be a fable, because it is generally known nowadays that a shark never attacks right away, but that he circles the scene of his prey for quite some time, to which should be added that if one of the swimmers had indeed been seriously wounded through the bite of the shark, the quantity of blood in the water would immediately have resulted in a large number of sharks speeding to the place of the disaster. In that case none of the bathers would have reached the shore unharmed.

The film has undoubtedly done the most harm in this respect. This may be attributed to the fact that in the early 1930's a film producer had an artificial shark made for film-goers who were keen on sensation. This mechanical monster only cost US\$30,000. Naturally this film producer wanted to have his money's worth and no script could be sensational enough. The most ridiculous and biologically unwarranted situations were shot and consequently eagerly absorbed by the general public, with the greatest of pleasure. Let us now return to our subject. First I shall give you a summary of six various types of shark of which aggression may be expected.

1. The man eater, which can become 40 ft. long.



2. The mako shark with a minimum length of at least 13 ft.

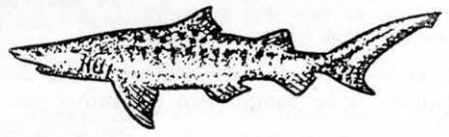


out Sharks . . .

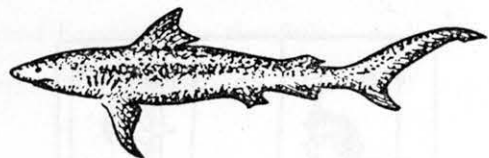


th. Navy Air Force

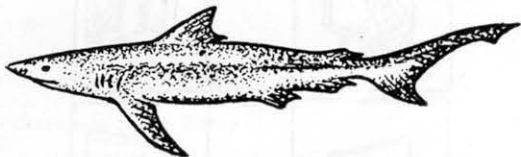
3. The most common kind of shark, the so-called grey nurse with a length between 10 and 12 ft.



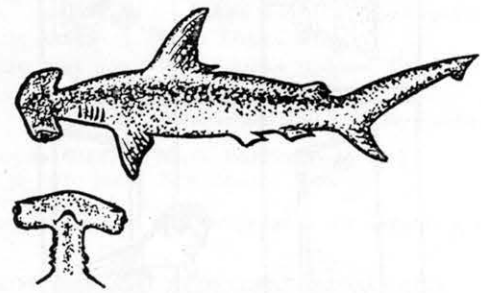
4. The tiger shark, much feared through fantastic tales. This one has a normal length between 15 and 20 ft. and, very occasionally from 25 to 30 ft.



5. The whaler-shark with a length up to 12 ft.



6. The horror provoking monster and much feared hammer-head shark. This animal is most probably less dangerous than it appears.



Of the large whale shark, which sometimes has a length up to 70 ft., I was not able to procure an illustration. This type however, is entirely harmless; it has whalebone instead of teeth and, like the whale, lives on plankton and small fish. Furthermore, there are the so-called carpet or

coral shark, the brown shark, guitar shark, sand shark - not to be mixed up with land shark and some other varieties. Most of them however, are more or less harmless with the exception of the land shark (bathers beware!).

As far as dangerous sharks are concerned, it is remarkable that several varieties in certain areas can be more dangerous than in other regions. The reason for this is not known and it probably has to do with the density of fish in the various areas. Investigations are being made whether temperature, density of the salt and the presence of certain other kinds of fish have something to do with it. I take it that certain discoveries may be expected within a foreseeable future.



And now, I think, you want to hear whatever is known about sharks. In the first place, it has been noted, and I also know from experience, that the shark is definitely a coward. The chance of being bitten by a shark is smaller than being struck by lightning. Naturally every flesh eating fish, and that includes practically all fish, would like to eat a piece of fresh meat, and to him it does not make any difference whether this meat comes from a fish or from a mammal, amongst which human beings must also be reckoned. The shark generally eats dead meat, or prey which they can take without running any risk. The shark has the mentality of a vulture or a jackal and acts accordingly. Scientific research has disproved hundreds of exciting tales regarding people supposed to be attacked by sharks. On being investigated thoroughly it has proved that among the many tales there are only very few authentic cases. Despite recent research there is still little known about sharks. The following points however can now be catalogued under, let us call them superstitions.

In the first place it is definitely not true that a shark must always turn on his back before he is able to bite his prey. A well known seaman's belief is that if you should be attacked by a shark you should dive a bit deeper and the shark would then pass you on his back; it would then of course be a matter of who could play this game longer.

In the second place it is definitely not true that a shark cannot see dark objects. There might be some basis of truth in this story as the aborigines on the Australian Northcoast blacken the white soles of their feet and palms of their hands when diving. This, according to them, is especially because of sharks. Explorers have found nothing, however, which would prove this story true. In this connection, it is also said that negroes are never attacked by sharks, but the contrary has occasionally been proven. It is also not likely that a hungry shark would prefer a white to a coloured man. Former generations of Greek and Arabian spongedivers used to

hold their hands under their arms whenever sharks were near. The modern spongediver calls all this superstition and says that it can only be shrimps or little fish that nip at the tips of fingers, but definitely not sharks.

In the third place it is definitely not true that large sharks are almost blind and are guided to their prey by so called pilotfish. Firstly a blind shark would not lead a long life as the constant fight for existence is certainly as fierce in the sea as it is on shore. All underwater-beings are equipped in such a way that they can stay alive as long as possible. When they lose one of their defensive qualities, hundreds of others will be there to take quick advantage of this "accident" to acquire their meal. The following experiment may serve as an example.

A number of fishermen and explorers had caught a big rayfish, alive and undamaged. The sweeping tail with the dangerous sting with which the rayfish can defend himself and through which he is presumably guaranteed a fairly long life under water, was cut off. The ray was returned to its element and followed at a distance by aqualung-divers. I don't think he swam away happily and he obviously realised what was coming to him. A short time afterwards he was torn to shreds by sharks. But a rayfish with poisonous sting is never attacked by a shark, who is too much of a coward to do that.

The pilot-fish definitely does not bring the shark to his goal. He only stays near the shark to obtain his daily food, which consists of what the shark leaves; bits of flesh and offal. There is also no love lost between these two, and the shark would willingly eat the pilotfish if he could only get him. But the pilot-fish is smaller and much quicker in movement.

In the fourth place it is definitely not true that the shark always swims with his fin above the water. On the contrary, sharks prefer to swim at a depth of from 2 to 8 metres, near reefs, and presumably much deeper when in open sea. In ports it may sometimes happen, especially when much refuse from ships is in the water, that the backfin of a shark is seen, but usually these are the backfins of dolphins or swordfish which the layman thinks belong to sharks. The showing of the triangular backfin is a typical invention of films and is especially exploited to increase the excitement of the cinema-goers.

In the fifth place it is definitely not true that sharks would not eat other sharks. In Port Darwin I have fished for shark many a time and sometimes three or four sharks were hauled aboard in a morning. After the stomach contents were checked (an old seaman's habit) and the fins removed by the Chinese, the shark was cut into pieces and thrown overboard. In a few seconds there would be sharks galore around the ship to gobble up their ex family-member as a delicious titbit. As an exception I must add that this does not seem to be the case with a certain type of shark. Shrimp-fishermen on the American Gulfcoast have acquired the habit of tying pieces of shark to the edge of their nets, in order to protect them against damage by other sharks. If the fishermen have not been able to fish for a few days through bad weather, these nets start to smell of rotten fish which seems to attract sharks when the nets are put to use again. The correctness of this method has not yet been scientifically checked.

It has now been proved among others by explorers like the Frenchman Cousteau and the Austrian Hans Haas,

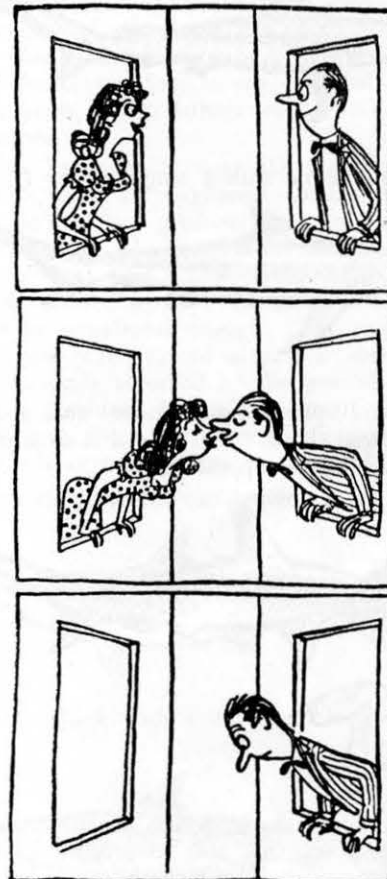
that blood in the water definitely attracts sharks, and that they are possibly excited by it. The intelligent underwater-hunter will keep a small rubber boat or raft in his immediate vicinity in which he can promptly deposit "speared" fish. I myself always used to leave the water immediately after sharp coral had scratched me, and remained ashore until the bleeding had stopped. This is up to now the only known cause through which the shark's bloodthirstiness and voracity can be excited and through which he would be able to overcome his innate cowardice for things unknown.

As proof of the cowardice of sharks I would like to refer the reader to the experience of a recent Italian deepsea expedition in the Red Sea, as told in the book "The Blue Continent" by Folco Quilici. The writer tells here how a shark was wounded and on account of the great quantity of blood about 20 sharks were very soon around. Despite the superiority in numbers of the sharks, two men managed to keep the shark on the harpoon-line and to get the prize on board.

By kind permission from the Editors of "Alle Hens".

In the next issue the reader will see how he can best protect himself if he should run (or rather swim) into a shark.

* * *



(By kind permission from the Editors of "De Uitlaat").

THE SHIPS OF THE WEEK



The above pictures were taken in the Grand Hotel "Goiland" at Hilversum on September 12th, when the recordings were made for the broadcasts to the s.s. Tjipondok (left) and the m.s. Straat Cook. This time the guests were Mr D. Roos, 3rd Officer, and his wife, who can be seen in the Tjipondok picture last row fourth and fifth from right respectively.

Meanwhile reports have come in from the "Ships of the Week". Captain Th.G. Weemaes of m.s. Straat Cook cabled to "Radio Nederland" (Wereldomroep) that the first broadcast had been very well received and could be classified in the Sinfo-code as 1396 1688 respectively 55555 54555.

The second broadcast was classified:

1688 1945 1971 respectively nil 12531 23523.

Captain J.J.G. Kuik of s.s. Tjipondok reported that the first broadcast on September 13th at 11.18 GMT was very well received and they could easily follow the entire program on the 13.96 metre band. The ship was at that time in the South China Sea on its way from Belawan Deli to Kobe.

The reception of the second broadcast at 14.58 GMT was disturbed by thunderstorms in the vicinity, so that parts of it were inaudible.

RADIO NEDERLAND

New Schedule

English Transmissions (Weekdays only)

(daily) 13.00-15.00 GMT (Sundays: 13.00-15.50), to Indonesia 13-16-19 (11)
18.00-20.00 GMT (Sundays: 18.00-21.00), to Africa and Europe 13-16 (19-49)

I. 09.00-09.40 GMT, to Australia, New Zealand and the Pacific Area 13-16-19(11)

4.30- 5.10 p.m. Java Time
7.00- 7.40 p.m. Australian Eastern Standard Time
9.00- 9.40 p.m. New Zealand Time

Afrikaans (weekdays) 17.30-18.00 GMT, to South Africa 13-16 (19-25)

II. 15.45-16.25 GMT, to South Asia and Africa 13-16-19(11)

5.45- 6.25 p.m. South African Time
8.45- 9.25 p.m. West Pakistan Standard Time
9.15- 9.55 p.m. Indian Standard Time
10.15-10.55 p.m. Burmese and East Pakistan Standard Time

Indonesian (daily) 12.00-13.00 GMT, to Indonesia 13-16-19 (11)

Spanish (weekdays) 01.30-02.10 GMT, to South America 19-25-31
03.15-03.50 GMT, to Mexico, Central America, the Antilles and South America 31-49 (25)

III. 02.30-03.10 GMT, to North America 31-49 (25)
2.30- 3.10 p.m. New Zealand Time

The numbers printed behind the various transmissions indicate the wave-bands in metres. Those between brackets are alternatives. The exact wavelengths and corresponding frequencies are given below

Transmissions, frequencies and programmes are subject to change.

Available wavelengths (in metres)						
11.71	13.96	16.84	19.43	25.10	30.79	49.79
		16.85	19.45	25.18	30.88	
		16.88	19.71	25.58	31.28	

OTHER RADIO NEDERLAND BROADCASTS

Dutch (Sundays) 09.00-10.25 GMT, to New Guinea, Indonesia and Africa 13-19 (11)

(weekdays) 09.45-11.45 GMT, to New Guinea, Australia and New Zealand 13-16-19 (11)

Corresponding frequencies (in megacycles per second)						
25.61	21.48	17.810	15.445	11.95	9.745	6.025
		17.800	15.425	11.915	9.715	
		17.775	15.22	11.73	9.59	

TITAN EN TITANIC

Enige tijd geleden verscheen bij Uitgeverij De Boer - Amsterdam de Nederlandse vertaling van Walter Lord's Amerikaanse maritieme best seller "A night to remember", handelend over de ondergang van de "Titanic", onder de titel "Nacht van verschrikking".

Een uitermate boeiend boek over de laatste nacht van een matig groot stadje, waarmee de "Titanic" was te vergelijken. Over het schip, "dat zelfs God niet kon laten zinken", zoals de mens in zijn tragische ijdelheid beweerde.

Dat boek begint met een merkwaardige pagina, die wij hier citeren:

In 1898 is er een roman verschenen van een jong auteur, die het lang niet breed had. Hij heette Morgan Robertson en zijn verhaal ging over een fabelachtig groot passagierschip, veel groter dan er in die tijd ooit gebouwd waren. Robertson bevolkte het schip zijner verbeelding met een menigte gefortuneerde en zelfingenomen passagiers en liet het vervolgens in een koude aprilmacht op een ijsberg lopen en vergaan. De schrijver bedoelde met dit verhaal te betogen, hoe doelloos de aardse dingen zijn en toen het boek datzelfde jaar werd uitgegeven door de firma M.F.

Mansfield, had het dan ook als titel "Doelloosheid" ("Futility"). Veertien jaar later liet een Engelse rederij, de White Star Line, een schip bouwen, dat merkwaardig veel overeenkomst vertoonde met dat uit Robertson's roman. Het nieuwe schip had een waterverplaatsing van 66.000 ton en Robertson's schip van 70.000 ton. Het echte schip was 882.5 voet lang, het schip der verbeelding 800 voet. Beide schepen hadden drie schroeven en haalden 24 á 25 knopen. Beide konden ongeveer 3000 mensen bergen en beide hadden in de reddingboten slechts ruimte voor een zeer gering deel van dat aantal. Maar niemand vond dat van belang, want van beide werd beweerd, "dat ze niet konden zinken". Op 10 april 1912 voer het echte schip de haven van Southampton uit om zijn eerste reis naar New York te ondernemen. Aan boord bevond zich een exemplaar van Omar Khayyam's "Rubáiyat" van onschatbare waarde; de gezamenlijke passagiers vertegenwoordigden een bezit van 250 miljoen dollar. Op die reis is het schip in een koude nacht op een ijsberg gelopen en vergaan. Robertson noemde zijn schip de "Titan". Het schip van de White Star Line heette "Titanic".

*(Met toestemming uit
"De Blauwe Wimpel")*

P E R S O N A L I T I E S

Another Fortieth Anniversary



Mr Van der Meulen receives the Company's memento.

Besides Mr J. Milne in Nagoya, who observed the fortieth anniversary of his entering the Company's service, on September 1st, Mr J. W. van der Meulen of the

Amsterdam head office also completed forty years with the Company this last September.

In the morning of the momentous day, September 10th, a reception was held in the board room of "Het Scheepvaarthuis", so that colleagues and friends had an opportunity to congratulate Mr Van der Meulen, who was, of course, accompanied by his wife on this happy occasion.

In his address to Mr Van der Meulen, Mr J.G. Baak dwelt upon the great changes which had taken place in the course of Mr Van der Meulen's career. Whereas in the old days he used to be fully conversant with all matters pertaining to the bookkeeping of the old Java Line, the present R.I.L.-organization had expanded so much that his time was now practically all taken up by insurance matters, in which he had become a great expert. Mr Baak thanked Mr Van der Meulen for his loyalty and for the many services he had rendered to the Company and praised Mrs Van der Meulen for the great help she had always been to her husband. On behalf of the Company he presented Mr Van der Meulen with a beautiful 35 mm camera.

On behalf of the personnel in the Amsterdam office Mr H.E. Rouffaer thanked Mr Van der Meulen for his cooperation, friendliness and good comradeship and presented him with a projector.

In a few well-chosen words Mr Van der Meulen expressed his gratitude towards the Company and thanked the personnel for their attendance and for the beautiful presents. An informal gathering followed during which drinks and small chow were served.

In the evening Mr and Mrs Van der Meulen were entertained at a dinner in the Lido Restaurant by the executives and a few close assistants in the Amsterdam

office and their wives. On this highly agreeable occasion speeches were made by Messrs Speelman, Dijkshoorn and Zwan, and Mr Marsman had the pleasant task of welcom-

ing Mr Van der Meulen on behalf of "Mina", President of "the Club of those who have forty years service", as a member in their midst.

Mr M. Kessler, Chief Engineer m.s. TJI LUWAH, was in Hong Kong for the last time before his impending retirement during the ship's recent overhaul. On October 21st he was succeeded by Mr H. Gomes in Singapore, from where he left by air for the Netherlands.

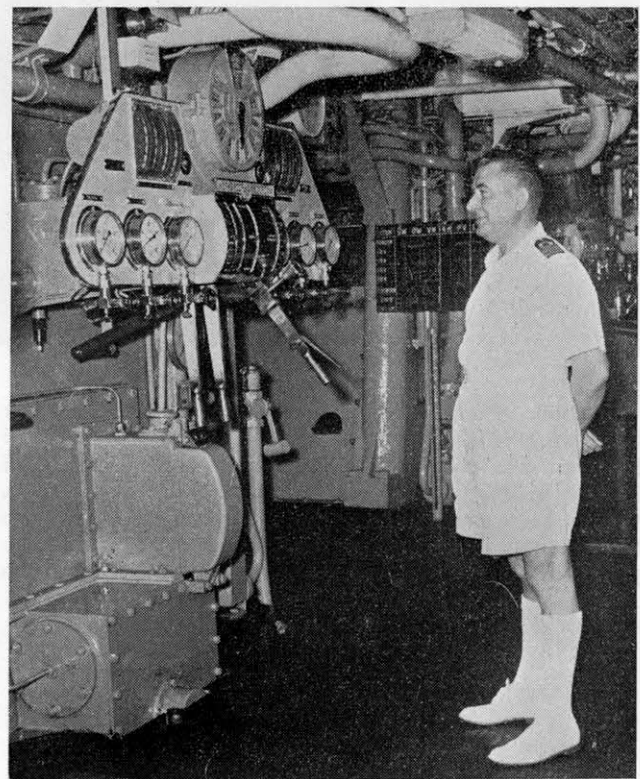
Mr Kessler joined the Company on September 5th, 1929 as a 5th Engineer, was promoted to 4th Engineer on July 1st, 1936 and to 3rd on October 1st, 1940. The ships he served in before the war were the TJI SONDARI, TJI BESAR, TJI LEBOET, TJI KARANG, TJI BADA K and the TJI KANDI. On January 1st, 1949, he was promoted to 2nd Engineer, and on December 22nd, 1953 he was made acting Chief Engineer, while serving in the s.s. TJI KAMPEK. He was promoted to this rank on January 1st, 1954. He served as Chief Engineer in m.s. TJI LUWAH from April 20th, 1955, until his going on home leave and subsequent retirement.

Mr Kessler has told us something of his plans for the future. For the time being he will settle in Nijmegen, a small but ancient town near the border of Germany, where his wife and three children have already been living for some time. Although Mr Kessler has a whole year of leave due to him, as he had been out for six years running, he will probably start looking for a job after a few months, as he feels far too young and active to retire in the true sense of the word.

Mr Kessler is a man of many hobbies: he likes gardening, bridge, dancing and photography. On the occasion of his twenty-fifth service anniversary he received a very fine camera as a present from the Company, and he says he has taken many nice pictures with it.

As going-away presents he received from the officers of m.s. TJI LUWAH a "Bogor" carpet and the crew members of the engine room department gave him a beautiful silver tea set, which will undoubtedly find much favour with Mrs Kessler.

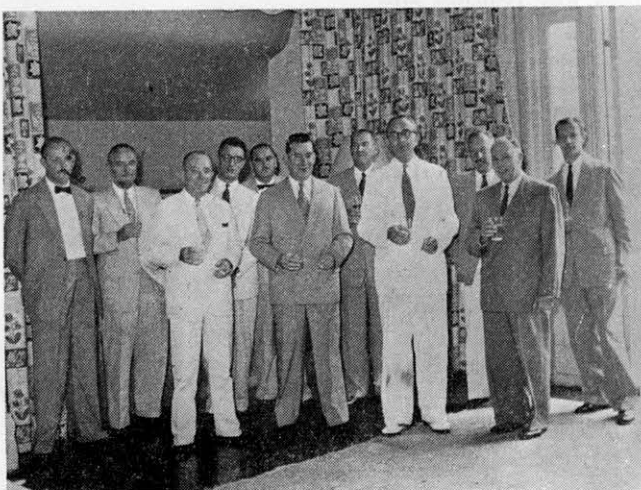
Mr Kessler believes that the Company must really think him hard to replace as, on his last voyage from Hong Kong to Singapore, there were two Chief Engineers, two 2nd Engineers and two 3rd Engineers on board m.s.



Mr Kessler giving a last loving look to the controls of the machinery of m.s. TJI LUWAH.

TJI LUWAH. Anyway it is a nice illusion to take with you, Mr Kessler!

During his last call in Hong Kong Mr Kessler was entertained by the Managing Directors at a luncheon in the Hong Kong Club on October 11th, at which also Captain J.E. Bast of m.s. TJI LUWAH and Mr J. Damstra, Chief Engineer of s.s. NIEUW HOLLAND, as well as several senior executives of the Company were present.



Farewell luncheon to Ch. Eng. A. Snooy



The above photograph was taken on board m.s. STRAAT COOK while in Durban on September 16th when a farewell luncheon was held on the occasion of the retirement of Mr Snooy. (See also the October issue of the *R.I.L. Post*). Besides some members of the Durban Office staff, the Captain and the Chief Engineer of the m.s. TEGELBERG joined the Captain and Officers of the STRAAT COOK in

wishing Mr Snooy "all the best" upon his retirement. In the photograph we see all these well-wishers together; seated from left to right: Mr J.Ph. Roosegaarde Bisschop, Capt. A.J. van der Heijden, Ch. Eng. J.M. von Glahn, Mr J.F. Egberink, Ch. Eng. A. Snooy, Capt. Th.G. Weemaes and Mr L.J. Zwart, Netherlands Consul.

* * *

NEW PERSONNEL

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

Mr R. Textor	4th Officer	5/11/57
„ J. Hooymayers	5th Engineer	5/11/57

EXAMINATION RESULTS

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

Mr S. Dekker	4th Eng.	A	12/9/57
„ R.W. Sijtsma	„ „	A	10/9/57
„ J. Vijfhuize	„ „	A	25/9/57
„ R. Smink	5th „	A	27/9/57
„ H. Adema	Appr. „	VD	14/8/57
„ B.L. Herkemij	„ „	ASW	12/8/57
„ F.M. Hoogterp	„ „	VD	2/8/57
„ H.J. Kers	„ „	ASW	10/8/57
„ H.A.v.d. Lely	„ „	ASW	13/8/57
„ M.A.H. Ritmeester	„ „	ASW	9/8/57

LEAVING (OR LEFT) R.I.L. SERVICE

Mr J.v. Tiel	3rd Off.	Mr K. Postma	3rd Eng.
„ J.F. Abas	2nd Eng.	„ J.G. Reyners	„ „
„ H.J. Hilberink	„ „	„ G.C.A. Rockx	„ „
„ W.A.v. Baar v.	„ „	„ H.P. Roskam	4th „
„ Slangenburgh	3rd „	„ J. Ploeg	5th „
„ K.J. Leeftink	„ „		

LEAVE

The following personnel went on leave:

Mr G.L. Keessen	2nd Off.	Mr A. Volkert	5th Eng.
„ G. Potharst	„ „	Miss C.C.v. Kempen	Stewardess
„ M. Schaafsma	Ch. Eng.	Mr K. Dirkzwager	B.Aires
„ R.K. Meerwaldt	5th „	„ Ch.W. Olland	Tg.Priok
„ M.J. Veltman	„ „	„ F.W. Le Poole	Yokohama

Those who returned are:

Mr N. Kroone	Ch. Off.	posted to
„ J.P. du Bois	Ch. Eng.	m.s. TEGELBERG
„ H. Krist	4th „	m.s. TJSADANE
„ H.L. Frenks	5th „	s.s. NIEUW HOLLAND
„ H.J. Geerts	„ „	m.s. MAETSUYCKER
Miss M.C. Summers	Stewardess	s.s. TJBODAS
„ Mr R.D. Koolhaas		m.s. RUYS
„ D.W.v. Wulften Palthe		HK HO
		Yokohama

PROMOTIONS

Our congratulations go to the following personnel who were promoted 5th Engineers retroactive as from the dates mentioned:

Mr H. Adema	14/8/57	Mr H.J. Kers	10/8/57
„ B.L. Herkemij	12/8/57	„ H.A.v.d. Lely	13/8/57
„ F.M. Hoogterp	2/8/57	„ M.A.H. Ritmeester	9/8/57