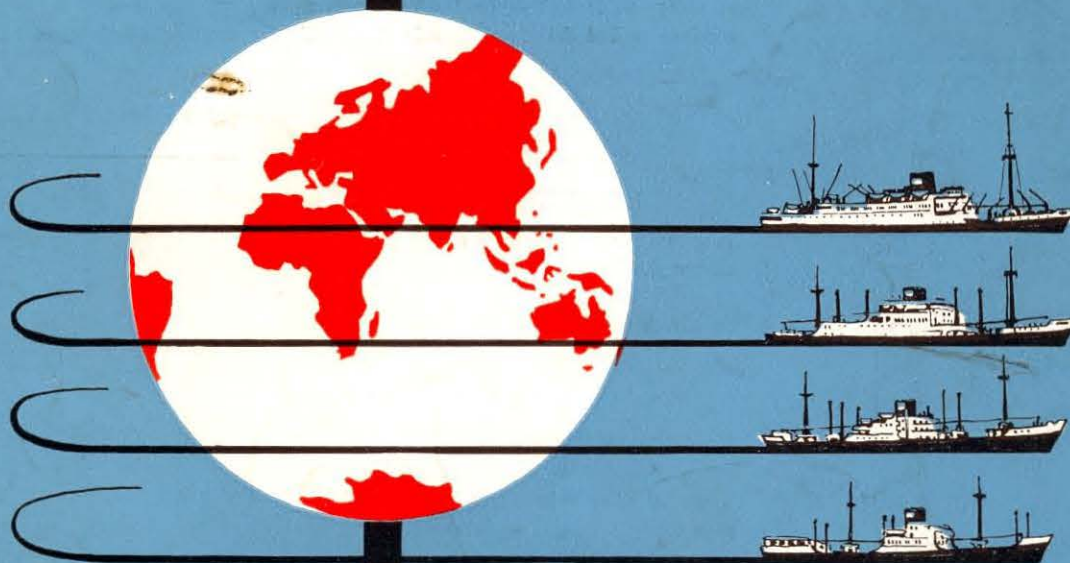




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. XII. No. 1. January, 1965

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JANUARY 1965
VOL. XII. NO. 1



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P. O. BOX 725

HONG KONG

MINA



From the Editor

JOURNEY'S END

Unique, and already a legendary figure whose record of service to the Company can never be repeated — that was MINA (page 17).

ANTICIPATION

Shipping is exciting. Ships are getting bigger, more complicated, more specialised. They are carrying a million cargoes from sophisticated countries to developing nations, and new two-way trades are fast growing up. Business is spilling over from established complex ports to smaller, simpler quays. Names which recently were 'remote' are fast becoming familiar landfalls.

R.I.L.'ers at their desks, in their engine-rooms, opening their ovens or swobbing their decks, must look up and out and be aware of the widening opportunities in a challenging, competitive world. At the beginning of a new year, Managing Directors (opposite page) encourage us to look forward with eagerness, to work with re-kindled energy, and to continue to find the stir and bustle of our shipping world stimulating and exciting.

"Say **CH..E..A..S**"

OLD-FASHIONED

'Established shipping' on the East African coast.



LOOKING AHEAD

A glimpse into the future and a quick glance at current developments (pages 8/9).

THE WAY THE WIND BLOWS

From the China coast to the havens of East Africa (whether as 'cheese' or as 'chee-us!'), we are all going to be saying *CHEAS* in 1965 — page 4.



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

NEW YEAR MESSAGE

All in all, 1964 has not disappointed us. The slightly better trend in shipping has persisted and our Company has been spared great mishaps. The new ships in the improved services have done well and we are being paid a great compliment by our competitors — the compliment of imitation.

Gratifying, you would think? Yes — but also dangerous as our lead narrows. Complacency at this junction is to be avoided at all costs and it should be remembered that improved results are not measured by single years. So we have to continue to think ahead and do some soul-searching to ensure that we continue on the right track. Most of all, let us not lose sight of what is going on around us.

The last years have shown very fast development of new methods and techniques connected with ships and shipping, a development which promises to be even greater and faster in the near future. Not all of us are technicians, but that is the least of our worries. We have confidence in those that are (they will look after the material side of things, the machines, the gadgets, the engineering) but a very determined effort will have to be made by all of us — without exception — to adapt our own thinking to the new trends, to make our minds fully receptive to ever-increasing progress.

In the year past, acknowledgement of the need for fast, up-to-date ships has resulted in the ordering of four more STRAAT F-type ships of advanced design, two of which we may expect to welcome into our service during the coming year. They will find keen officers and men waiting to run them, able shore staff waiting to fill them.

It is with great confidence that these lines are written, a confidence based on years of experience and with an eye to the future which may hold further promise if the present dedication to our Company by all its personnel persists.

Unfortunately, our difficulties are still many: the past year has not shown any improvement in the tension, strife and uncertainty which exists within our sphere of operations. However, with our modern ships, with our traditional dedication, and with a fresh and illuminated approach to our various problems, we feel very confident that a promising future lies ahead for this Company — which is ours because it is *us*.

To all of you, a very happy and prosperous 1965!



一九六四年已逝，總論全年，並無絲毫失望之處，因世界航業已有稍佳之景況，而本公司轄下各輪亦幸無意外之損害。各新船在改良之航線上，亦有良好之表現，故本公司曾為其他同業所讚美及模倣。

凡此誠足令人欣慰，惟切勿自滿，由於同業爭相倣效，吾人之優勢無異減少，吾人必須謹記，本公司業務之進展，非以一年一月為期，必須以長遠眼光在事前運籌帷幄，不斷研究，配合當前之境況，始能確定成功之道路。

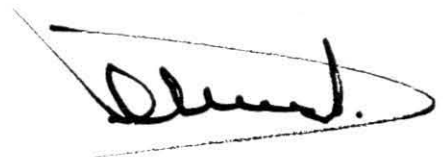
近數年來，航運技術有高速之成就，航業之將來必有更速之進展，吾人雖非全為技術人材，惟此點誠不足慮，因本公司對同寅中各技術人員有充份信心，但吾人仍須堅決努力，啟發智慧，以適應航業之新趨勢及應付時代之進展。

已往經驗告訴吾人，必須備有快速現代化之船隻，所以本公司已增定四艘「士打富」字型新輪，其中二艘將於本年加入各航線服務，各級熱誠船員正準備將其駕馭，而能幹之岸上職員正等候為其裝載。

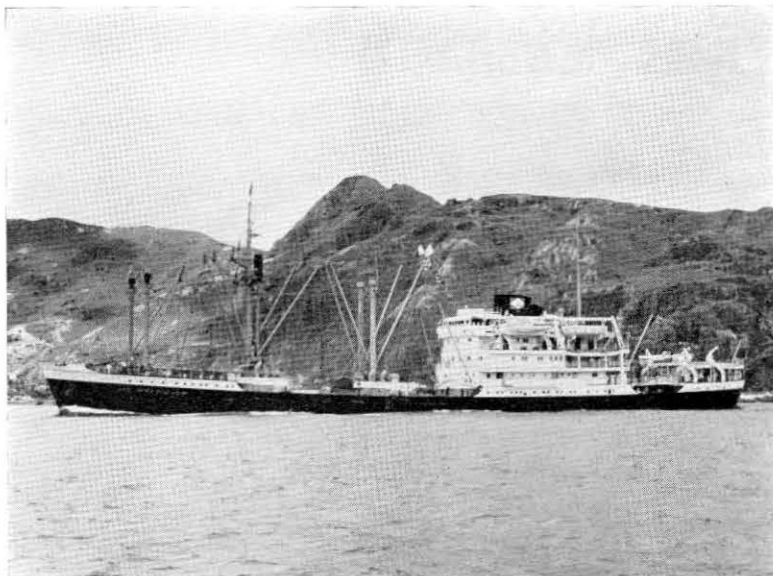
吾人以極大信心寫出上述各節，此種信心係由經驗積聚而成，如各級員工能繼續保持一貫之服務精神，則本公司之輝煌前途，將在意料之中。

惟目前本公司航行各地之境況仍未改善，各方之鬥爭仍未和緩，但吾人有最新之船隻，有傳統之精神，有明確之判決力以解決各項航業之難題，深信此一光明之前途，將為本公司所有。

最後恭祝各同寅新年快樂！



NEW YEAR



Van Waerwijck, which will give the January sailing in the CHEAS.

NEW SERVICE!

Never slow to anticipate the demands of the trade, R.I.L. has inaugurated a new service between *China and East Africa*, to be known as **CHEAS**.

Houtman was the first vessel to enter the new service, when she sailed from Hsinking on 18th December, subsequently loading at Shanghai, Hong Kong and Singapore for East African ports between Mombasa and Beira.

Van Waerwijck will make the January sailing from Hsinking, on completion of her present voyage from Indonesia.

The March sailing will be given by Houtman, April again by Van Waerwijck, and then in May **Roggeveen** will be the third ship to enter the CHEAS (on completion of

an 'extra' voyage from Australia via Mauritius and Africa to the Far East).

Thereafter, the three vessels will give regular monthly sailings.

One of the consequences of this new venture will be that Hong Kong and Singapore will have two sailings a month to East Africa.

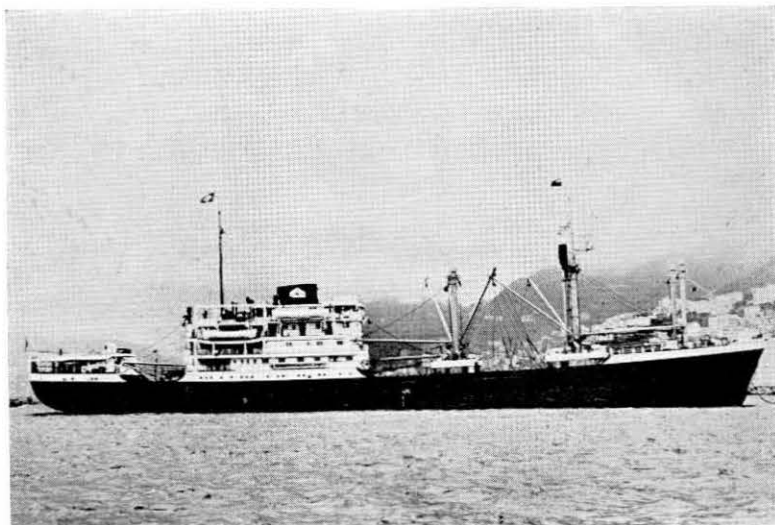
With her entry into the new service, Van Waerwijck will leave the R.I.L./K.P.M. 'combination' but will continue to sail in our employment under time-charter for a period of 12 months.

Houtman gave the first sailing in R.I.L.'s new service.

TO AFRICA

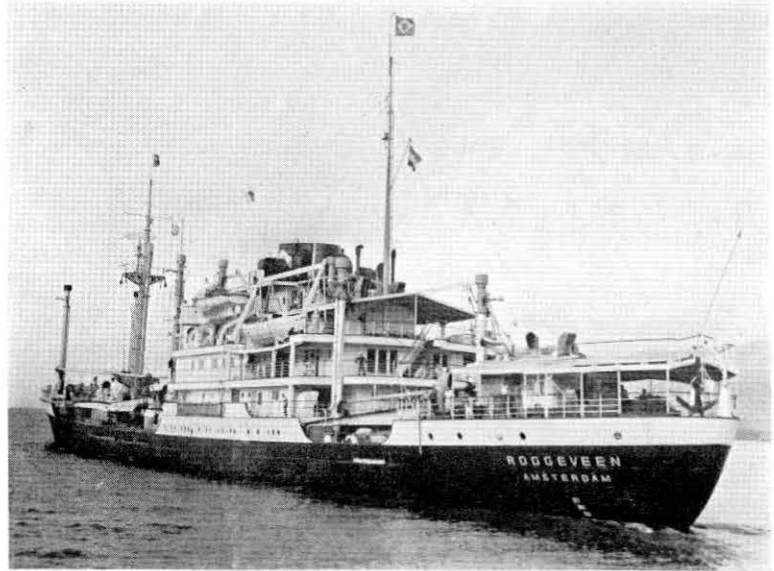
Continent mighty and kindled with hope,
Served by our RIL ships from countries remote —
WSAAS and FEWAS and CHIWAS and CHEAS,
ESAAS and ASAS and ANZS and EAFS (say 'eeves'!)

Marvellous, massive, prolific in yield.
Strengthening market, unlimited field,
RIL brings you service in generous meed,
Their's is the benefit — your's is the need.



TIVITIES

ANNOUNCEMENT

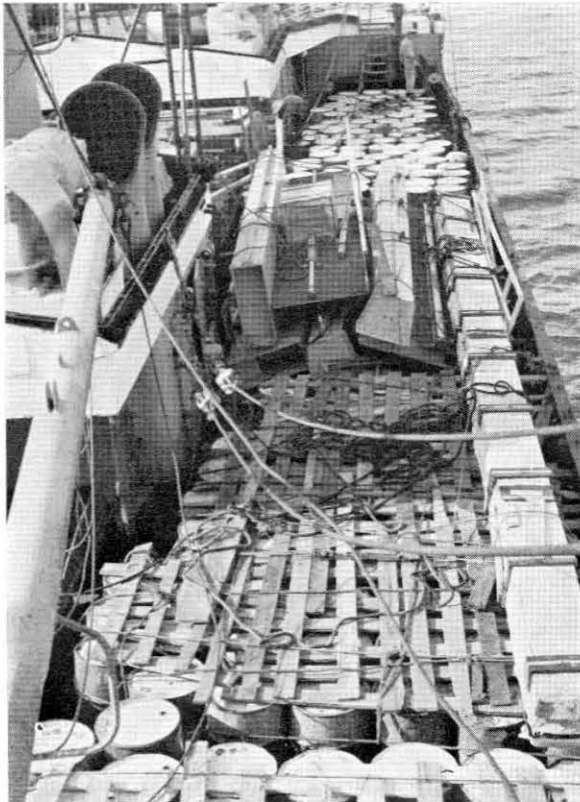


Roggeveen will sail in May in the CHEAS.

A FULL SHIP

When Roggeveen called at Cairns early last October on her extra voyage from Australia to South-east Asia, she was just able to make room for 10 cows for Tawau, drums of tallow for Bangkok, fruit for Sabah and fourteen assorted crane parts weighing 32 tons.

As our picture shows, there just was not room for any more cargo.



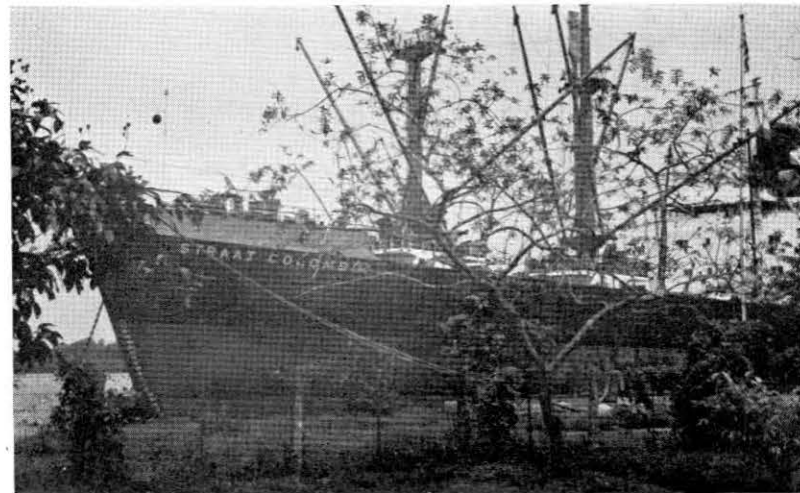
IN FULL BLOOM!

This (certainly unusual!) aspect of an R.I.L.-ship was photographed by Fourth Engineer P.F.M. Starmans (now on Tjibantjet) when the Straat Colombo was lying at Burutu in Nigeria.

Burutu is a tidal station on the River Forcados, part of the vast Niger delta in Nigeria.

This is one of the optional ports of call for ships sailing in the CHIWAS.

Straat Colombo seen from a Nigerian garden.





One of the sights in Durban — the cheerful, gaily-beaded Ricksha Puller.

SAILOR ASHORE

The fifth article in our series, to help R.I.L. sea-going folk when they step on dry land, comes from:—

DURBAN

(R.1.00 = 10/- sterling = H.K.\$8.00 approx.)

Garden City of the Republic and the most popular year-round playground of South Africa, Durban can also lay claim to being one of the loveliest maritime cities in the world. Its sunlit shore-lines extend north and south along the Indian Ocean, and the city embraces 93 sq. miles of land and 7 sq. miles of water. Modern Durban is the second biggest city in the Republic and its premier port. It is also the largest and busiest port in Africa.

Founded in 1823 and named after Sir Benjamin D'Urban in 1835, Durban today has become a thriving centre of trade and industry. At the same time, it is one of the gayest and most popular play-

grounds in the Southern hemisphere, attracting more than a $\frac{1}{4}$ of a million holiday-makers each and every year.

The main shopping centre of Durban is West Street running diagonally to Field Street in which RIL Offices are situated. It is also the best place to start one's tour. To get to Durban's wonderful beachfront, take a five minute walk down West Street which leads you to the centre of Durban's five miles of gently shelving sands where on either hand absolutely safe bathing can be had in clearly demarcated areas. For those who prefer swimming pools, a beautiful pool is to be found here also.

Right at the bottom of West Street is the Oceanarium where sharks, as well as many rare species of fish can be viewed in special tanks. The best time to visit the Oceanarium is at feeding time, which takes place daily at 11 a.m. and 3 p.m. Running parallel to the beach and at the bottom of West Street is the Marine Parade, known as the 'Golden Mile' on the beach front. Walking up the coast along the Marine Parade many amusements can be found, such as Midget Golf, Funfares, Go-karts, Trampolines and the Snake Park. Behind the Hotels opposite the Snake Park is the Ice-Skating Rink where skates can be hired; it is open all day as well as in the evenings, including Sundays.

Back in the centre of the town in West Street is the City Hall where the Art Gallery and Museum are found. Opposite the City Hall are the main Cinemas which have performances in the afternoon and evening, everyday except Sunday.

A worthwhile visit can be made to the Durban Indian Market. To get there, walk up Field Street to Victoria Street — turn left and keep walking — only about five minutes. When Victoria Street ends, ask any Indian where the market is and he will show you.

If you have time to enjoy a luxury guided bus tour of Durban, an enjoyable 2½-hour ride can be had for 50c. Buses leave at 10 a.m. each morning outside the Visitor's Bureau in West Street opposite the City Hall. A recommended bus ride is that out to the Bluff and back. Catch a Lighthouse Road (No. 340) or Bushlands Road (No. 420) bus at any Yellow Stop in West Street and ask the conductor for a 'Travel-at-Will' Ticket (20c). This ticket will take you anywhere in Durban by bus for no extra charge. Good views of Durban may be gained on the Bluff trip. For an enjoyable all day trip inland by Coach, take the guided tour to the Valley of a Thousand Hills Zulu Reserve. Although this trip costs R2.00 it is well worth it and snacks can be bought along the way. African beadwork and basketwork is on display on the roadside and is for sale.

Of Durban's many beautiful parks, the Botanical Gardens are the best. Catch a No. 50 Bus at a Red Stop in West Street. The fare is 7c and the terminus is at the Gardens. Light refreshments can be obtained in the gardens.

For early evening entertainment most of the Hotels on the beachfront provide drinks and music, dress being very casual. If you have spent the day touring Durban, you will now be looking forward to a good meal. For a really fine meal try a T-bone Steak at the Steak House at the Butterworth Hotel at the top end of Field Street. You won't find better steaks elsewhere! Liquor is also available and the atmosphere (Ranch style) is very pleasing. For good food and a Spanish atmosphere, the Matador is a must. This is a small cosy coffee bar in Foundry Lane off West Street down the side of John Orr's. There are many good outdoor Restaurants along the beachfront where snacks can be obtained. As liquor may not be sold at most coffee bars, it is advisable (and usually allowed) to take your own along.

If you are fortunate enough to be in a position to go dancing, Durban has many good Nightclubs where prices are surprisingly reasonable. The El Castillian at the foot of West Street at the Lonsdale Hotel is recommended. Entertainment is in the form of a lively Spanish-style band, and the food is well prepared. Just around the corner at the Killarney Hotel the El Paso Nightclub is situated, where the music is of the more modern beat. For good food and first-class cabaret at an expensive price, the Mayfair Hotel opposite the City Hall is recommended. A pleasant and inexpensive atmosphere is found at the Riviera Hotel opposite the RIL Offices on the Esplanade.

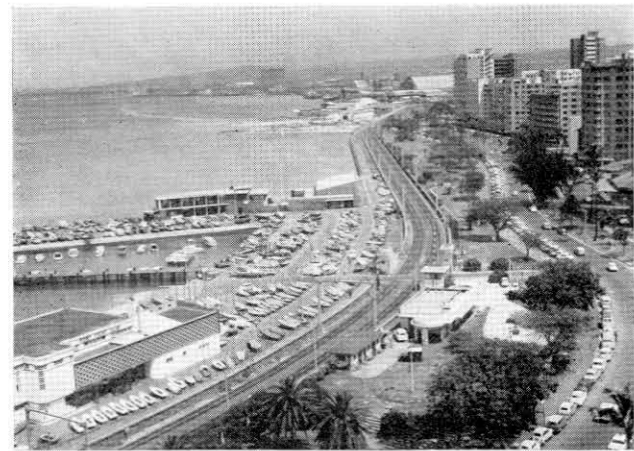
On Sunday afternoons Zulu Tribal Dancing can be watched at the Zulu ground around the corner from the Icerink. If you are a football enthusiast, professional soccer can be watched at the Kingsmead Stadium on Sunday afternoons during the winter months.

Throughout this article the main theme has been to see as much of Durban for as little as possible. You will notice that taxis have not been mentioned at all in this brief tour of Durban. Avoid them whenever there is a bus available (unless you are in a hurry), as they can become an unnecessarily expensive proposition.

P. TEMPLE - LANHAM



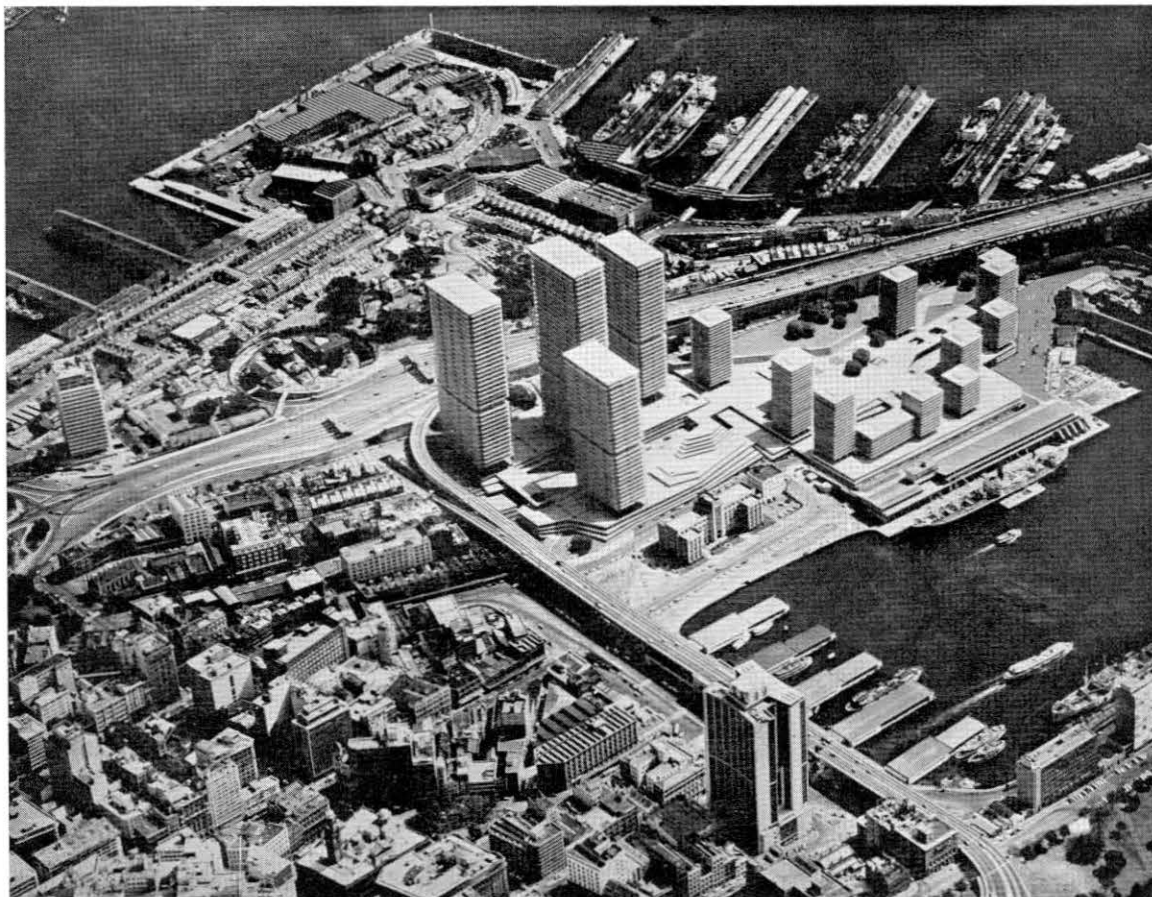
The multi-million Sea Terminal, which is also a favourite visiting spot for residents.



The view from R.I.L.'s offices in Mansion House towards Maydon Wharf. Off the Esplanade, to the left, is the Point Yacht Club in Durban Bay. (Photo: P. Rabé)



Fishermen in the Blue Lagoon. Some three miles away in the background can be seen Durban's luxury beachfront hotels. (Photo: P. Rabé)



SYDNEY 1974!

It really may look very much like this photograph—a clever montage by Sydney photographer Brian Hart of the Rocks Re-Development Scheme, Sydney Cove, which will be constructed by James Wallace Pty. Ltd. Our thanks to all concerned for the pre-view!

S P R A Y

“Keep to the Right”

An international working group is considering a proposal put forward by Shell International Marine: that in certain congested waters, such as narrow straits, there should be a simple voluntary separation of traffic in opposite directions, with a trafficless zone in between. Shell have in fact advised masters of their vessels to keep to the starboard side in certain zones where they consider it prudent to do so, and hope that this will help to reduce the increasing number of collisions at sea.

Dutch Reunion Ship

The Netherlands Information Service in Sydney has announced plans for the building of a 20,000 ton ship by Verolme in Rotterdam which will make regular voyages

to the countries receiving the most Dutch migrants. Under the scheme called “Wijkomen” (We are coming), parents and relatives of Dutch migrants in Australia, for example, will be able to make the voyage at low cost and stay for a few months to see how the immigrants are getting on.

Wine Tanker

A 2,640 tons d.w. refrigerated wine tanker has been built and delivered in France. The ship has been built to carry wine in bulk in 48 wing tanks and in the double bottom, giving a total capacity of 1,500 hectolitres. The ship will also carry refrigerated cargo in two holds and one compartment, giving a total capacity of 2,500 cu.m.

The wine is transferred by means of six rotary wine pumps, the average capacity of each being 55 cu.m. per hour.

Giant Magnets in Scrap Carrier

A Japanese scrap-iron carrier has been delivered, which has dispensed with derricks and winches for cargo handling. Instead, two 5-ton cranes have been fitted at each of the four exceptionally large hatchways and each crane has a powerful lifting magnet. The owners claim that by this means they will be able to handle about 3,500 tons of scrap iron in a 20-hour working day.

Ships to Share Crane

Heavy-lift gear aboard a ship is a costly investment, for which there is usually no guaranteed regular employment. A Swedish company has now designed a portable derrick crane, the "Asea Uniton", which has had very successful trials aboard vessels of the Swedish company Rederi AB Transatlantic. Transatlantic are now adapting eight of their vessels to take a 125-ton version of the crane which they will share between them, and two new vessels have been planned to employ a 200-ton Uniton crane.

When several vessels ply the same route, each ship can be fitted with the mounting fixtures for the crane and the one crane can be stationed in a port which has insufficient lifting capacity available, so that it can serve all the ships in the fleet. It can also easily be transported to any port in the world if required to meet a vessel with a heavy load.

Assembly time (by a ship's normal cargo gear) is reckoned at about 20 hours and about half that time for dismantling.

Automatic Pilot Hoist

A pilot ladder with only nine steps on which the pilot is hoisted on board or lowered to his boat by an electric or mechanical power unit, has been developed in England. Each tread of the short ladder is fitted with nylon wheels of a diameter selected to ensure a smooth passage over ships' side irregularities. The top and bottom treads have been lengthened to resist any tendency of the ladder to twist, and special precautions have been taken in the design to overcome the effects of pitching. The power-driven hoist is attached to a frame which is supported on the bulwark or ship's rail, and incorporates a platform with handrails and inner steps leading down to the deck. The pilot needs only to climb from the cutter on to the lowest tread of the ladder and hold the central hand grip while he is hoisted up. When the ladder has been hoisted up,

he merely has to climb the 10 steps up to the platform on the bulwarks.

"Crawling" Welder

A small machine which 'crawls' up a ship's side, welding plates together in one run, was demonstrated in London. It is designed to weld, vertically, plates of about 1½ in. of 40 ft. length and more, and can be used in fabrication or repairs. It 'crawls' by eight magnetic 'feet', some reaching upwards and holding, and others lifting from the rear.

Pitching reduced

A new device has been tested in Japan whereby it was proved that the angle and period of pitching of the ship was reduced and lightened about 50 to 70% as compared with other ships.

Sea chests (openings) were fitted on an experimental ship, in both sides of the fore peak tank, and air openings provided at the top of the tank. With the pitching of the ship, water in the tank moved upwards and downwards, but the movement of the water became slow, due to resistance by sea water as it flowed in the tank through the openings. When properly fitted in the right place, the sea chests cause the water in the tank to increase and decline when the ship's bow moves up and down, thus reducing the period of pitching and so lightening the shock to the ship's bow and bottom.

Ship Out of Water

An 8,000 gross tons mixed cargo freighter will have a dry-launching and christening in one of the halls of the International Transportation Exhibition next summer in Munich, to advertise West Germany's sea navigation.

The ship will then run as it would if in dock. The captain will stand on the bridge, messages will be sent and received in the radio room, the first engineer will work with his crew on board, and meals will be prepared in the galley and served to visitors. A special installation will even simulate the freighter's motion. This simulated trip can be followed at the nautical instruments, and even at the echo-sounder and on radar.

But this ship will never go to sea!

A.E.R.

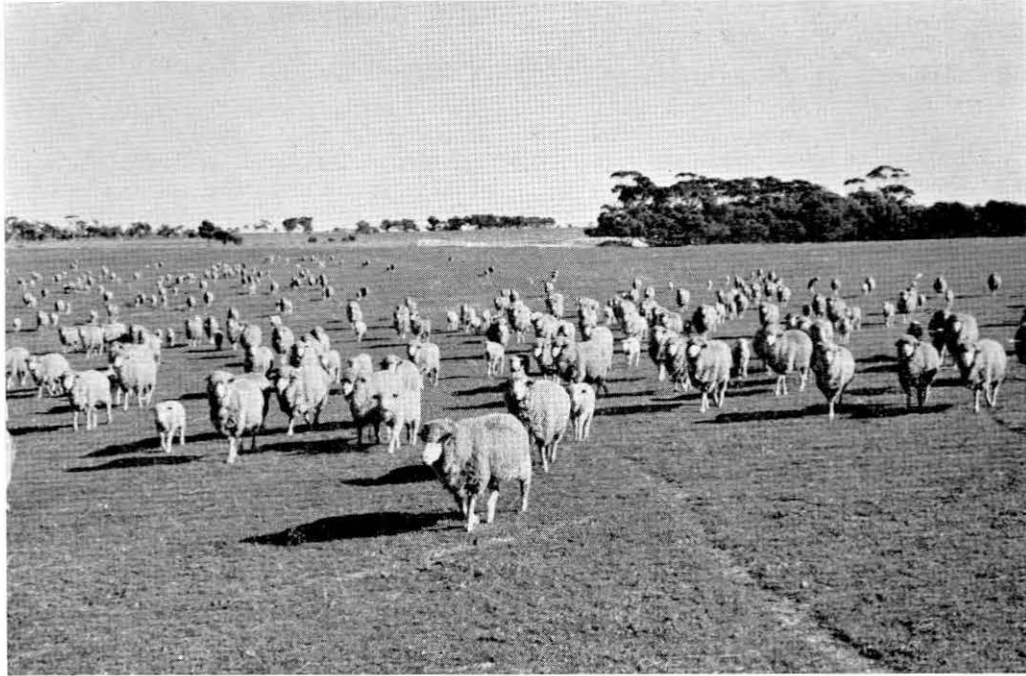
OF YEARS GONE BY

The Day the Arch Was Joined

When the twin arms of the arch of Sydney Harbour Bridge were joined together on 20th August, 1930, flags were flown from the cranes to celebrate the completion of this stage of construction.

Under the bridge sailed the old steamship Nieuw Holland — then a bright two-year-old under K.P.M. colours. Thanks to Miss D.M. Witney of Mittagong, N.S.W., we are able to reproduce the photograph which was taken from the vehicular ferry wharf at Milson's Point.





Millions of sheep graze in Australia's wide pastures.

THE GOLDEN SHEEP

In 1829, sheep to the number of 1096 were brought to the Swan River Settlement of Western Australia and today it is estimated that approximately 19½ million are spread over many hundreds of thousands of square miles of the State, with the prospects of further expansion being very promising indeed.

Sheep of course are bred in even larger numbers in the other parts of Australia, including New South Wales, Victoria, Queensland, South Australia and Tasmania, and the total sheep in Australia today are approaching 160 million.

It is a well known saying that "Australia has marched to prosperity on the sheep's back" which, although mainly referring to wool for which there is such a strong world demand, also includes the wealth emanating from the bi-products of the sheep, of which a good portion is exported. These consist of:—

- Frozen mutton and lamb
- Tallow
- Sheepskins
- Canned Meats

Although the majority of sheep are kept for their wool production, a large number are slaughtered each year for consumption on the home-market and export. These are

mainly treated at the Abattoirs where, with the use of modernised equipment, expert butchers kill the sheep, skin them and prepare their carcasses and edible offals under the watchful eyes of the Commonwealth Government Meat Inspectors, who carefully examine for any diseases. The meat is then graded, weighed, packed and held in cold storage for export and local consumption.

The intestines are sold for processing into sausage casings and tennis strings. The balance of the sheep, being the head, bones and inedible offals, are placed into a machine called a slasher which chops everything up and then transfers it to another machine called a digester where it is cooked for 4½ hours at 60° Fahrenheit. The fat is then removed under pressure (now being tallow), the balance being dried for use as stock meal, and blood and bone fertiliser. It is therefore evident that no portion of the sheep is wasted at all.

The tallow is packed either in 44 gallon drums or bulk handled in larger containers, dependent on how it is required for shipment. Bulk tallow is taken direct to the ship's side in special tankers where it is pumped direct into the vessel's deep tank set aside for it, whilst drummed tallow is usually conveyed by road transport to the wharf and loaded by ship's slings. The tallow derived by this process is inedible and it is used mainly for processing into soaps, shampoos, etc.



Export lamb carcasses being graded and weighed at an Abattoir.



Sheepskins laid out in the skin store of Elder Smith Goldsbrough Mort Ltd. for buyers' inspection prior to the weekly Auction Sale.

There is also a small quantity of edible tallow produced locally from the melting down of fat trimmings from the carcasses. This is used locally and for export as dripping and margarine. Biscuit manufacturers are one of the main users of this commodity.

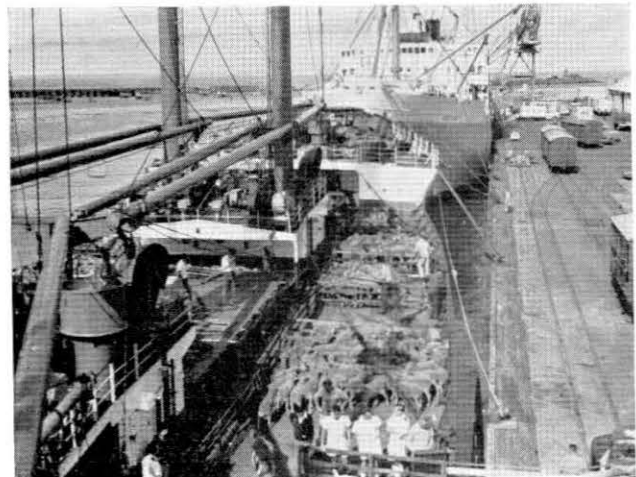
After removal from the sheep, the skins are usually hung out to dry in special sheds, after which they are sold by auction or privately to the skin merchants. The world's largest market for sheepskins is Mazamet, France, where the skins are processed and ultimately converted into chamois leather, shoe linings, book bindings and other leather products. Sometimes sheepskins are processed by local fellmongers. The wool is cut off the pelts, scoured and exported as scoured wool. The remaining pelts are pickled in brine for export in casks. They are then converted into leather products on arrival at their overseas destinations.

Canned meats are produced with the assistance of machinery guided by hand labour. The raw meat is purchased usually from an abattoir and processed to a set formula. The empty cans and the meat are fed into the can-filling machine which fills the cans before their passage through the exhaustor, in which a vacuum is created in each can. The sealed cans are then pressure-cooked in large cooking retorts, and finally inspected to check that the vacuum is satisfactory. They are then labelled and examined by the Commonwealth Department of Primary Industry Inspectors, after which they are cartoned ready for delivery on the homemarket or export.

Live sheep for slaughter purposes are also exported from Western Australia and the two markets served by R.I.L. vessels are Singapore and Port Louis. Although numbers fluctuate, a steady demand always exists.

R.I.L. is much indebted to its Perth Agents, Messrs Elder Smith Goldbrough Mort Ltd., for this interesting article and photographs.

Loading sheep on to the Straat Johore at Fremantle, Western Australia.



TEN YEARS AGO

1st January 1955

R.I.L. OPENS FREIGHT OFFICE IN JOHANNESBURG

"In view of the increasing importance of Johannesburg as a centre of trade and industry in the Union of South Africa, as a result of which an appreciable part of the R.I.L. cargo bookings are finding their origin in that city, it was felt that the time had arrived for R.I.L. to have their own freight office in Johannesburg to deal with these bookings.

We are informed that consequently the R.I.L. freight office in Johannesburg will shortly be opened. In charge of the new office will be Mr J. van Middelkoop, who has gained several years experience

of South African trade and business conditions as freight proxy in R.I.L.'s Durban office.

We feel confident that this branch office will contribute to R.I.L.'s expanding business in South Africa and we wish Mr van Middelkoop every success when he takes up his new duties in Johannesburg.

It may be added that the R.I.L. passage interests in Johannesburg remain in the hands of the Holland Africa Line, with which company the R.I.L. since long maintain close and cordial business relations and who represent the R.I.L. as Agents in Capetown."



Not a few of us have wondered, at some juncture, why the Dutch never colonized Australia or at least never went a little further than they did in exploring this wonderful continent.

Our forebears were the first to lay eyes on it and, according to this book, were the first to spend a night ashore of their own volition. Not only that, we also supplied the continent with two, be it involuntary, settlers.

Mrs Drake has for a long time been intrigued by the disaster that overtook the V.O.C.'s good ship *Batavia* in 1629, when it was wrecked on the Abrolhos Islands on the coast of Western Australia, roughly in the latitude of Northampton W.A. The wreck was located last year and has since been in the news a few times. Long before that, however, the author of the present book had written a novel on the subject, entitled "The Wicked and the Fair" which, after the reading of the present work, we shall certainly try to raise somewhere.

According to her own foreword, she was left with so much material on the subject that it "seemed unreasonable not to publish in full various documents of social and historical importance to Australia".

Incidentally, her painstakingly careful work will be welcomed in Holland as well. For we would have had to wait for the Linschoten Vereniging to publish — if ever — this exciting episode in our maritime history. And — what is always important to a Dutchman — it can now be had at a reasonable price, the language as usual being no handicap to us. The disaster and subsequent rescue voyages may make interesting reading; the mutiny and the atrocities it involved may make us realise how low people can sink in what modern psychologists call "stress situations". What makes this book

DUTCH SHIPWRECK

H. Drake-Brockman: "Voyage to Disaster"

(Angus & Robertson, London 1964, 40/-)

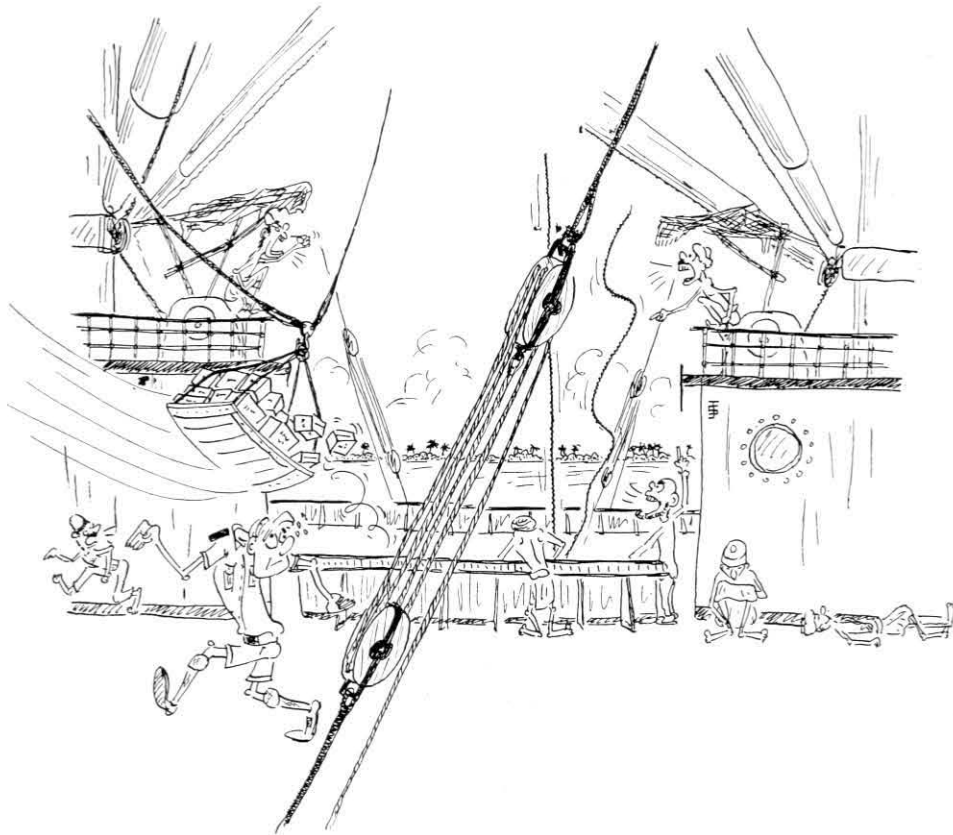
worthwhile are the chapters dealing with Life and Times of Francisco Pelsaert, the *Commandeur* who was travelling on the ship in order to take up a position with the V.O.C. in India and who, by his exalted position, was the main figure in this drama, the trial, and also in a book by Joost Hartgers published in 1648.

Not only do they shed light on the hero of the story but also on the mentality of the V.O.C.'s leading men, amongst whom Coen has become a household word in our colonial history. When Pelsaert arrives in Batavia he has to report to Coen on the matter.

Although Mrs Drake nowhere emphasizes this trait, it is obvious from the numerous quotations (taken from the *Dagh Register* and other official documents) that the V.O.C.'s merchants were true to their profession first and foremost. We cannot help noting that concern with the people's plight is mentioned in a few well-chosen words but that the damage sustained is elaborated upon in a way we would condemn to-day as being indecent. About half of the book is taken up by translations of the *Journals of Francisco Pelsaert*. These translations have been made by Mr Drok, who must have toiled laboriously on the medieval Dutch in which they were written. Apart from that it is quite a feat to read manuscripts of the 17th century!

There are Appendices with more translations from official documents and one on the site of the wreck, prepared for the book when the remains of the *Batavia* were discovered on June 4th, 1963. Its inclusion makes our admiration for the author even more conclusive. Bibliography and Index have been added as well as two dozen illustrations.

W.Z.M.



DECK DUTY

An Impression by H.O.P. de Jongh Swemer

Fourth Officer de Jongh Swemer tells us that he made the picture to illustrate his poem for non-Dutch-speaking readers. Amusing as it is, we are not convinced that life on board Tegelberg is *quite* like that, so we are also printing a free translation of his colourful poem:—

WACHT AAN DEK

Zoemen, kraken, kakelen
Hieuwen, vieren, takelen

De blauwe lucht doorsneden
Met geien en bomen
Beboste kim met klappers
Rond rimpeloze baai

Stappend over dek
Opdrukkend tegen tropenhitte
Ontwijken
Voor rockeloze hijsen

Zwoegende werkers
Onder krijsend kabaal
Kriemelend door de lading
Met maling
Aan alle logica

Lichters van hout
Als de zee zo oud
Machteloos aan cocostrossen
Lading te verzwelgen

(Free Translation)

*Buzzing, creaking, cackling
Heaving, slackening tackling*

*Blue heavens criss-crossed
With rigging and spars
On the horizon
Coconut palms
Surround the unruffled bay*

*Striding over the deck
Pressing against the tropic heat
Dodging
In front of reckless hoists*

*Toiling workers
Midst screaming hubbub
Scurry through the cargo
Undisturbed
By logic*

*Lighters of wood
As old as the sea
Helplessly hemp-held,
Lie swallowing their loads.*



ESTUPENDO!

When Fifth Engineer P.A. Alstede was married to Miss Delia Lucia Fernandez Luengo in Buenos Aires on 24th October, the wedding reception was held on board TJIJALENGKA.

Captain Giel — lucky man — had the pleasure of dancing the opening waltz with the bride. The occasion was enjoyed by all, though we do think that Best Man Grootveld looks a little weighed down with his responsibilities!

RIL Post sends its best wishes to the happy couple.

(Photos by Dresser Man Chun Shing 'Joseph' 萬普聖)



CHILDREN VISIT TJILUWAH

On a tour of discovery on board Tjiluwah in October, this little group of deaf-and-dumb children from Melbourne very much enjoyed their visit to the bridge, where Third Officer C.M.H. van der Velden was ready to explain everything (with the help of their teachers) to them.



OPEN LETTER

"I wish to thank my friends on land and sea for their good wishes, which I received in Sydney, on my 25 years of service with the Company."

G.H. MENSES

下面的一封信於本年九月二日從九龍新界寄出：



經過本港郵局一番推測，把它寄去了倫敦。倫敦的郵局對這封信大費躊躇。結果在極短的時間內，從倫敦八百多萬居民中，找出一位名叫德基堡的商人，他的通訊地址是倫敦市的 VAN OMMEREN 公司。

湊巧得很，這位德基堡君就是本公司 JHR. C. L. C. VAN KRETSCHMAR 君的姻親。所以這封信在兜了一個大圈子後，又於九月廿四日回到本公司香港總行。總行郵政部門把它準確地轉寄到德基堡輪船員林木泉君手中。林君應該已在十月七日當德基堡輪抵達星加坡時收到這封信了。看來成績還不錯。

LOG BOOK

A GOOD PARTY

Wherever Chief Engineer G. Vischer went, there was sure to be a good party! This was certainly true of his farewell party on board the Ruys when the vessel was at Durban towards the end of October. All Mr Vischer's family were able to be on board to see him receive a set of five wall-plates (made in Brazil and decorated with real butterfly wings) from the Engine-room Crew and beautiful binoculars from his fellow-officers. We hope he will enjoy them for a long time to come in his Durban home.



BORN AT SEA



Master *Kawasake Noburo*, son of a Japanese couple travelling on board *Tjitjalengka*, is responsible for the big smile on the face of Dr I. Barnat. The baby was born when the ship was east-bound, two days out of Mauritius. Here in the surgery is the family group with Captain *W.A. Giel* and Dresser *Man Chun Shing 'Joseph'* (萬晋聖)



ANNIVERSARIES

The following "Company Anniversaries" will be celebrated during 1965:—

Forty-Five Years Service

Mr E. Marée (Amsterdam) 13th August.

Twenty-Five Years Service

Floating Staff

Captain Th. Rose 18th June.

Shore Staff

Mr. J. Dekker (Buenos Aires) 18th February.

PERSONALITIES

Jhr. C.L.C. van Kretschmar, Onderdirecteur, left Hong Kong on 7th December for a short visit to Japan.

Mr W. Boogerman, Manager of the Personnel Department, left Hong Kong for Home Leave on 12th December.

MEDAL OF HONOUR

Last month we reported that two of R.I.L.'s engineers had been awarded the "erepenning voor Menslievend hulpbetoon" in bronze.

Third Engineer **B. Klijnstra** (now on board the *Straat Van Diemen*) received his medal from the Mayor of Nijmegen at a ceremony in the Townhall on 18th November.

Mr **F.P.A. Heltzel** was present on behalf of the Company, together with Mr Klijnstra's own family and friends.

After the Mayor had addressed the assembled company, Mrs Klijnstra pinned on the medal.



Signing the Visitors' Book.

CHIEF ENGINEER RETIRES

After thirty-six years' work in the engine-rooms of, first the J.C.J.L. and then the R.I.L. ships, Chief Engineer J.G.H. Verkerk is about to retire. After starting in 1927 as Fifth Engineer, he served on no less than fourteen of the old "Tji" ships, until in 1940 he joined the Royal Navy and was subsequently made a prisoner-of-war in Japan. When he was released from military service in 1947, Mr Verkerk travelled to New Orleans to join the then newly-acquired 'Victory' ship Tjibodas as Third Engineer, and progressed until he was promoted to Chief Engineer on board Straat Malakka at the beginning of 1953. His work on board this ship during an extensive refit was specially commended by Managing Directors. Since then he has mostly served in the passenger ships, finishing on board Tegelberg.

At Interocean House on 23rd October, Managing Directors gave a farewell luncheon to the Chief Engineer. Unusually, Ruys was also in Hong Kong, so the Captains and Chief Engineers of both ships were able to be present, as well as senior staff members.

In his address, Mr de Haan remarked that over the years on the China coast, he had always known Mr Verkerk

personally, so needed no reminder of the facts of his career. Although he was known as a 'good motorman', a large part of his service had been on board steamships; his wide experience was only one of the reasons for his reputation as a good teacher to young officers. His ability to be a good friend to everyone and yet maintain discipline was another. He was well-known as an excellent shipmate, a humane person and had always maintained excellent cooperation with the other departments on board. The Company would miss him, but gave him every good wish for his retirement.

In his reply, Mr Verkerk said that he was very sorry to leave R.I.L.; everybody knew what he thought of the Company in which he had worked with pleasure for so long, but he realised that the time had come to make room for younger people. He was confident that the Company would go on just as well without him, but he still regretted leaving. He would always look back with pleasure to the years spent on board R.I.L. ships. Finally the Chief Engineer thanked everyone, both at sea and on shore, for past help, and offered a toast to the future prosperity of the Company.

SHORE LINES

Those who wrote wistfully of pleasant days spent on the beach at Repulse Bay in Hong Kong were all quite correct in their recognition of our November photograph. We have to admit that nowadays the skyline has been altered somewhat with the building of large blocks of flats, and the amount of sand has been reduced by recent typhoons. However, it is still one of Hong Kong's most popular beaches.

Congratulations to Storekeeper Tsoi Yee Fui (蔡爾奎) of the Van Heemskerck, who receives the prize.

FAMILY NEWS

Weddings

In Breda, Holland, Mr W.F.C. Koster (HK HO) to Miss A.M. Kleij on 29th December.



New Arrivals

To Mr Cheng Kam Toi (HK HO AC) a daughter, Shin-Yi (Susanna), on 5th July.

To Mrs Janet Chong-Yeung (HK HO TP) a son, Wai Yu (Emilio), on 26th October.



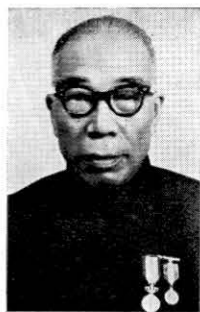
To Mr C. Ho A Foen (HK HO PZ) a son, Yin Pan (Clifton), on 8th November.

To Mr F. Kummer (Manager C.D.) a son, Andrew Michael, on 16th December in Hong Kong.

IN MEMORIAM

MINA

It is with the deepest regret that we have to announce the death in Hong Kong on 7th December of Mr. Shum Kwan — better known to several generations of R.I.L.'ers as 'Mina'.



Right back in 1909, at the age of 19, Mina joined the J.C.J.L. as an office boy in the office of the Manager for Hong Kong & China. He continued to work in that office until 1959 — fifty years of loyal and devoted service to the Company.

In 1953, Mina was honoured by H.M. Queen Juliana with the Medal of Honour in the Order of Oranje Nassau, in recognition of his faithful service to a Netherlands Company abroad. In 1959, he was presented with the Golden Medal of Honour by the Netherlands Chamber of Commerce.

When Mina retired, the Association of Old Personnel of the J.C.J.L./R.I.L. (then known as "oud Roest") presented him with a special gold medal to commemorate his faithful service to the Company.

Our deepest sympathy goes to all Mr Shum Kwan's family and especially to his two sons now working with R.I.L.: — Mr Shum Kwok Chu (HK HO FB) and Mr Shum Kwok Chuen (HK MH).

A PERSONAL TRIBUTE

It was with deepest regret that I learned of Mina's demise.

Very few of the "R.I.L. Post" readers who are in active service know who Mina was, and I am, therefore, most indebted to the Editor of the "R.I.L. Post" for inviting me to write a few reminiscences of him.

Mina joined the old Java China Japan Line in Hong Kong before I was born and when I joined the office in York Building, Chater Road, Hong Kong, in 1938, Mina had already become a most important person in that organisation, who took particular pride in making the young Dutchmen feel at home and in assisting those young boys in their hesitant steps in a new, and for some of them strange country.

Mina was a person with a very keen sense of humour who took great pride in telling us youngsters off when we had, for instance, forgotten to take the mail to an arriving ship; he would come rushing after us and tell us in a few well-chosen words — in Dutch! — that we should not be forgetful. Mina was by all old Javaliners, in all ranks, afloat and ashore, adored and held in the highest respect.

Mina always showed great understanding for us youngsters when in "hot water" with our "real" superiors. It would take me too long to recall all the instances in the days of Mina but one particular fact I would like to mention: that is that in his day the office was

Jhr. I.H.A. Backer

It is with the utmost regret that we have to announce the death of Jhr. I.H.A. Backer in the Netherlands on 1st December at the age of 74.



Jhr. Backer, who was Managing Director at Amsterdam of the K.P.M. from 1945 till 1955, also served on the Board of Directors of our Company from 1946 until 1954, and again from 1955 until 1963 when he retired from office. He was a delegate member of the Board from 1957.

The distinguished shipping career of Jhr. Backer earned for him the Royal awards of Officer in the Order of Oranje Nassau and Chevalier in the Order of the Netherlands Lion.

Jhr. Backer's outstanding abilities and character will forever be remembered by those who had the privilege of working with him and knowing him.

never closed; one could always find him at his little desk — later on at a large desk presented to him at his 40th year service jubilee — smoking his pipe or, following an auspicious occasion, a cigar . . . we would never forget after a celebration "The cigar for Mina".

Even in Mina's lifetime he was a legendary figure and with his demise he takes with him part of the last remaining memories of the old Java Line.

But it is encouraging to know that there is a new generation of Minas and young Dutchmen growing up together to maintain the traditional happy co-operation between East and West.

P.A. de L.

謹以沉痛之情宣佈岑均先生於一九六四年十二月七日在香港逝世之消息。

岑君十九歲時於一九〇九年加入本公司香港分行爲工役，直於該處服務至一九五九年爲止即共五十年之久。

在一九五三年荷蘭女王茱麗安娜會獎給勳章一面，以褒獎岑君爲海外荷蘭籍公司服務之功勳，而於一九五九年荷蘭商會亦獎與金章一枚以誌其功。

當岑君榮休時，在荷蘭之渣華公司退休職員協會更獎與金牌一面，以紀勞績。

本刊對岑君遺族及其兩哲嗣——刻在本公司香港總行會計部之國柱君及分行之國傳君寄與無限同情。

POSTHUMOUS AWARD



In November, we reported with very great regret the death of a much-valued member of the Company, Boatswain

Leung Dai Shing, whilst being repatriated aboard the Straat Soenda from the Straat Fremantle in Durban.

If Mr Leung had lived, he would have received an inscribed watch from R.I.L. at Chinese New Year for his long and faithful service. A posthumous presentation was made, however, to his widow by the Personnel Manager, Mr W. Boogerman, at a quiet little ceremony in Hong Kong Head Office.

The Straat Fremantle sent a donation to the widow, and a special message expressing sincere sympathy at the loss of this capable and faithful man.

船員長期服務獎

本年十一月，本刊曾宣佈「士打富利文度」輪波臣梁帶勝君在乘「士打順達」輪，由南非德品返港途中逝世之消息。

若梁君仍然在世，彼將於本年農曆元旦，獲得刻有本公司標誌之手錶一個，以紀念其長期忠誠服務之功績，現梁君不幸逝世，故該紀念錶經由本公司人事部經理布加文先生，在一簡單之儀式中，在香港總行頒與梁帶勝君之遺妻。

「士打富利文度」輪各同寅，曾捐款及致函慰問梁君之妻子，並對喪失一忠誠能幹之同伴，十分惋惜。

PROMOTIONS AND APPOINTMENTS

(Some promotions are subject to results of examinations, which have not been received at the time of going to press. A further list will be published, therefore, in February).

Our congratulations go to the following personnel who were promoted as from 1st January, 1965:

To Captain:

B. den Hoed
W. Lautenbag
W. Micog
J.G.M. Spijker
G. Verkerk

To Chief Officer:

M.L. van der Arend
F.J. Broersma
P. Buffart
J. Haitsma
J.M. Jansen
P.J. van Leeuwen

To 2nd Officer:

G. Daman
T.R. de Groot
J.C. Hermans
A.M. Hoogland
C.C. Schoe
G.M. Staudt
J. Veeneman
W.H.C. Wijnhorst
R. van Willigenburg
D.F. van Woerdekom

To 3rd Officer:

H.H. Benders
G. Dijkstra
H. Roorda
S.P. Vermeer
A.J. van Vliet
J.F. Vonk
J.Tj. Wouda
C.G. van Zoest

To Chief Engineer:

C.F. Nicolai
J. Verdonk

To 2nd Engineer:

A.J. Odink
J.J. Veldhuizen
A. Volkert

To 3rd Engineer:

W.A. Abbink
J. Craamer
N.A.F. Croese
H.N. Haas

D. Kruger

J.C. Pasman
K. Tol

To 4th Engineer:

V.M. Adels
L. Baljé
R. Hartjes
Ij. Kloosterman
A.L. Malcontent
J.v.d. Neut
H.W. Nieuwenhuysen
H.A. Schreurs
E.I. Vierhout
W. Westerhof

To Asst. Purser Sen. Gr.:

Kam Hing Ho

To "Adjunct Chef van Dienst"

J.C.P. van Diepen (on leave)

To "Adjunct Chef van Dienst Regional Staff"

D. Ma Ka Kui (HK HO PZ-Crew)
M. Yoshioka (Nagoya)

To "Hoofdemployé"

L. Krikke (HK HO TD)
T.M. Pöttker (HK MH)
J.H. van der Wal (HK MH)

To "Hoofdemployé Regional Staff"

R.J. Jonkhoff (Group I)
(Sydney Supts.)

To 5th Engineer as from dates shown:

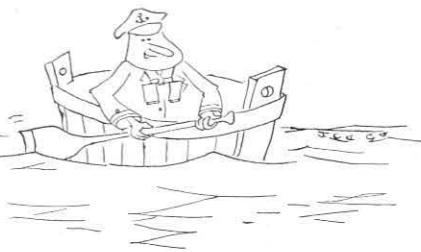
H.C.v. Bijl	From	3- 9-1964
R. de Groot	"	15- 8-1964
G.H. Snel	"	1-10-1964

The following personnel were appointed:

To "Employé Regional Staff"
G.M. Forsyth (Group II) (Durban)

To "Employé Special Staff"
W. Chan (HK HO PCT)

PERSONNEL



NEW PERSONNEL

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

Mr R.G.L. Hubert 4th Officer
 ,, A.P. Risseeuw ,, "
 ,, J.A.H. Broese van Groenou Purser (temp. service)

SUCCESSFUL EXAMINATIONS

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

Mr R. Hol	2nd Officer	I	25-11-1964
,, H.H.A.E. Kwaad	,, "	I	20-11-1964
,, H. Bessem	3rd "	II	16-11-1964
,, A.E. Dinger	,, "	II	13-11-1964
,, R. van Willigenburg	,, "	II	2-12-1964
,, E. Veres	4th "	Th.II	18-11-1964
,, H.J.G.A. Otten	2nd Engineer	C	26-11-1964
,, J. Verdonk	,, "	C	29-10-1964
,, H.C.v.d. Bijl	5th "	VD	3- 9-1964
,, F.J. de Gram	,, "	A	27-11-1964
,, R. de Groot	,, "	ASW	15- 8-1964
,, J. Niehof	,, "	A	10-11-1964
,, G.H. Snel	,, "	VD	1-10-1964

LEAVE

The following personnel went on leave:

Mr B.G. Coops	2nd Officer
,, J.L. Bakels	3rd "
,, C.O. Begemann	4th "
,, H.J.L. Geurtz	,, "
,, Z.P. Gischler	,, "
,, J.B. Nienhuis	,, "
,, F.L.N.v.d. Ven	,, "
,, J.S. Versteeg	,, "
,, Ch. van der Laan	4th Engineer
,, H.R. Bos	5th "
,, S.B. Groen	,, "
,, R.G. Koopmans	,, "
,, P.L. Kuzee	,, "
,, J.J.A. Marttin	,, "
,, C.D.v.d. Peppel	,, "
,, J. Pleizier	,, "
Dr C.G.A. von Lindern	Ship's Surgeon
Drs S. Bakker	Adj. Chef

Those who returned are:

Mr J.J.E.M. Bruyn	Ch. Officer	posted to
,, Ch.A. Budde	,, "	m.v. Straat Malakka
,, F.J. Broersma	2nd "	,, Tjibantjet
,, H.J. Minderhoud	3rd "	,, Straat van Diemen
,, R.v. Willigenburg	,, "	,, Tjibantjet
,, E. Veres	4th "	,, Straat Soenda
,, H. Bouwman	3rd Engineer	,, Straat Magelhaen
,, J.R. Evertz	,, "	,, Tjiwangi
,, B. Klijnstra	,, "	,, Straat Singapore
,, H.P.v. Wier	,, "	,, Straat van Diemen
,, R. Bouckaert	5th "	,, Ruys
,, H.J. Broerse	,, "	,, Straat van Diemen
,, J.J. Koeman	,, "	,, Straat Soenda
,, P.G. Krap	,, "	,, Straat Singapore
,, H. Verburg	,, "	,, Straat Clement
		,, Straat Colombo

LEAVING (OR LEFT) SERVICE

Mr A.W.D.v.d. Schilden	2nd Officer	own request
,, B. Boekhoff	3rd Engineer	end of contract
	(temp. service)	own request
,, K. Visser	4th Engineer	own request
,, G. de Pree	5th "	,, "
,, B.L.J. Ket	Appr. "	,, "

TRANSFER SHORE STAFF

Mr J. Frieszo, H. Employé, was transferred from HK HO to Tokyo.

TRANSFERS OF CAPTAINS AND CHIEF ENGINEERS

Captain W.F.H. Gerken, Master of m.v. Straat Rio, went on intermediate leave.
 Captain P. de Roode, Master of m.v. Straat Clement was posted to m.v. Straat Rio.
 Captain Th. Terhorst was posted to m.v. Straat Clement.
 Captain D.C.M. van der Kroft, Master of m.v. Straat Fremantle, went on home leave.
 Captain H.A. Scheybeler was posted to m.v. Straat Fremantle following home leave.
 Chief Engineer M.G. Beunder of m.v. Straat Magelhaen went on home leave.
 2nd Engineer J. Verdonk was posted to m.v. Straat Magelhaen as acting Chief Engineer following home leave.
 Chief Engineer P.A. Zwart of s.s. Tjibodas went on home leave.
 Chief Engineer A. Geurts was posted to s.s. Tjibodas
 Acting Chief Engineer J.P. Kalma of s.s. Tjikampek went on home leave.
 2nd Engineer H.J.G.A. Otten was posted to s.s. Tjikampek as acting Chief Engineer following home leave.
 Chief Engineer J. Birza of m.v. Straat Clement went on intermediate leave.
 2nd Engineer A.J. Pruyssers was posted to m.v. Straat Clement as acting Chief Engineer.

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 - January". 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 February 15th. The winner will be announced in the March issue.

See page 16 for the winner of November's Competition.

CARGOES

What and Where

FLOUR

(Courtesy W. Aust. Govt. Tourist Bd.)



STRAAT COOK



INDIAS

Carried from Australia's wheatfields to the Straits in the India-Australia Service

SHORE LINES

(see inside back cover)

