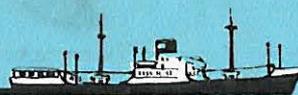
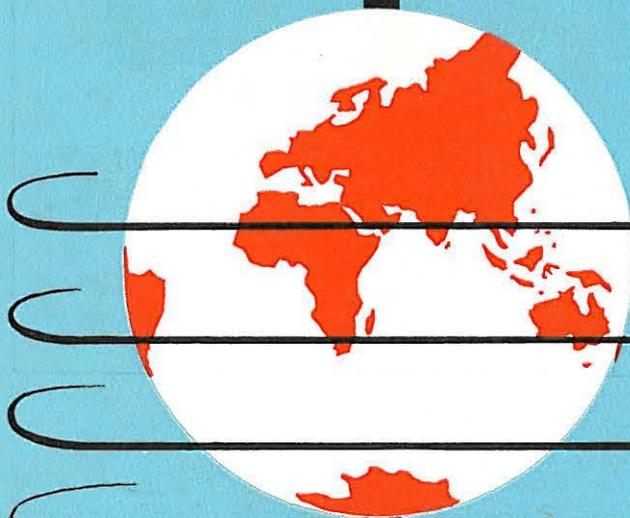




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 4. February 1959

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RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 4

ROYAL INTEROCEAN LINES

FEBRUARY 1959

TWO ROYAL BIRTHDAYS



H.R.H. Crown Princess Beatrix.



H.R.H. Princess Margriet.

During the month of January two Princesses of the Netherlands Royal Family celebrated their birthdays. On January 31st, 1959, H.R.H. Crown Princess Beatrix reached the age of twentyone. She is the eldest of the four Royal Princesses. On January 12th, 1959, H.R.H. Princess Margriet became sixteen. She is the God-child of the Netherlands Merchant Navy, and third daughter of the Royal Family.

LADY AT SEA

Have you a vacancy for a radio operator? This is the question being asked by Miss Angela Firman who, we gather, is the first girl in Britain to qualify for the P.M.G.'s first-class certificate of proficiency as a radio officer. Angela, daughter of the master of the Swedish vessel MARTHA REUTER, was described by a Bridlington wireless telegraphy school principal as "the perfect pupil." Aged 18 years, this Yorkshire girl has served as a stewardess and took up wireless telegraphy at her father's suggestion.

She qualified after 22 months of study and now plans to take the Hull Technical College's radar course. Miss Firman believes there will be a job aboard a British ship for her. "There is no law against it," she declared, "only tradition." Several other countries have for years been using women radio officers; there is no reason why Miss Firman should not be granted her wish.

(The Nautical Magazine)

M.V. "ORANJE" IN SYDNEY



The above photograph shows S.M.N.'s m.v. ORANJE on her inaugural visit to Sydney on 7th December, opening the new passenger service to Australia.

This picture was taken by Mr Bruce Polain of R.I.L.'s Freight Department in Sydney, when the vessel was berthed at the passenger terminal 'Woolloomooloo'.

We also received the information, that 'Woolloomooloo' (with eight o's!) is an aboriginal word, the meaning of which has been lost through the boomerang throwing ages, approximately 200 years ago. It most likely originated from a word of a somewhat similar spelling which means "resting place of the dead".

NETHERLANDS TRADE DELEGATION VISITS LIBERIA

On October 25th, 1958, Representatives of the Government of Liberia met the Netherlands Trade Delegation at Robertsfield, the airport named after the first Liberian President, who in this capacity also paid the first State visit to the Netherlands in 1847.

They met after an audience with President Tubman who, two years ago, was the guest of Queen Juliana in Holland. Fresh in their memories was also the visit of Prince Bernhard in early 1958, when the Liberians endeavoured to reciprocate the gracious hospitality of the Dutch people.

These two visits have given Liberia an excellent opportunity for building new economic links, as well as strengthening all their old bridges. Long before Liberia was a Republic - at the end of the sixteenth century - it's contact with Holland was well established. In 1611 Samuel Braun visited the coast, when a shipment of two tons of ivory and one thousand pounds of gold was delivered to Holland. The outcome of this was the publication of comprehensive studies regarding this traffic by Dr O. Dapper of Amsterdam in 1686, and in 1890 Dr Jentik of Leyden, who later became Director of the Zoological Gardens in Rotterdam, made a study of the Liberian fauna.

Liberia believes in free and unfettered trade and commerce, liberal taxations as well as political structure. Mention has been made that throughout the years the Liberians never had cause to question the motives, or suspect the political ambitions of the Netherlands.

Liberia is basically an agricultural country and the development to an industrial stage will depend largely upon the efficiency of their agricultural resources. Therefore it has been realized with apprehension that rice, their staple food, is being grown in diminishing quantities. Unless they are self-supporting, a major force in their economy will be lost.

The Firestone Rubber Plantation is the largest single project of this kind in the world. There are also over 1,200 Liberian planters owning about 60,000 acres of rubber. The yield per acre is 1,500 to 2,000 pounds per year. The Liberian Government is employing experts from Holland to assist farmers to further the quality and quantity of their output. There are also large stands of virgin timber as well as great quantities of clay, suitable for making tiles and bricks.

The Holland Syndicate was one of the first to discover iron ore in commercial quantities in Liberia, and to dig, and export diamonds.

STICHTING NEDERLANDS STUDIECENTRUM VOOR ZEEVARENDEN

Op 29 September j.l. werd te Rotterdam de Stichting Nederlands Studiecentrum voor Zeevarenden in het leven geroepen, met als doel:

“ het bevorderen van de mogelijkheid tot een zinvolle
“ vrijetijdsbesteding van zeevarenden in dienst van in
“ Nederland gevestigde rederijen.

De middelen tot het bereiken van dit doel worden in de statuten als volgt omschreven:

“ door het verstrekken van voorlichting, hulp in de
“ vorm van advies, cursus materiaal, studieboeken etc.
“ aan die zeevarenden, die aan boord een speciale
“ studie of hobby wensen op te vatten, respectievelijk
“ wensen te hervatten;

“ door het organiseren van competities op het gebied
“ van hand en kunstvaardigheid, alsmede op het terrein
“ van andere prestaties;
“ door alle andere wettige middelen, die dienstig zijn.

Reeds jaren geleden hadden de initiatiefnemers, die voor het merendeel uit de zeevaart voortkomen of daar nauw mee betrokken zijn, het plan opgevat om een orgaan te scheppen dat kon aanvullen wat er ontbreekt, indien men de vrije tijd aan boord wil vullen met scheppend werk en/of studie.

Het Studiecentrum wil voor de zeeman de dingen opknappen die hij zelf niet zonder eindeloos en tijdrovend gezeur en gezocht voor elkaar krijgt. Maar dat betekent tevens, dat de zeeman zich tot het Studiecentrum zal moeten wenden met zijn ideeën of ontwerpen. Daarnaast zal het Studiecentrum van haar kant voorstellen doen, en indien daar belangstelling voor bestaat de nodige hulpmiddelen verstrekken, en met raad en daad terzijde staan, dus SAMENWERKEN.

De eerste folder, die de Stichting heeft uitgegeven, vermeldt verder:

“ Het woord Studiecentrum klinkt nogal deftig. Wij
“ wisten er echter geen beter woord voor, doch menen
“ er goed aan te doen het schrikfeffect, dat de naam
“ zou kunnen veroorzaken, bij voorbaat uit de wereld
“ te helpen. Onze Stichting ziet als zinvolle vrijetijds-
“ besteding ieder werk, dat men met hoofd en hand
“ onderneemt en waarin men, woekerende met de
“ talenten waarover men beschikt, de zin van zijn
“ leven verdiept.

“ Dit kan, om slechts met een enkel voorbeeld onze
“ bedoeling te verduidelijken, betreffen een studie over
“ landen, die men bevaart en van volkeren, waarmee
“ men in aanraking komt, een studie van een taal,
“ het beoefenen van hobby's als fotografie, tekenen,
“ leerbewerking, houtbewerking, metaalbewerking, kor-
“ tom, het zich bezig houden met die zaken buiten
“ het beroep, waarvoor men belangstelling heeft.

“ Onder het begrip studie en hobby vatten wij alles
“ samen, dat dient om tot verruiming van inzicht en
“ vaardigheid te komen. Hiermede zal het Studie-
“ centrum dan, naar wij hopen, van visioenen van
“ deftigheid en zwaar gerimpelde voorhoofden zijn
“ ontdaan.

“ Hoe wij ons voorstellen dat te gaan doen? Als
“ nuchtere Nederlanders willen wij elkander niet wijs
“ gaan maken dat, als wij maar ja zeggen, het meteen
“ botertje tot de boom zal zijn met de besteding van
“ de vrije tijd aan boord. Dat zal het niet. Zeker
“ niet in deze zin, dat de Stichting een apparaat zou
“ kunnen worden, dat bij een druk op de gewenste
“ knop de verveling of het onbevredigend niets doen
“ in de ogenblikken van vrije tijd aan boord op de
“ gewenste wijze verdrijft. Om duidelijk te zijn: de
“ Stichting beoogt niet de tijd te doden. Het doel is
“ om de tijd te beleven, om hem dus wezenlijk te
“ besteden. Een zinvolle vrijetijdsbesteding, gelijk de
“ statuten vermelden.

“ De Stichting heeft op 22 November een kantoor
“ geopend*, dat zich zal belasten met de corres-
“ pondentie aan de vloot en met het behandelen of
“ doen behandelen van de gevraagde adviezen en in-
“ lichten. Zij, die hun problemen en verlangens
“ mondeling willen bespreken, zullen er van harte
“ welkom zijn. Wij verwachten dat na korte tijd uit
“ de gesprekken zal blijken, in welke richtingen de
“ vrijetijdsbesteding zich beweegt, zodat wij steeds
“ tijdig de te varen koers kunnen bepalen. Denk nu
“ niet dat liefhebberijen, welke buiten onze suggesties
“ liggen, minder aandacht zullen krijgen. De Stichting
“ beschikt, dank zij haar veelzijdige bestuursamen-
“ stelling, over een zodanig aantal kanalen, dat één
“ daarvan wel tot het gewenste doel zal leiden.

“ Hiermede zijn wij dan bij het bestuur beland. De
“ namen der bestuurders zijn hierna vermeld. Het
“ zijn allen mensen, die weten wat de koopvaardij is.
“ Het merendeel komt rechtstreeks uit het zeemans-
“ beroep voort. Het bestuur spreekt Uw taal.

“ Moge de Stichting door U goed worden ontvangen.
“ Bepaat eens onder elkander aan boord hetgeen wij
“ hebben neergeschreven. Wanneer U meent, dat wij
“ U op een of andere wijze bij het besteden van Uw
“ vrije tijd behulpzaam kunnen zijn, klim dan ook
“ in Uw penhouder en help mede aan de afbouw van
“ dit scheepje, dat zoals elk schip aan de wal op stapel
“ werd gezet, doch door zeelieden zal moeten worden
“ gevaren.

* Adres: Veerkade 2
Postbus 169
Rotterdam
Telefoon 138114

Administrateur:
L. van Dam

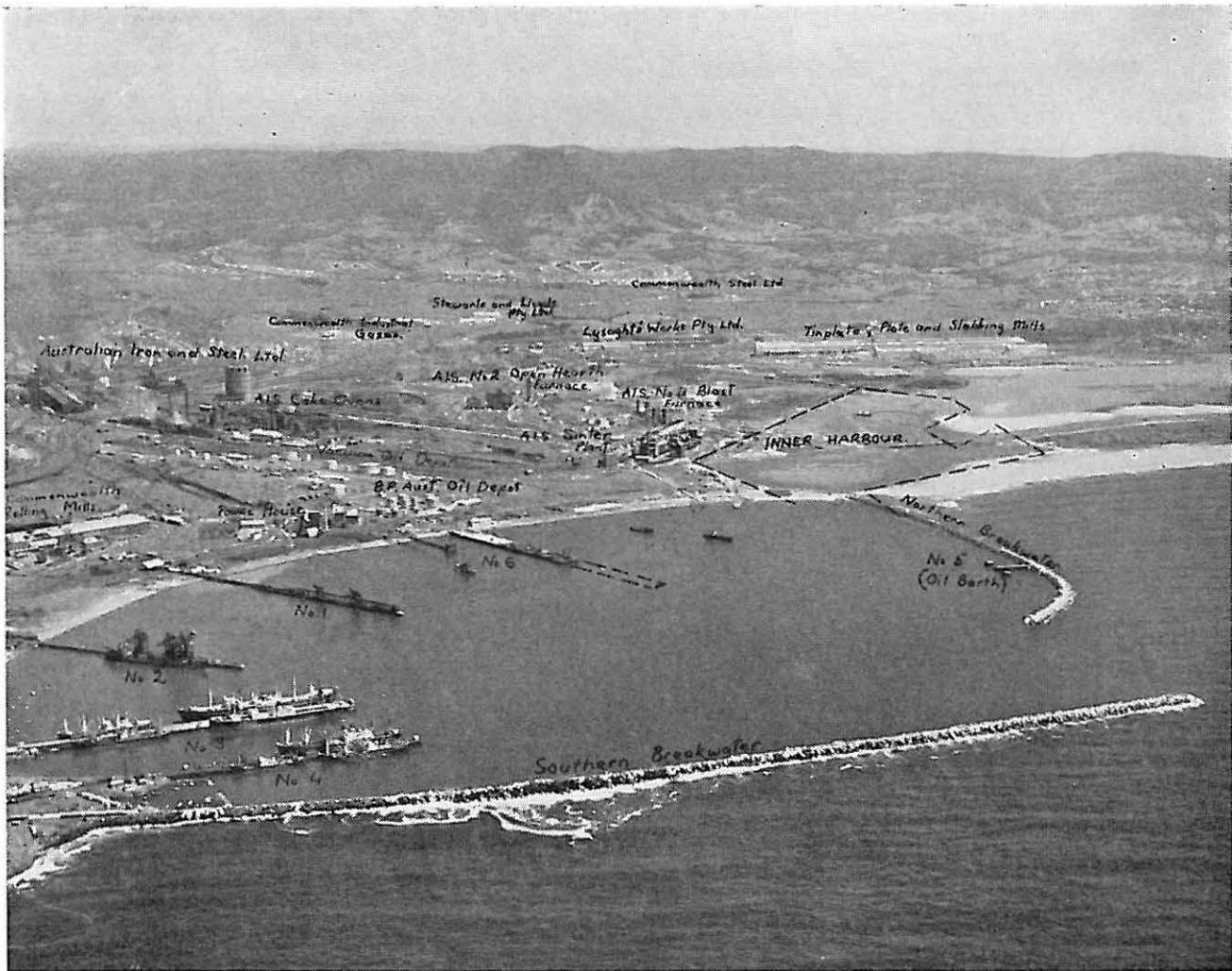
Het bestuur:

D. Harms
J. Hudig Dzn., voorzitter
P.M. Martens, penningm.
J.J. Mulder
W.Z. Mulder, secretaris
J.A. Nap

H.V. Quispel
Jhr Mr A.F. de Savornin Lohman
F. Schellenberg, plv. secr.
Ds. J.W. Schokking
J. Schol, plv. voorzitter
A.W. Schwab, plv. penningm.

NEDERLANDS JAPANESE VERENIGING

Het correspondentie adres van de Nederlands Japanse Vereniging is veranderd in: Postbus 5, Wassenaar.



The above photograph, obtained from R.I.L.'s General Manager for Australia and New Zealand, shows the layout of the harbour of Port Kembla, an industrial centre some 60 miles south of Sydney and occasionally called at by R.I.L. vessels. The inner berths at No. 6 jetty are available right now, whereas the outer berths are expected to be completed about the middle of 1959.

OPROEP.

Op 1 Mei 1959 zal de Zeevaartschool van het Zeemanshuis te Amsterdam 100 jaar bestaan en uiteraard zal dit jubileum niet ongemerkt voorbijgaan.

Het is haast vanzelfsprekend, dat plannen zijn beraamd om, namens de leerlingen en oud-leerlingen, aan de school een blijvend aandenken te geven.

Om een feestavond voor te bereiden en ook om de plannen voor een cadeau verder uit te werken is een commissie aangesteld, bestaande uit drie oud-leerlingen, waarvan er thans 2 leraar zijn aan deze school.

Alle oud-leerlingen van de school worden hierbij verzocht hun naam en volledig adres te willen opgeven aan de Commissie van voorbereiding 100 jarig bestaan Zeevaartschool, p/a A.J. Bakker, Diezestraat 24, Amsterdam.

Oud-leerlingen, die reeds thans een bijdrage voor het aan te bieden cadeau willen geven, worden verzocht deze bijdrage te storten op Giro rekening no. 2911, van de Nationale Handelsbank N.V. Amsterdam, t.g.v. JUBILEUMFONDS 100 JARIG BESTAAN ZEEVAARTSCHOOL.

IN MEMORIAM CAPTAIN J. NEDERLOF

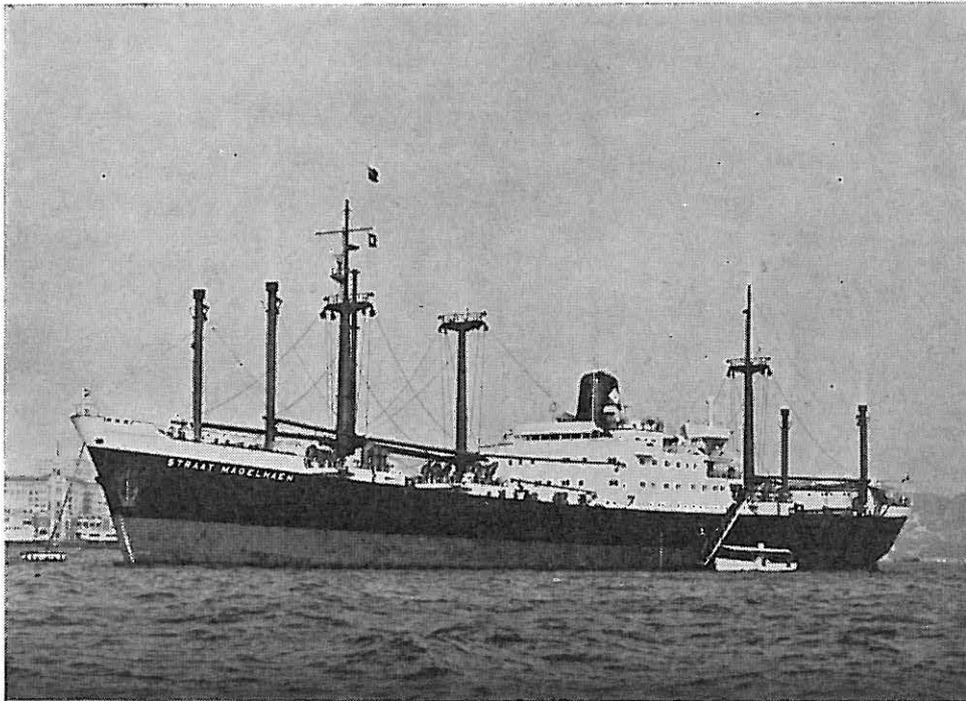
In the midst of the preparations for the Christmas season, the sorrowful news was received that Captain Jan Nederlof had passed away in Holland on December 11th, 1958. He will be sadly missed by his numerous friends.

Captain Nederlof joined the J.C.J.L. in 1920 and was promoted to the rank of Captain in 1937. During his service with the Company, his pleasant manner and helpfulness with all those with whom he came in contact won for him many friends amongst old and young alike. In particular he will be remembered for his ability to make the right decisions at the right moment, a proof of his able leadership.

Prior to his retirement in 1948, Captain Nederlof was Master of m.v. TJSADANE. No doubt there are still seamen serving on board this vessel who will remember him with respect and admiration.

Mr H.E. Rouffaer represented R.I.L. at the burial ceremony at which he gave a graphic account of Captain Nederlof's career.

MAY HE REST IN PEACE



Under the command of Captain P. Algra, m.v. STRAAT MAGELHAEN (for launching ceremony see our August 1958 issue) arrived in Hong Kong on her maiden voyage on 11th January, 1959. The above photograph shows her moored at buoy A-1 in Hong Kong.

With an overall length of 154 metres, the vessel has a summer deadweight of 12,500 tons and a service speed of 16.5 knots. She was built according to the highest specifications of Lloyd's Register of Shipping as an open and closed shelter deck ship; at the moment she plies as a closed shelter decker.

In the five cargo holds the tweendecks in No. 2, 3 and 4 contain in total 8 reefer rooms, whereas lowerhold No. 3 consists of four deep tanks to carry edible oils, latex or molasses. Lower tweendecks of holds 2 and 5 can be mechanically ventilated for the carriage of fruit.

The vessel is equipped with eight derricks of 3 tons each, four of 3-6 tons, eight of 5-10 tons, and a heavy derrick for lifts up to 30 tons.

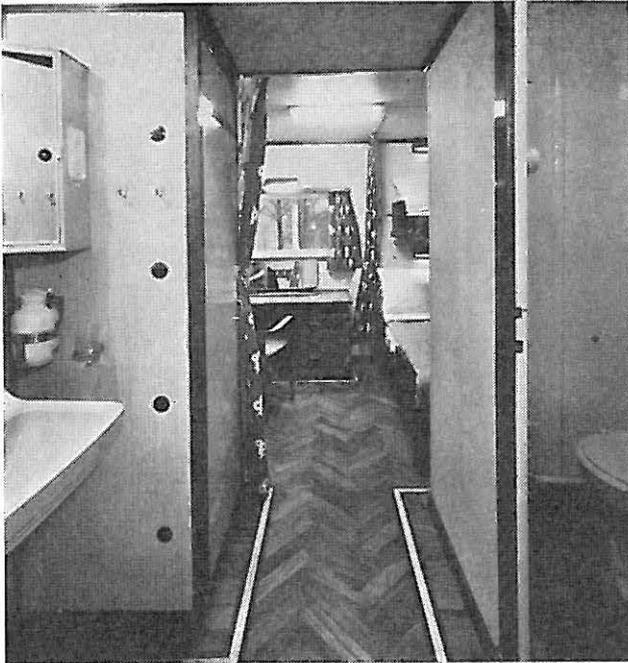
All the hatches on the weather deck are provided with single pull MacGregor hatch covers.



Dining Room, up-to-date furnishing gives it a pleasant appearance.



Lounge, the modern aspect of the interior makes it most inviting for relaxation.



Single Cabin (with folding upper berth).

The STRAAT MAGELHAEN offers accommodation for 12 passengers in 3 double cabins and 3 singles with a folding upper berth, all with private shower/toilet recess. A lounge on the same deck as the cabins, and a dining room one deck lower, complete the modern and very attractive passenger accommodation. The public rooms are shared with the officers. The entire superstructure, housing officers and passengers, is airconditioned.

The accommodation of the crew is provided with mechanical ventilation, and the air can be heated when sailing in cold areas.

Amongst all the modern navigational equipment special mention should be made of the automatic pilot and course recorder, the efficiency of which has proved itself during the outward voyage; a novelty is a fresh water window spray system on the front windows of the wheelhouse, which makes it possible to clear and clean the windows from seawater spray in bad weather.

Propulsion is effected by an 8 cylinder directly reversible, single acting twostroke Smit-Burmeister and Wain engine, developing 9,000 shaft H.P. The engine uses boiler grade oil fuel.

The electric current on board is supplied by 3 Werkspoor diesel generators.

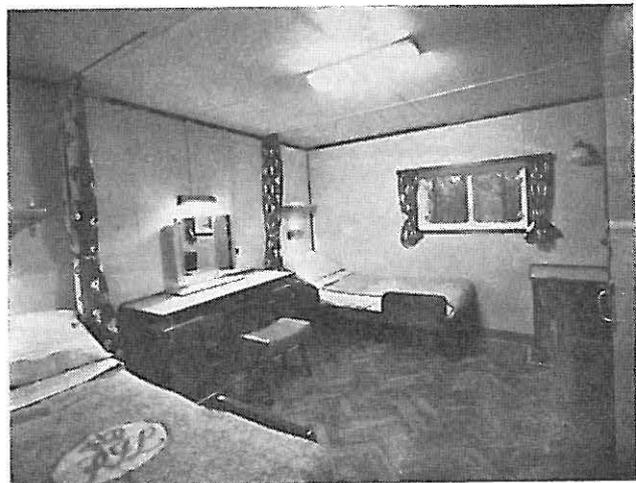
The cargo cooler/freezer installation is of an advanced design, enabling reefer cargo to be kept between two narrow temperature limits during the voyage. Provisions are made for refreshing the air in the reefer rooms when polluted by gases generated by the ripening fruit.

The deep tanks are separated by a system of cofferdams, to be able to carry cargoes at different temperatures simultaneously, for instance latex and palm oil. The cofferdams at the same time facilitate testing of the tanks by surveyors on behalf of the shippers.

The tanks are provided with entrance hatches, separated from the cargo tweendecks, to enable the ship's personnel to take ullages (measure the contents of the tanks) and to enter tanks for final cleaning before loading, without disturbing the cargo in the tweendecks above.

All these modern refinements – of Cargo carrying equipment, navigational and machinery aids – are necessary to maintain exact schedules during very long voyages, and to transport specialised cargoes safely.

The *R.I.L. Post* salutes m.v. STRAAT MAGELHAEN with this illustrated article. May she achieve many years of successful service, and we add the wish of "God Speed."



Double and single cabins are airconditioned, spacious and feature modern furniture.

From the Editor

Captain J. Versteeg, who represented the seafarers on the Editorial Committee since April 1957, has gone back to sea. We thank Mr Versteeg for the valuable assistance he has given us, and take this opportunity of welcoming Mr C. Nanninga, Chief Officer, as his successor on the Editorial Committee. Mr Nanninga is now temporarily attached to the Marine Department of the Hong Kong Head Office and has previously served on the Editorial Committee (March 1955 to January 1956).



AMSTERDAM, November 1958,

Ter gelegenheid van de 134th verjaardag van de Kon. N. Z. H. R. M. zenden mij te een exemplaar van ons kalenderje als bewijs van erkentelijkheid voor de steun, die mij van te ontvragen. De afbeelding stelt een reddingsboot voor, die de sleepzake (of drijfsanker) heeft uitgevoerd tevens de hiel tijdens de beroepsdood door achterlopende grondreën te worden, meegesleurd

Veel van onze 40.000 contribuanten hebben leed gekon-gegeven aan ons verzoek "hieuwe redders aan de wal" te worden, maar eerst als mij kunnen rekenen op de financiële steun van 50.000 contribuanten, zal de Kon. N. Z. H. R. M. een groot meer lopen door de helaas- nog steeds in kracht toeneemende financiële branding naar lager wal te worden gedreven. Vandaar onze vraag of te ons wilt helpen dit aantal van 50.000 zo snel mogelijk te bereiken. Aan hen, die vijf hieuwe "redders aan de wal" (min. contributie f.4.-p.p.) opgeven zenden mij een geëmailleerd insigne (de vlag v.d. K.N.Z.H.R.M.) & een grote foto van een reddingsboot in de branding. Te vermelden valt men loerst: een insigne (als broche, dasspeld of voorhet knoonsgat) & een foto.

Mogen mij op uw medewerking rekenen?

Koninklijke Noord- en Zuid-Hollandse Redding-mij

W. de Boer
Directeure.

On this page we publish in facsimile an appeal for funds from the Director of the above organization, which needs no further introduction. The collection boxes, in the shape of a lifeboat, on board many of the Netherlands ships will be well known to most of our readers. But are they not too often ignored?

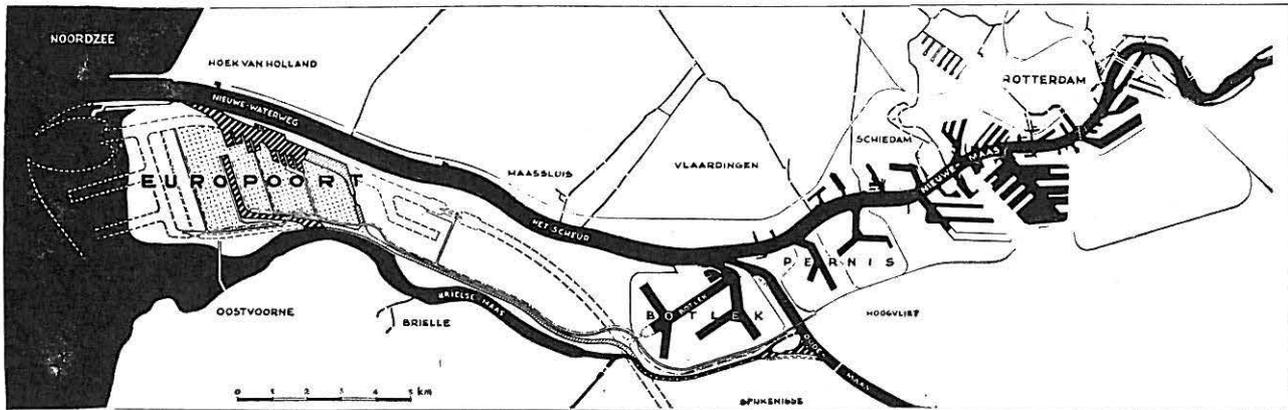
R.I.L. personnel, wanting to send a yearly contribution (minimum f.4.-) or wishing to send a donation, can do

so via the cash statement. Contributions and gifts may also be sent to "Postgiro No. 26363"; the address appears in the letter on this page.

It should be particularly noted that instead of the present 25,000 regular contributors, at least 50,000 such "life savers on shore" are needed, in order to enable the K.N.Z.H.R.M. to continue its work.

EUROPOORT

Gigantic Harbour Plan Becomes Reality



To prophesy developments in years to come is always a difficult undertaking. In 1949, the manager of the planning department in one of the largest oil-concerns in the world, said that the most popular oil-tankers of the future would be those with a tonnage of 12,000 to 16,000, and an approximate draught of 10 metres.

Scarcely 10 years have elapsed since this announcement and already these ships belong to the "small" class. In a very short time new "giant" tankers have become a reality and the dimensions of these vessels have increased enormously. At the moment more than 70 ships, each of over 50,000 tons, are in the process of being built throughout the world, and even larger mammoth tankers from 60,000 to 100,000 tons are envisaged.

Harbour-constructors have to take into consideration these tumultuous and unforeseen developments if they "don't want to miss the boat".

In Rotterdam, Holland's largest seaport, tremendous energy has been shown since the last war, and it is definitely not "going to miss the boat of the future". For that purpose a bold plan has been drafted, which will be realized with the utmost speed: The plan EUROPOORT (GATEWAY TO EUROPE).

On September 13th, 1958, H.M. Queen Juliana of the Netherlands ordered the commencement of the dredging operations at the head of the island Rozenburg. Within a few years it is hoped that a large seaport will materialise, suitable for super-tankers and other large vessels; also included in the programme are storage facilities and a project for heavy industries.

It is hoped that it will be possible to open Europoort to world shipping in 1960, before the sea-arms are closed in the South-West. The small map shows the position of the basins.

(Derived from C.S.W.V.)

UNSCHEDULED PASSENGER

Quite frequently one reads about stowaways, and the fate that awaits them on being caught. Under different circumstances a few embarrassing hours could also be spent on a ship: on over-staying the visiting hours before a liner is due to sail.

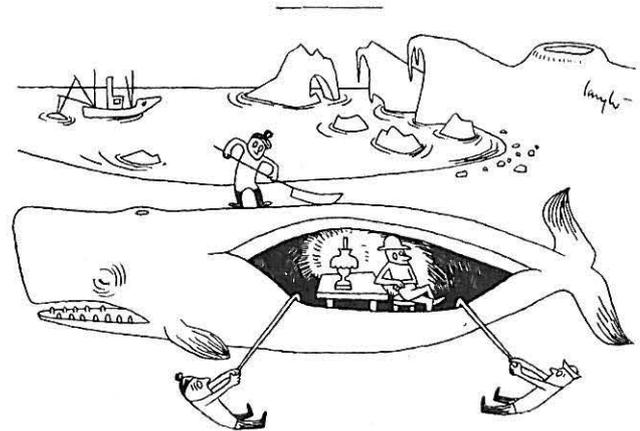
We can imagine that many of our readers have asked themselves at some time or other "What would happen if I became an 'involuntary' passenger on board a ship, and also, if such an occasion should arise, how would the ship and shore authorities react?"

The following article deals with an incident of this nature, which happened on board m.v. MAETSUYCKER in December, when the ship left Singapore en route to Australia.

A visitor, Mr Chong Chu Ming (18), went on board to say Good Bye to a friend. You may know from your own experience that partings can be very trying; whether or not this applied to Mr Chong is not known. It may have been that he was curious as to the passenger accommodation, and the bed in the cabin must have met with his full approval, for he promptly fell asleep and did not awake until his friend entered the cabin some time later. We hasten to add, that by this time the ship was well out at sea.

Mr Chong was taken to the Captain, and a radio message, informing the authorities of his plight, was flashed to Mount Faber. Some time later a patrol boat from the Marine Division was sent out to intercept the MAETSUYCKER, and the visitor was taken off the ship.

When the Marine craft reached Clifford's Pier in Singapore, a waiting police car whisked him away; after having made a statement he was allowed to go home, and we believe that no further action will be taken.





From left to right: Mr Muis, Mr Taal, Mr van der Meulen, Mr Speelman, Mrs Prins, Capt. Prins, Mr Beunder.

PERSONALITIES

On 23rd December 1958, Captain H. Prins, 2nd Engineer M.G. Beunder, 3rd Officer M.J. Taal, Electrician H. van der Meulen and 5th Engineer J.S. Muis – all of whom served on board m.v. Ruys during her illfated voyage when she suffered serious damage from a fire whilst berthed in Buenos Aires harbour – were the fêted guests at a function held in their honour in "Het Scheepvaarthuis" in Amsterdam.

The gathering was attended by a great number of people, namely Mrs Prins, floating – and shore staff personnel on home leave (several of them accompanied by their wives), and about thirty members of the Amsterdam office personnel.

Drs Speelman addressed Captain Prins and the Officers, referring to the ceremony held in Hong Kong in November 1958 (see our January 1959 issue), which unfortunately they could not attend. In recalling the "history" of the fire, mention was made of the excellent achievements which were due to the praiseworthy teamwork and spirit of all concerned. Mr Speelman presented each of the gentlemen with an inscribed memento.

A toast to the five gentlemen announced the end of the "official" part of the ceremony, after which drinks and small chow were served and enjoyed by all present.

* * *

Mr A. van Bochove, R.I.L.'s General Manager for Australia and New Zealand, accompanied Mr P. de Josselin de Jong, Managing Director of the SMN (Nederland Line Royal Dutch Mail) Amsterdam, on a business tour through Australia and New Zealand in connection with the inauguration of SMN's extended passenger service to Australia.

Readers will know that the SMN started a regular service between Europe and Australia with their well known mail liners m.v. ORANJE and m.v. JOHAN VAN OLDENBARNEVELT. M.v. ORANJE turns around in Sydney, whereas m.v. JOHAN VAN OLDENBARNEVELT returns to Europe via New Zealand and the Panama Canal. (See also the picture in this issue of m.v. ORANJE on her first call at Sydney in her new service).

* * *

News has reached us that Mr J. F. Egberink, R.I.L.'s General Manager for Africa at Durban, recently visited British East Africa and Salisbury on one of his periodical business trips.



His visit coincided with the pending departure of Mr R. Thesen Ender, and the introduction of F.O. Baron van Randwyck, who has since replaced Mr Thesen Ender in the post of R.I.L. Representative in East Africa.

Mr Egberink, accompanied by the two aforementioned gentlemen, made a tour of Dar-es-Salaam, Zanzibar, Tanga and Mombasa. Cocktail parties were arranged in each of these places, – with the exception of Zanzibar where a traditional "teaparty" was held – , to enable them to meet clients and business relations in social surroundings. All these functions were extremely successful and it also gave Mr Thesen Ender the opportunity to take leave from his friends on the East Coast and Baron van Randwyck to become acquainted with R.I.L.'s relations on the appointment of his new position.

The photograph shown was taken at the cocktail party in Mombasa. Receiving the guests are (left to right) Baron van Randwyck, Baroness van Randwyck, Mr Thesen Ender, Mr Egberink and Mr Andrews, Dalgety's Shipping Manager, who is seen at the extreme right. Dalgety and Co., Ltd., are R.I.L.'s agents in Mombasa.

* * *

Mr J.H. Helfrich, of R.I.L.'s Sydney office, visited New Zealand and Fiji on a business trip in November, 1958. N.Z.E.A.S. ships, on their southbound voyage, call at Fiji.

* * *

On December 1st, 1958, Mr Song Tiang Kong, member of the special staff in Djakarta, completed 25 years of service with the J.C.J.L./R.I.L. A small gathering took place in the Djakarta office to commemorate this anniversary. Mr Song started his career as a clerk in the accounts department of the Djakarta Office. In 1949 he was transferred to the traffic department and later on became in charge of claims department. His promotion to the special staff took place on 1st January, 1956. For the past year he has been working in the accounts department once again.

Besides Mr P.A. de Loos, R.I.L.'s General Manager in Djakarta, personnel from the offices at Djakarta and Tg. Priok were present. Among the well-wishers were many who had previously celebrated their silver service jubilee.

Mr de Loos commenced the function with a speech and conveyed the congratulations of the Managing Directors. He outlined Mr Song's faithful service with the R.I.L. and especially commented upon the fact that – being of the older generation – he was one of the mainstays in the office.



Mr P.A. de Loos presenting the watch.

In appreciation of his loyalty to the Company Mr de Loos, on behalf of the Managing Directors, presented Mr Song with a wrist-watch.

Mr Song, in return, thanked Mr de Loos for his kind words and the nice memento.

MARTINELLI'S NEW SAO PAULO OFFICE

In our last issue we reported that, at the opening of Messrs Martinelli's new Sao Paulo office, Mr Conde of the Bahia Office was present. This might give the (wrong) impression that Martinelli have an office in Bahia.

Mr Conde is, of course, Director of Messrs S.A. Conde, R.I.L.'s Agents in Bahia.

SHIPS OF THE WEEK

On 6th February, 1959, the broadcast will be directed to m.v. BOISSEVAIN as Eastship and m.v. STRAAT SINGAPORE as Westship.

The Eastship will be near Penang on that date and the Westship in British East Africa.

The list of the état-major contained the following names on the day this issue had to be sent to the printers:

" HET SCHIP VAN DE WEEK "

	<i>m.v. "Boissevain"</i> East Ship	<i>m.v. "St. Singapore"</i> West Ship
Captain	R. Starkenburg	D. Visser
Chief Mate	J.D. Jelijs	J.R.v. Bergen
2nd "	J. Kisjes	P. Mackor
3rd "	H.v.d. Meer	N.P. Dekker
4th "	J.M. Jansen	B. Kreek
4th "	G.C.W. Speld	
1st Telegraphist	K.C. Huisman	D.J. Wagenaar
2nd "	H.C. Schenk	
Surgeon	C.G.A.v. Lindern	
Chief Engineer	H. Gomes	L.v. Hulst
2nd "	M.G. de Wever	M. de Roos
3rd "	H.J.A. Pellemans v. Vliet	S. Dekker
4th Engineer	M. Schilt	D.v. Klingeren
4th "	G. Zweegman	
4th "	A.F. Roskam	
5th "	J. Kuipers	H.C.A. Quintus
5th "	H.P.v. Wier	J. de Wolf
5th "	W.C.J. Hoogland	J. Wildinger
5th "	R. Klijnstra	
Appr. "	W.M.J. Akkerman	M.A. Vink
Purser	G.v. Helden	
Ass. Purser	H.A.J. Smit	
Chef de Cuisine	J.v. Ploeg	
Stewardess	M.C. Summers	
Hairdresser	Th.W. Ruys	

RADIO NEDERLAND

Schedule as from 1st February, 1959

ENGLISH TRANSMISSIONS (weekdays only)

The programmes in this bulletin are broadcast in the following four transmissions:

(GMT = Greenwich Mean Time)

- I. 09.00-09.40 GMT, to Australia, New Zealand and the Pacific Area 11-13-16
 - 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
- II. 15.45-16.25 GMT, to South Asia and Africa 13-16-19— Europe: 49
 - 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 Times
- III. 21.15-21.55 GMT, to Europe and North America 19-25-31— Europe: 49
 - 1.15- 1.55 p.m. Pacific Standard Time
 - 2.15- 2.55 p.m. Mountain Standard Time
 - 3.15- 3.55 p.m. Central Standard Time
 - 4.15- 4.55 p.m. Eastern Standard Time
 - 5.15- 5.55 p.m. Atlantic Standard Time
- IV. 02.30-03.10 GMT, to North America 25-31-49 (19)
 - 6.30- 7.10 p.m. Pacific Standard Time
 - 7.30- 8.10 p.m. Mountain Standard Time
 - 8.30- 9.10 p.m. Central Standard Time
 - 9.30-10.10 p.m. Eastern Standard Time
 - 10.30-11.10 p.m. Atlantic Standard Time
 - 2.30- 3.10 p.m. New Zealand Time

Transmissions, frequencies and programmes are subject to change, due to seasonal activities or interference

Other Radio Nederland Broadcasts

Dutch

(Sundays)

08.30-10.20 GMT, to New Guinea, Indonesia and Africa 11-13 (16)

(weekdays)

09.45-11.45 GMT, to New Guinea, Australia and New Zealand 11-13-16

(daily)

13.00-15.00 GMT (Sundays: 13.00-15.50), to Indonesia 13-16-19 (11)

18.00-20.00 GMT (Sundays: 18.00-20.50), to Africa and Europa 13-16*19-49

22.30-01.20 GMT, to West Indies, North and South America 19-25-31 (16-49)

Afrikaans (weekdays)

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

Arabic (weekdays)

16.30-17.20 GMT, to the Middle East and North Africa 13-16-19

Indonesian (daily)

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

Spanish (weekdays)

20.15-20.55 GMT, to Spain and North Africa 25-31-49 (19)

01.30-02.10 GMT, to South America 19-25-31 (16)

03.15-03.55 GMT, to Mexico, Central America, the Antilles and South America 25-31-49 (19)

All the transmissions between 12.00 a.m. and 01.30 GMT can be heard in Europe in the 49 metre band (on Sundays as from 08.30 a.m. GMT)

PROMOTIONS

Our congratulations go to the following personnel who were promoted as per the 1st January, 1959:

<i>To Captain</i>		<i>To 3rd Officer</i>	
Mr W.F.H. Gerken		Mr B.v.d. Berg	
„ J. Versteeg		„ P.A.v.d. Burg	
<i>To Chief Officer</i>		„ N.P. Dekker	
Mr E.F. Aalberts		„ F.L.S. Dreyer	
„ S.Tj. Doornbos		„ H.J. Frowein	
„ W. Ineke		„ F.A. Herkenhoff	
„ G.J. Noë		„ W.v. Hoboken	
„ B.H.M. Verbeek		„ H.K. Labrie	
		„ E.v. Laren	
<i>To 2nd Officer</i>		„ R.J. Piso	
Mr F. Mackor		„ J.A. Spaans	
„ W.R.M.v.d. Veld		„ J. Wagelaar	
„ A.J.C. Veltman		„ J.B. West	
„ H.v. Weel			
„ S. Westerweel			
„ W.M. Wijt			
<i>To Chief Engineer</i>		<i>To 3rd Engineer (Cont'd.)</i>	
Mr J. Dirkse		Mr G.G. Peck	
„ R. Jonker		„ H.J.A. Pellemans	
„ G.H. Menses		„ A.J. Pruyssers	
„ J. Stoop		„ W.J. Schaap	
„ F. Timmerman		„ R.W. Sijtsma	
		„ A.C. Steers	
<i>To 2nd Engineer</i>		<i>To 4th Engineer</i>	
Mr E. de Bruin		Mr R. Broekhuis	
„ Th.M.J. Effring		„ J.v. Duyn	
„ M.v.d. Graaf		„ G.M.E.v. Esch	
„ J.J. Kalkhoven		„ F.C.A. Gemke	
„ A.H. Koelma		„ C. Gielis	
„ J. Maarschalkerweerd		„ C. Hoogerheide	
„ A.J. Pouw		„ C. Kosterman	
„ H.W.M.v. Roy		„ H.F. Kroon	
„ A.E. Saman		„ J. Landwaart	
„ P.A. Saman		„ L.H.F.v. Luyken	
„ M.G. de Wever		„ H. Noort	
<i>To 3rd Engineer</i>		„ C.F.v. Overbeeke	
Mr G.v. Beck		„ H.H. Post	
„ J. Boone		„ J.P.H. Post	
„ D. Coppoolse		„ P.K. Raap	
„ H.J.v. Dooren		„ A.F. Roskam	
„ D. Groen		„ A. Slinkman	
„ R.C. Lorist		„ M.J. Veltman	
„ H. Paase		„ W.F. de Vlugt	
		„ H. Vreugdenhil	
<i>To "Chef van Dienst"</i>		Hong Kong H.O.	
Dr C.J. de Lange			
<i>To "Adjunct Chef van Dienst"</i>		Tg. Priok	
Mr A. Kisjes			
<i>To "Adjunct Chef"</i>		Amsterdam	
Mr A.G. de Rooy			
<i>To "Sous-Chef"</i>		Amsterdam	
Mr L.W.J. Stevelink			
<i>To "Hoofdemployé"</i>			
Mr A.M. den Boer	(Reg. St.)	Sydney	
„ H.J. Borland	(„)	Durban	
„ G.H.J. van Echten		Yokohama	
„ D.H. Furnish	(Reg. St.)	Durban	
„ C.J.P. de Heer		Hong Kong H.O.	
„ Ng Koon Man	(Reg. St.)	„ „	
„ Tam Hok Keung	(„)	„ „	
„ Thio Hoei Tjoan	(„)	Makassar	
<i>To "Employé" Home Staff</i>			
Mr J.C.J. Dreverman		Hong Kong H.O.	
<i>To "Employé" Regional Staff</i>			
Mr B.A. Hinwood		Sydney	
<i>To "Employé" Special Staff</i>			
Mr Chan Kwok Yung		Hong Kong H.O.	
„ Gouw Soen Hok		„ „	

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

Mr H. Bouwman	29. 9.58
„ W.C.J. Hoogland	29. 9.58
„ B. Klijnstra	„
„ H.W. Molenaar	23.10.58
„ J.A. Rooymans	13.10.58
„ M.E.F. Willems	„
„ J.v.d. Zee	15.10.58

NEW PERSONNEL

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

Mr H.v. Kapel	4th Officer
„ P.P.Kuit	„ „
„ A.W.D.v.d. Schilden	„ „
„ W. Waldus	Appr. Engineer
Miss J.O. van Bijsterveld	HK HO
Mr M.C. van Hall	HK HO

EXAMINATION RESULTS

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

Mr H. Bouwman	5th Engineer	ASW	29. 9.58
„ J. Bruin	2nd Officer	II	10. 1.59
„ W. Micog	„ „	Th.I	24.12.58
„ R. Reichenfeld	„ „	„	31.12.58
„ H.E. Kerkmeyer	3rd „	Th.II	10. 1.59
„ P.J.M. Los	„ „	„	17.12.58
„ H.M. Deggens	2nd Engineer	C	23.12.58
„ W.C.J. Hoogland	5th „	ASW	29. 9.58
„ B. Klijnstra	„ „	„	„
„ H.W. Molenaar	„ „	„	23.10.58
„ J.A. Rooymans	„ „	VD	13.10.58
„ F.K.A.L. Vliegenthart	„ „	A	18.11.58
„ M.E.F. Willems	„ „	VD	13.10.58
„ J.v.d. Zee	„ „	„	15.10.58

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

Mr W.J.v. Houten	2nd Officer
„ D.v. Klingeren	4th Engineer
„ D. Meyer	5th „
„ J.M.A.Plante Febure de Villeneuve	„ „
„ W. van Heusden	
„ F.P.M. Driessen	

LEAVE

The following personnel went on leave:

Mr L.P. Weststrate	Chief Officer
„ B.v.d. Berg	3rd „
„ P.J.v. Gameren	Chief Engineer
„ H.J.v.d. Hoek	2nd „
„ J. Ligtenberg	3rd „
„ F. Barink	Chef de Cuisine

Those who returned are:

Mr J. Bruin	2nd Off. posted to m.v. TjIBANTJET
„ H.G. Brandt	HK HO ND
„ J.J. Erkelens	HK HO AZ
„ C.W. Jeremiasse	HK HO TD
Dr J.J. Koppes	HK HO Gen. D
Mr C.E. Kroese	HK MH
„ M. Pach	HK HO Contr.
„ J.Ph. Roosegaarde Bisschop	On business trip
„ J. van Zuylen	HK HO FB