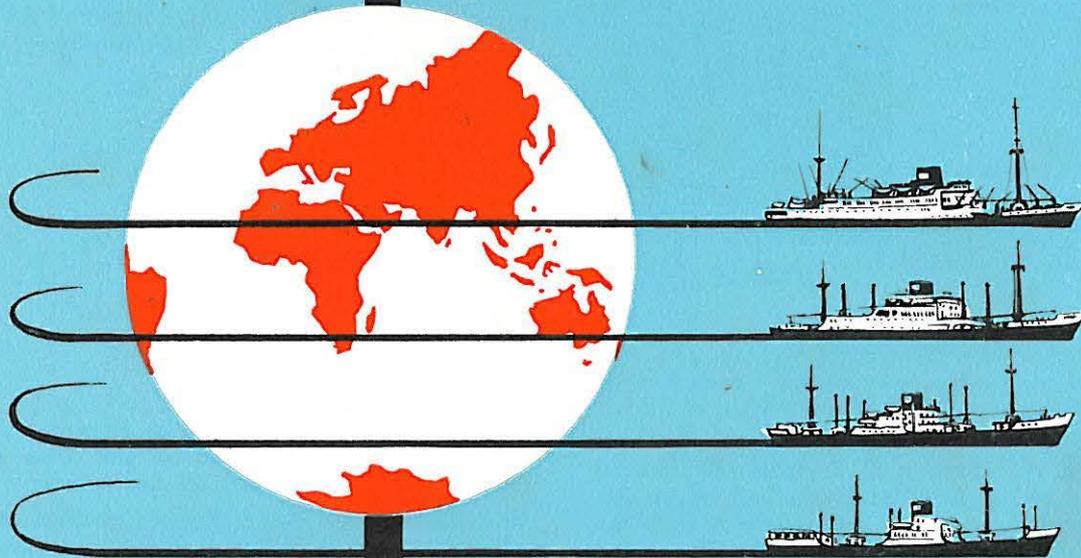




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 5. March 1959

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R.I.L. *post*

P. O. BOX 725
HONG KONG

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 5

ROYAL INTEROCEAN LINES

MARCH 1959



IN MEMORIAM



JHR C.F.J. QUARLES VAN UFFORD

11.10.1885 - 7.2.1959

During the Chinese New Year celebrations the sad news was received of the passing away on 7th February, 1959, of Jhr C.F.J. Quarles van Ufford, Vice President of R.I.L.'s Board of Directors.

All members of the Home staff, Regional staff, Special staff and those of the Local staff who had known Mr Quarles in the past, including representatives from the Javaline Chinese Office and Mr Leung Chik Sang and a representative from A. Wing, were asked to meet in the messroom of Interocean House in the morning of the 11th of February.

Also present were Captain A.J. van der Heyden, representing the Floating staff, and the old timers - now retired - Messrs Ng Chak Wa, Leung Man King, Charles Chien

and Yew Ah Kow.

Mr A.H. Veltman spoke as follows:

"We have come together here to honour and to do justice to Mr Quarles van Ufford, who died in Amsterdam on the seventh of this month.

Mr Quarles, until his death, was member and vice-chairman of R.I.L.'s Board of Directors, one of the highest posts in the supreme governing body of the Company.

Mr Quarles, in 1958, was at the age when the members of the Board retire, but owing to very pressing reasons his co-members persuaded him very strongly to continue in his post for a certain period. At that time Mr

Quarles was not in the best of health, but it was just like him to say: "Yes, I will continue; not too long, but I will do as asked", for he loved the Company, just the same as all who knew him have always had the highest esteem and affection for him. Unfortunately, very shortly afterwards he fell ill, seriously ill – an illness from which he would not recover.

I shall not endeavour to give you a full picture of his life. Let it suffice to say that he devoted his life to the cause of Dutch shipping. Her Majesty, the Queen, for this reason and recognising his valuable services rendered to the country, appointed him Officer in the Order of Oranje-Nassau in 1949. I am sure that, if Mr Quarles had retired during his life, the Queen would have bestowed further honours upon him. Before the war Mr Quarles climbed from the lower ranks to the post of manager. He was manager of the offices in Hong Kong and in Surabaia. After that he left us for a number of years at the request of the S.M.N. He acted as their general manager in Batavia for five years, and there was great rejoicing when, upon the expiration of this arrangement with the S.M.N., he rejoined this company – that was in 1934 – as its general manager in Batavia. Later, when Mr Bisschop died in 1937, he was asked to become managing director in Amsterdam.

During the war, Mr Quarles was held hostage by the occupying forces. His never wavering views on the successful outcome of this war certainly helped him to pull through. On the whole this camp period must have been a great strain on his health. A number of his campmates were executed, amongst them a very prominent Dutch shipping man.

After the war Mr Quarles once again became managing director of the company in Amsterdam. Later on he was succeeded by Mr Speelman and he was requested to join the Board, on which he served until his death. In this position he had great responsibility and he did a lot towards building up the company to what it is in its present state.

We know him as a very straightforward person, a man whose advice was very valuable to the company; a man who always stood for "J.C.J.L. business ethics", also in this new company that was formed after the war.

This is the moment to pay a high tribute to all he did for J.C.J.L./R.I.L.

Managing directors have sent the following telegram to the Chairman of the Board on the 9th of February:

HET VERSCHEIDEN VAN EEN DER HOOGSTE LEIDERS ONZER MAATSCHAPPIJ HEEFT ONS DIEP AANGEGREPEN WANT NIET ALLEEN BETEKENT HET EEN GROOT VERLIES VOOR ONS BEDRIJF MAAR OOK ZIJN PERSOON TE MOETEN MISSEN IS VOORAL VOOR DE OUDEREN EEN GROTE SCHOK WIJ VERZOEKEN U OOK MEVROUW QUARLES DE DIEPE SYMPATHIE VAN ALLE MEDEWERKERS TE WILLEN BETUIGEN WIJ GEVEN U DE VERZEKERING DAT ZIJN NAGEDACHTENIS IN HOGE ERE ZAL WORDEN GEHOUDEN + VELTMAN VANOSSELEN DEHAAN +

Apart from the business side, I have had the personal pleasure of often meeting Mr and Mrs Quarles. The first time I came across him was in 1926, when I passed through as a youngster on my way to Shanghai. I remember him in his office here in Hong Kong in York Building and I was quite impressed. Mr Quarles was a man of quite big stature, he had a rather deep and ringing voice; he made the impression upon you of a man of authority, but at the same time he seemed a very kind person.

I have met Mr Quarles in various other places later on, but particularly after the war in Holland, not only on business, in meetings of the Board with Delegate Members, when we could always count on his support for our propositions, but also at home in his cosy flat in the Waldeck Pyrmontlaan in Amsterdam. I shall carry with me very happy memories of the evenings spent in their home. The guests were usually much younger than the host and hostess, but that did not seem to matter. We young people would enjoy the evening, but they likewise seemed to do so, and I think the reason is because both of them had such a very deep interest in the company and in its people. On these occasions I have sensed a deep comradeship between these two, and it seems very difficult to visualise Mrs Quarles being on her own. I hope the good memories of the past will give her the strength to overcome her grief.

Today is the day on which Mr Quarles will be laid to rest. May he rest in peace."

Two minutes silence were then observed by all in memory of this great personality.

R.I.L. ACTIVITIES

m.v. Reyniersz, which made a return-voyage Hong Kong/Africa, was redelivered to Messrs K.P.M. at Singapore on January 26th.

m.v. Van Riebeeck, which assisted in the NZEAS, was redelivered to Messrs K.P.M. on February 16th, also at Singapore.

s.s. Karsik arrived from Australia at Durban on February 3rd. After discharge and loading on the African coast, vessel will proceed to Singapore and Hong Kong.

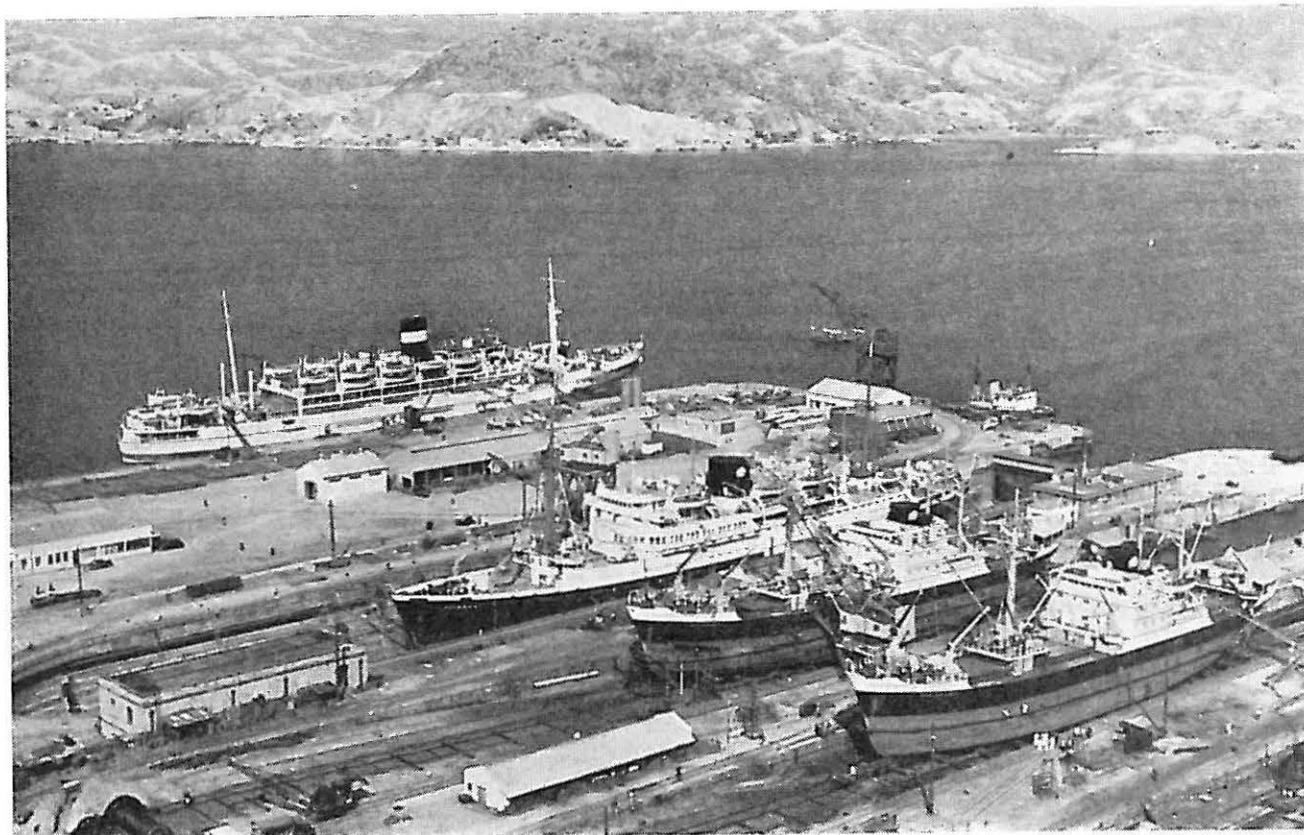
m.v. Le Maire sailed from Fremantle on January 30th for

Cape Town. Vessel will discharge and load in South and East Africa and thereafter proceed to the Far East.

s.s. Nieuw Holland. Early February, **s.s. NIEUW HOLLAND** sailed on her last trip from Australia to Indonesia, Singapore, Malaya and Hong Kong where the vessel will be delivered to ship breakers.

m.v. Van Waerwijck. Upon termination of her Ext. EAFS voyage, **m.v. VAN WAERWIJCK** will undergo periodical docking and maintenance in Yokohama. Early March vessel will proceed to Tientsin and will thence be employed in the New Zealand – East Asia Service.

DRY - DOCK — HONG KONG



Seen "dry", and keeping each other company in sisterly fashion are the motor vessels 'VAN NECK', 'VAN NOORT' and 'TJIWANGI'.

The Taikoo Dockyard & Engineering Co. of Hong Kong

Ltd., aware of the fact that only on rare occasions three R.I.L. ships are berthed and overhauled in such a way simultaneously, took this picture and we are grateful to them for enabling us to reproduce same in our *R.I.L. Post*.

CAPTAINS CURIOUS

By E. W. Middleton.

(From the "Nautical Magazine")

To spend one's life at sea must obviously have a considerable effect upon one's character and outlook. From this it follows that the behaviour of seamen, particularly later in life, is liable to be affected by their calling, and traces of oddity may be taken as an occupational distinction. All this is, frankly, a gentle approach to the point where the truth can no longer be concealed and it must be admitted that amongst the masters of ships one finds some pretty queer individuals!

In order to get the matter in its right perspective it must be stated at once that this queerness in no way affects their capabilities as captain, in the majority of cases, and since it stems from single-minded application to their job, may even be an indication of genius. In advanced stages, however, this eccentricity may throw a considerable burden on the other officers of the ship, particularly when the captain decides to carry out some unusual manoeuvre. His officers may well be faced with the decision as to whether he has taken leave of his senses completely or is merely showing them a trick they have yet to learn.

In these days of quick passages, air mail and radio, there

is little sense of isolation even on the more remote shipping routes, but in the days of sail, and even steam in the first quarter of the century, a ship's master lived in splendid isolation for most of his days and might be forgiven for developing individualistic ideas and habits. Many of the old sailing ship masters were egocentric to a high degree and it is difficult to understand how some of them escaped being certified while they were ashore. Wonderful tales are told about "the last ship" when seamen meet and yarn, and a large proportion of the stories about "the old man" must have a fair degree of truth in them.

There was, for instance, the captain whose hobby was canaries and whose ship resounded to the trills of the many songsters he carried with him all over the world. He used to address each bird by name and assure all and sundry they were more sensible, likeable and valuable to the community than a large proportion of the human race. This same captain would sing his orders, usually to the tune of a nursery rhyme, and "I think we'll have an azimuth, an azimuth" went neatly to the familiar notes of "Here we go gathering nuts in May".

At this point it is almost possible to hear nautical readers proclaiming "If you call that queer you should have met old so-and-so", and certainly this was one of the milder manifestations.

Slightly more alarming was the habit of another master who was so convinced of his own wickedness that he slept with a halter round his neck and would at times insist on his officers tying him up like a trussed sheep, in order that he might expiate some misdemeanour. The vessel he commanded was a cargo carrier and there can rarely have been a dull moment for the small company of officers, wondering what the old man would do next.

Oddity was, and is, by no means confined to ships not carrying passengers. A pleasant little yarn relates that on one occasion the chairman of a very large company was travelling in one of their big ships in the Mediterranean. It was a dark Sunday night and the chairman was on the bridge talking to the Third Mate when a shadowy figure appeared alongside them.

"Well, Third Mate", came a voice, "You must look after the ship now as I must go and play the bells for church". The figure disappeared and presently there came the strains of a well-known hymn played on hand bells. The ship steamed swiftly on in the darkness.

The chairman turned to the Third Mate and enquired "Who was that man?".

"The Captain, sir", came the reply.

The chairman appeared to accept this philosophically and as far as is known that same captain played his hand bells on board ship until he retired.

The taciturn individual is fairly common in all trades and professions and he is frequently encountered at sea. Once again, the habit is of occupational origin and may stem from either not having anything to say or not liking the people available for conversation. The Fourth Mate of a P. & O. ship related that one day in the Red Sea, he was walking up and down the bridge with the Chief Officer who rarely spoke except to issue an order and who never used two words where one would do. The Fourth Mate was quite used to these silent perambulations, but on this occasion a huge flock of migrating birds was circling the ship, as they so frequently do at certain periods of the year in the Red Sea. The bridge was an open one and some of the birds flew so close that it was almost necessary to dodge them. At last this phenomenon drove the Fourth Mate to say, "I believe I could catch one if I put out my hand".

This produced no reaction whatever from the Chief Officer who continued to walk up and down the bridge with an impassive expression. After some minutes, however, he ejaculated one word.

"Try".

The Fourth Mate held out his hand somewhat diffidently and behold, to his intense astonishment, at once there was a bird firmly in his grasp. He turned to his superior officer with amazement and triumph in his expression.

"Look", he said. There was no hesitation in the stride, no change of expression on that 'dead pan' face. The reply came grudgingly.

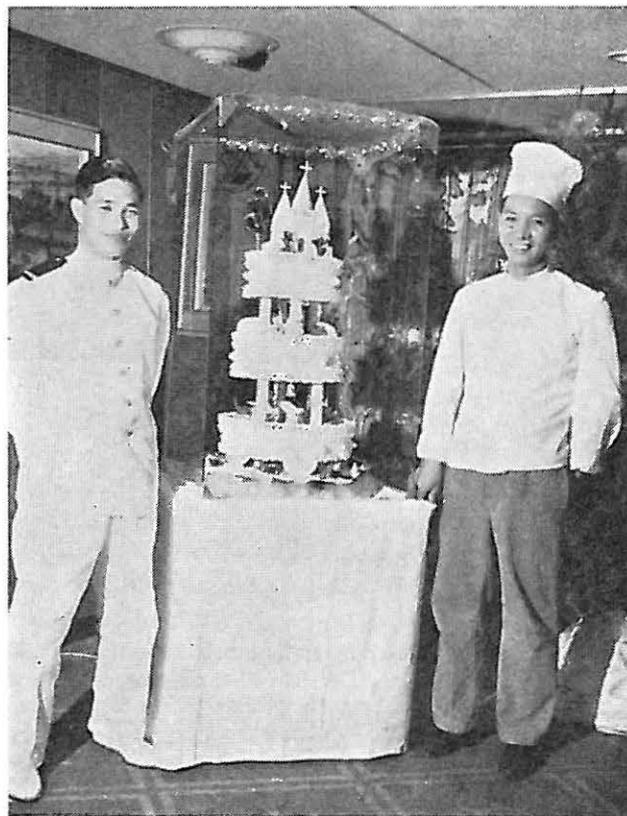
"It's not a very big one".

A minor idiosyncrasy manifests itself in ascribing exceptional powers to some very ordinary substance. There was one captain who believed that the ills of the world could be cured, or certainly alleviated, by the use of Stockholm tar. He had the soles of his boots painted with it to preserve them, and soaked everything he could think of in it. This included the patent log line which, having been dipped, was hung over the fiddle to dry. It never did dry and the remarks of the Quartermasters when streaming or handing the log were vivid in the extreme. This same captain had a considerable record of accidents to his name and of these he appeared inordinately proud.

"That's where I sank the *Anonymous* he once informed an astonished Thames pilot, and on another occasion he related with pride how he had steamed a ship through ten feet of solid quayside at Capetown.

Any little mannerisms on the part of a ship's captain are usually noted very quickly by the passengers. Many years ago there was a captain of a cruising liner who was a noted dandy and who always wore chamois leather gloves, even in mess kit. On one occasion his ship was anchored for hours off Venice waiting to enter the lagoon, and no one knew the reason for the delay. Eventually a wag among the passengers exhibited a notice in the 1st Class vestibule which said,

"This ship will proceed into Venice when the Captain finds his other glove".

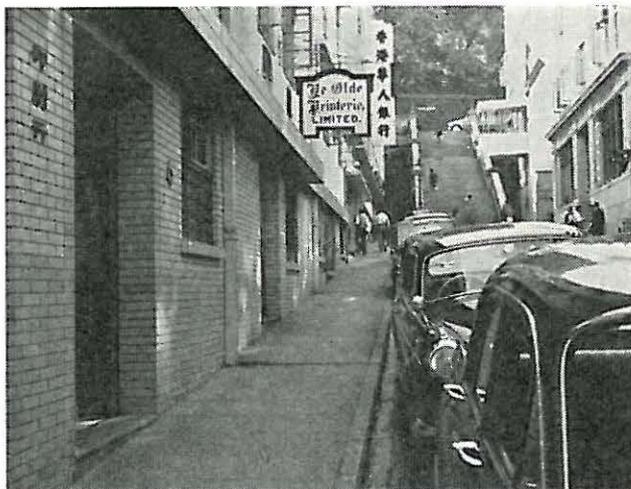


Mr Shum Ling (岑齡) Asst. Ch. Steward and Mr Choy Kwok Leung (蔡國良) No. 1 Cook, both of m.v. STRAAT LOMBOK are shown here with their decorative three-tier Christmas cake, which was admired by many visitors to the ship in Adelaide, Melbourne, Newcastle and Sydney.

The above heading conveys to all our readers that the following article and photographs deal with the process of editing and printing the *R.I.L. Post*.

Although a further introduction is not really necessary, we are of the opinion that a short explanation might be useful, especially since the majority of our readers will seldom have had the opportunity of visiting a Printing House.

Most of us take the universal reading material, e.g. newspapers, books, magazines etc., for granted without realizing that the publishing of such is always a tedious and exacting job. Many changes are required before results are obtained which are satisfactory enough for release to the public or, as in our case, to the readers of *R.I.L. Post*.



Printing House in Duddell Street, Hong Kong.

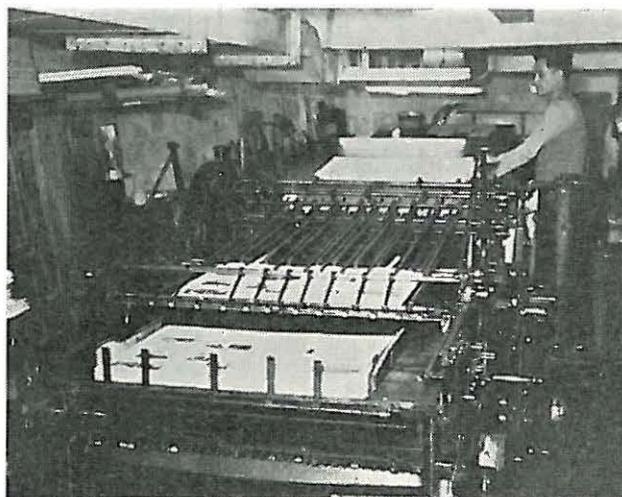


Asst. Editor inspecting the pages printed by the "Original Heidelberg Cylinder Press".

On outlining briefly the procedure from start to finish, let us begin with the Editorial Office. It is the Editors responsibility to compile, peruse and approve articles which will eventually fill the pages of the *R.I.L. Post*. As this is a House Magazine, our primary object is to collect suitable reading material relating to the sea which will be of interest to both ship- and office personnel. We do adhere to some regular features — "R.I.L. Activities", "Personalities", "Ships of the Week" and "Personnel News", and occasionally we receive some very welcome contributions from our readers which we are always pleased to include in our *Post*. When at last the script for one issue is ready, it leaves the desk and is sent to the printer who will make "rough proofs" of same and "blocks" of any accompanying photographs.

After receiving these proofs, and having checked them for mistakes and possible alterations, we circulate them amongst members of the Editorial Committee for their perusal and recommendations. Thereafter we cut the proofs and begin the layout of the Magazine. When this has been completed and the best possible effect has been achieved, it is returned to the printer for "final proofing". This will exemplify the ultimate appearance of the Magazine and once we are satisfied that no further improvements are possible, the printing of the current edition of *R.I.L. Post* will commence.

At this stage we would like to introduce to you "Ye Olde Printerie, Ltd.", which is under the able management of Mr Y. F. Lam who, since the first issue of *R.I.L. Post* in



Feeding paper into the "Miehle Press".



Mrs E.L.W.A. Williams, Asst. Editor of the R.I.L. Post, handing the Final Proofs to Mr Y. F. Lam.

November 1953, has been responsible for the printing of the Magazine. The printing house is situated in one of the numerous and quaint side-streets in the heart of Hong Kong where approximately 70 people are employed in the task of setting, printing and binding the various literary material.

There are four principal stages of printing an edition of *R.I.L. Post*.

1. The 'printing types' are mechanically set by the "Linotype-machine" and the words appear in the form of metal-strips. This machine, when being operated, closely resembles an over-sized typewriter.
2. When the aforementioned 'printing types' are ready, they are then taken to the "Compositor" who, according

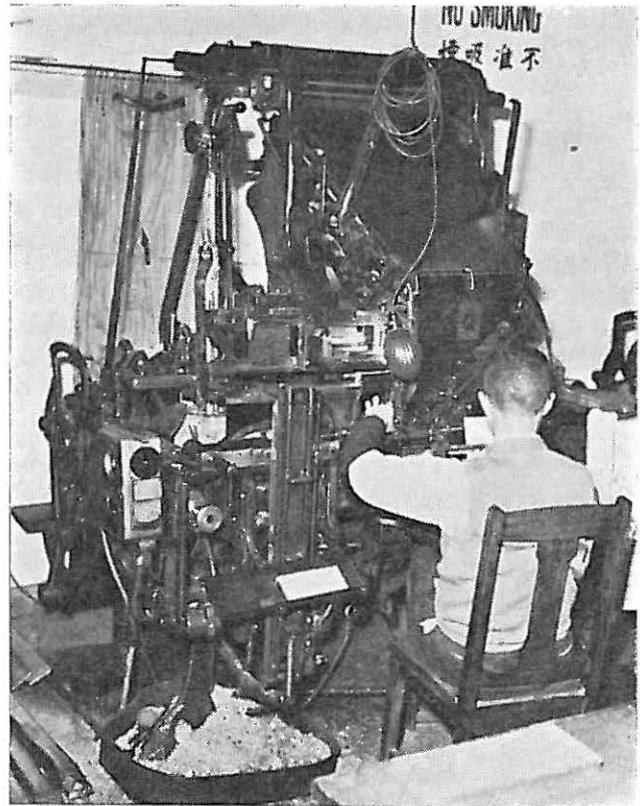


Compositor making up the pages with the Linotypes.

to the instructions of the Editor, sets out the different pages of the "*Post*". The Compositor, as well as the Linotype-machine operator, have done all this work since the first issue of our House Magazine.

3. The next process is the printing of the rough- and final proofs, the object of which has been explained before.
4. Next we come to the two large printing presses, which are being operated to produce the actual Magazine.

- (a) The "Heidelberg Cylinder Press" prints the first and last two pages. The three-coloured front cover is printed in large quantities several months in advance.



Operating the Linotype machine.

- (b) The big "Miehle-Press" prints the eight inside pages simultaneously. The photograph shows the machine operator feeding the paper into the press.

After cutting and binding the current issue, the printer sends the copies of *R.I.L. Post's* to us, and they are duly dispatched by the mailing department to our readers all over the world.

We thank Mr Lam, Manager of Ye Olde Printerie, Ltd., for his kind cooperation and the assistance he has given us, enabling the publishing of this article.

BROADCAST TO CHINESE STAFF AND CREW ON BOARD DUTCH SHIPS

by Captain W.Z. Mulder

We have much pleasure in publishing the Chinese text, and the English translation, of a speech made by Captain W.Z. Mulder on the occasion of the recent Chinese New Year.

梅露德生先對荷船上的華籍職工

廣 播

這是荷蘭國世界廣播電台，向荷蘭船上的全體中國職員工友們播音：

今天是貴國慶祝舊曆新年的日子，也就是現在普通所稱的春節。我知道你們都會惦念着從前在家時，那種熱鬧的慶祝，全家大小在一起，團聚，吃年飯，親戚朋友，互相拜年，大家彼此祝福，新年快樂，諸事平安，順利，添丁，發財，等等！

但是我們知道，你們這些在船上工作的人，遠離家鄉，就不能在這個時候，回家去團聚，過年。你們周遊了世界各國，可是到了新年的時候，你們在船上，仍舊還能大家歡祝這快樂的新年。趁着這機會，現在我們要特別在這裡，用無線電台，來向諸位在船上工作的中國朋友拜年，恭祝各位，新年快樂，一切平安，諸事順利，合家安吉！

現在我要特別向幾位，我從前在Java China Japan Line船上的同事們，祝賀新年，我不知道這些朋友們，現在是否可以聽到，我這廣播，不過，我還是要特別將他們的名字，提出來：

Wan Yik-sheng 是在 Nieuw Holland 船上的醫師。

Sham Pan 在 Tjiluwah 船上的買辦先生。

Kwok Ming 和 Kwok Moon 二位先生，我不知道他們是在那一條船上工作，還有其他許多的朋友們，為了時間的限制，我不能夠一個一個的，提名出來。

我現在特別向諸位道一聲，「千里順風，新年快樂平安」！

當你們回到香港的時候，請代我問候一位好朋友，就是 Wing Lee 公司的 Leung Chik-sang 先生，謝謝諸位，再會！

This is the World Broadcast Station in Holland, addressing all Chinese staff and crew working on board Dutch ships:—

According to the old calendar of China, this is New Year Day, and is also generally called the Spring Festival. I know that all of you will recollect the enthusiastic celebrations when you were at home, the assembly of the whole family, old and young alike, to have the traditional New Year's Eve meal together. The visits of relatives and friends, wishing you and each other a Happy New Year, "Tim Ding" (giving birth to a male child), "Fat Choy" (making a fortune), etc., etc. We know, however, that you — people working on board the ships — are far away from your native land and cannot be with your own family this New Year.

Despite being at sea, all of you can still manage to celebrate a Happy New Year on board ship. Taking this oppor-

tunity we now extend our special wishes through the radio station here to all our seafaring friends, wishing you a Happy New Year, all the best and happiness in the family.

Now I want to name a few of my former shipmates during my "J.C.J.L." time, and wish them a Happy New Year. I don't know whether these friends can hear this broadcast personally or not; however, I still want to mention their names specially:

Wan Yik-sheng—a doctor on board NIEUW HOLLAND.

Sham Pan—a purser on TJIJLUWAH.

Kwok Ming and Kwok Moon—I don't know on which vessels these two gentlemen are working.

(Dr Wan is now o/b m.v. TJIJALENGKA; Mr Sham Pan is still o/b TJIJLUWAH; Mr Kwok Ming is now in the Catering Department at the Headoffice in Hong Kong; Mr Kwok Moon is now with the Stores Department at the Headoffice in Hong Kong.—Ed.).

There are many other friends who I cannot mention by names as, much to my regret, time does not permit this.

Now I wish, particularly, all of you: "Fair Wind for Thousands of Miles," "Happy and Safe New Year."

When you arrive in Hong Kong, please convey my best regards to a good friend, i.e. Mr Leung Chik-sang of A. Wing.

Thank you and Good Bye!!

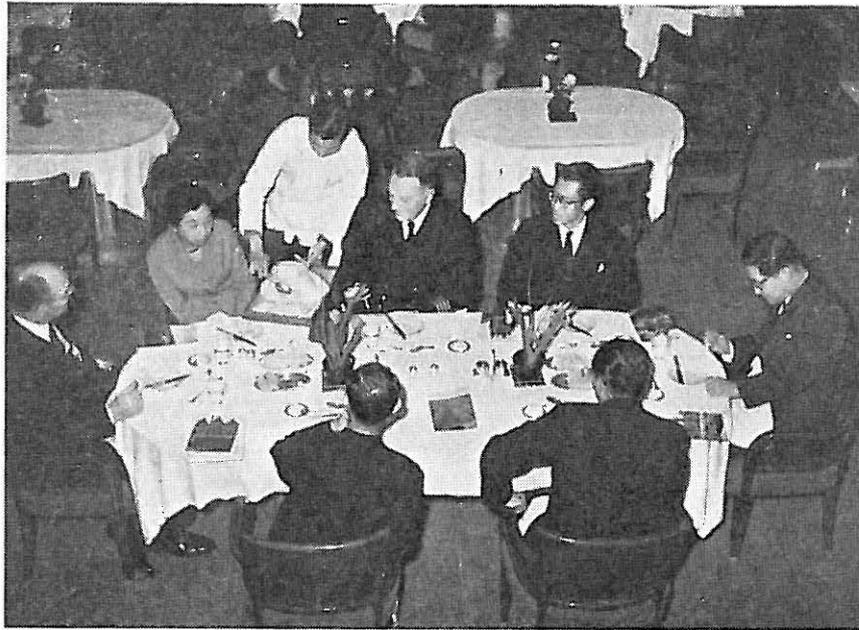
R.I.L. MARRIAGE



The R.I.L. Post, reluctantly, cannot publish news regarding betrothals and marriages of personnel, as this would take up too much space.

However, an exception is always made for "R.I.L. Marriages", where both partners are R.I.L.'ers.

On Sunday, 1st February, 1959, Mr David Ma, of the Freight Department Head Office, was married to Miss Gertie Silva, until recently of Head Office Typing Pool. The R.I.L. Post congratulates Mr and Mrs Ma, and wishes them the best of luck and happiness for the future.



Left to right (clockwise) Mr A.A.J.B. Masseur, Mrs T. Takatsukasa, Captain R. Starkenburg, Mr T. Takatsukasa, Mr H. Okuda (R.I.L. Yokohama), Mr T. Okazaki, Mr Y. Domyo.

On 12th January, 1959, Mr & Mrs T. Takatsukasa, accompanied by Mr Y. Domyo, visited m.v. *BOISSEVAIN* in Yokohama. The guests were received by Captain R. Starkenburg, Mr A.A.J.B. Masseur, Mr T. Okazaki of R.I.L.'s Tokyo Office and Mr H. Okuda (R.I.L. Office Yokohama), the latter being a former class mate of Mr Takatsukasa.

Mrs Takatsukasa is the second daughter of His Imperial Majesty Emperor Hirohito of Japan.

Mr Takatsukasa, the former Prince Takatsukasa, is the President of the Museum of the Ministry of Transportation, and he and Mr Domyo are members of the Ships Friends Society.

BOOK OF THE SEVEN SEAS

by Peter Freuchen, London, Jonathan Cape, 1958, 30 Shillings.

Although Holland likes to call itself a seafaring nation our observations as regards literature tells us otherwise. Books about the sea have seldom appeared from the pens of Dutch authors and these few have introduced the sea as a mere background. Whenever we want to read or know about the sea we have to turn to mostly English writers.

This time an American, well known for his maritime writings in a lighter vein, tries his hand at dispensing his knowledge.

He is well up to date with his maritime material and we may as well say that it well suffices for those of us who have long forgotten the scant knowledge we have picked up at school. Facts gleaned from here and there have been put into methodical and logical sequences resulting in a maritime encyclopaedia.

That the author is American is not too obvious: on the whole Americans are as little sea-minded as our own kith and kin. But they have the capability of being highly enthusiastic over any subject in which they find themselves lacking. We can easily overlook the authors slight over-emphasis on the United States importance in the history of the seven seas for it is in no way conspicuous.

There may be people in Holland — even an occasional

writer — who could have written a similar book but, as the bookshelves show, they just did not do it.

As has already been stated the book is very up-to-date. The latest developments in science, with reference to the sea and its place, structure, chemical contents and significance have been included. Historically and ethnically the relative chapters have been brought up to the year of its publication which is in itself no mean feat.

The publishers have been lavish in their outlay and some 140 excellent photographs, mostly hitherto unpublished, have been tastefully interspersed within the text making pleasant reading as well as providing this handbook with visual material. A handbook to be consulted if the inevitable question arises, "how is that again?", either at the dinner-table with passengers or when arguing during sessions on the "watch-below". Here is all the information on the seven seas that an intelligent seafarer should know or have within reach.

The world is full of people who can tell us how to succeed. What we need is somebody to teach us how to fail gracefully. We can't all succeed, and those who flop might as well fall on their faces with a minimum of fuss.—
John Carson.

SHIPS OF THE WEEK

On 3rd April, 1959, the broadcast will be directed to s.s. TJIPODOK as Eastship and m.v. STRAAT MOZAMBIQUE as Westship.

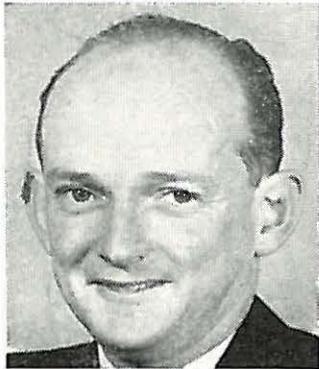
The Eastship will be in Indonesian Waters on that date and the Westship near Durban.

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>s.s. "Tjipondok"</i> <i>East Ship</i>	<i>m.v. "Str. Mozambique"</i> <i>West Ship</i>
Captain	J.J.G. Kuik	W. Buys
Chief Mate	B. den Hoed	S.Tj. Doornbos
2nd "	A.J.C. Veltman	F. List

	<i>s.s. "Tjipondok"</i> <i>East Ship</i>	<i>m.v. "Str. Mozambique"</i> <i>West Ship</i>
3rd "	J. van Ginkel	J.A. Spaans
4th "	K. Romelingh	R.Th.F. Brouwer
" "		C.J.J.v. Roon
1st Telegraphist	G.F.C.A. Jaburg	G.J. de Weert
Chief Engineer	A. Snoek	A. Vink
2nd "	E. de Bruin	S. Heykoop
3rd "		R.C. Lorist
Electrician	J.G. Hoeke	
4th Engineer	H.v. Brussel	A.A. Hommerson
5th "	J.R. Everts	S.v.d. Blom
" "	H.J. Schaap	J.A. Prins
" "	L.v.d. Knoop	A. Dekkers
Appr. "		H. Borst
" "		A.v. Devonter



It is with deep regret that we have to announce the sudden demise of Mr K.F. Jones of R.I.L.'s Sydney organisation. The late Mr Jones passed away suddenly at Katoomba on 24th January, after a short illness, at the age of 35 years.

Mr Jones joined the Company on 2nd June, 1952 as a clerk in the Freight Department. After several years work with outward cargo documents, he was transferred to canvassing duties and later returned to the Freight Department.

During World War II Mr Jones was a pilot with the Royal Australian Air Force in the South West Pacific Area. Our heartfelt sympathy goes out to his widow and son Ian.



It is with deep regret that R.I.L. announce the death of foreman Jon Wai (莊懷) who passed away on 22nd January, 1959, at St. Francis Hospital, Hong Kong, at the age of 58.

Mr Jon Wai served as No. 1 Fireman on board various R.I.L. ships from 1947 until 1955, whereafter he became a fore-

man in the Stores department of R.I.L.'s Head Office. He proved to be an industrious worker and a very loyal friend. To those who knew him, he will be remembered as a kind and helpful man.

Mr Jon Wai left a wife, son and daughter.

謹以哀悼之忱宣佈本公司貨倉部工頭莊懷君不幸於一九五九年一月廿二日在香港聖方濟各醫院逝世享年五十八歲

莊君係於一九四七年至一九五五年分別在本公司各船上任燒火部一等職員其後又為本公司總行貨倉部工頭

莊君處事忠誠勤慎待人接物和霽可親

莊君遺族計有妻室及兒女各一人



R.I.L. announce with regret the death of Mr Ng Kwan (吳坤), lately Cabin Steward on board m.v. TJI LUWAH, who succumbed to injuries received in a boat drill accident at Tg. Priok on 3rd February, 1959, at the age of 42. Mr Ng Kwan joined the Company in 1955, and served as steward on various vessels.

He will be remembered as a kind and helpful man, who always discharged his duties satisfactorily.

Mr Ng Kwan left a wife and son of 16 years.

本公司謹以哀悼之忱宣佈芝利華輪待應員吳坤君於本年二月三日在丹戎畢陸救生艇演習時受傷後不治逝世吳君於一九五五年加入本公司曾於各輪上任待應員

吳君生前待人和霽樂於助人任事經常使人滿意

吳君遺族有妻室及十六齡之子一

May they rest in peace.

PERSONALITIES

Mr A.H. Veltman left Hong Kong on the 22nd of February on a business trip to Africa via Bombay, after which he will proceed to Holland for consultations with the Board of Directors, whereafter he hopes to enjoy home leave.

In Mombasa, Mr Veltman will be met by R.I.L.'s General Manager for Africa, Mr J.F. Egberink; together they will visit the British East African ports, Entebbe, (Kampala), Nairobi and Salisbury, before proceeding to Durban via Johannesburg. On his way to Holland from Johannesburg, Mr Veltman will "stop-over" in Accra and Lagos.

The trip will take 35 days, touches 20 cities and covers 16,500 miles "as the crow flies".

Mr Veltman is expected to return to Hong Kong towards the end of July.

* * *

Mr M. Yoshioka, Chief representative of R.I.L.'s Kobe office, recently made an extensive orientation trip to Indonesia, Singapore and Hong Kong. He returned to Kobe on the 16th of February.

* * *

On 13th February, 1959, a function took place at InterOcean House, Hong Kong, to commemorate the 25th anniversary with J.C.J.L./R.I.L. of Mr H.R. Anakotta, member of the special staff of HO Catering Department.

Managing Directors, colleagues and friends from various departments were present and Mrs Anakotta, who accompanied her husband, was handed a bouquet of orchids.

Mr T.G.R.P. Nolson, Manager of the Catering Department, commenced the ceremony with this speech:—(Abridged).

"We have gathered here on the occasion of your 25th anniversary with the Company, and although today is Friday the 13th, I sincerely hope that this day will be a very happy one for you. I remember the time when, 25 years ago, you joined our Company as a junior clerk at the salary of 25 Guilders per month! Several of us will remember your father who was also employed with our Company for a long period and, with his own faithful and loyal service to J.C.J.L., your training was in good hands. In 1947 it was possible for you and your family to join us here in friendly Hong Kong and you resumed your service with the



Mr Nolson, Mrs Anakotta, Mr Anakotta.

R.I.L. Your hard work, devotion and honesty are well known and on behalf of R.I.L. we pay warm tribute to you for your faithful service. I herewith take great pleasure in presenting you, on behalf of the Managing Directors, with this wrist-watch."

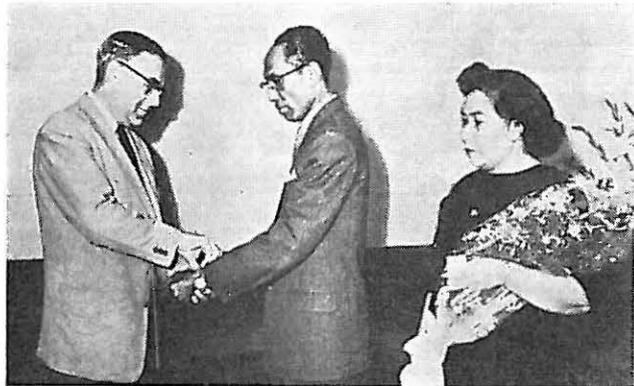
Mr Anakotta was presented with two more engraved gifts, which were handed to him by Mr Nolson on behalf of the Catering Department, and Mr H. Egberink on behalf of the Marine and Engineering Departments.

Thereafter Mr J.J. Edelman read a number of telegrams from many parts of the world, and also a letter from Mr & Mrs Warning, congratulating Mr Anakotta on his anniversary.

Very moved by the good wishes received from near and far, Mr Anakotta thanked all with these words:—

"Mr Nolson, Managing Directors, ladies and gentlemen. My wife and I thank you for your nice words you have spoken and the wristwatch the Company has given me. And also our special thanks to all personnel of TD ND, MD and CD for all their nice presents. Today I am not only celebrating my 25th anniversary, but it is also in memory of my late father who had given his service to J.C.J.L. for more than 23 years, my dear wife who has been with the Company for 10 years and my brother Dick for 5 years. This means that the family Anakotta, for 2 generations, gave their service to the R.I.L. for more than 60 years. My only hope is that the third generation is also welcome. Thank You."

After the "official" part of the ceremony, drinks and snacks were served and enjoyed by all present.



Mr T.G.R.P. Nolson presenting the watch.

見賢思齊焉，見不賢，而內自省也。

"When we see men of worth, we should think of equalling them, when we see men of contrary character, we should turn inwards and examine ourselves."

苟志於仁矣，無惡也。

"If the will be set on virtue, there will be no practice of wickedness."

SHIPS OF THE WEEK



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The two top photographs were taken in the Grand Hotel "Goiland" at Hilversum on 14th January, 1959, when the recordings were made for the broadcast to s.s. TJBODAS (*right*) and m.v. STRAAT COOK. This time the guests were Mr and Mrs H.P. Abel (Chief Engineer, who retired in 1949). The 3rd photograph was taken on 22nd January, 1959, when an extra recording took place for the broadcast to m.v. STRAAT BALI.

NEW PERSONNEL

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

Mr W.K.R. Houwing	4th Officer
„ H. van Kapel	„ „
„ J. Keeman	„ „
„ C. de Wijs	„ „
„ P.P. Telle	„ „
„ C. Ligtenberg	Electr./3rd Engineer
„ W.A. Postma	3rd Engineer (KV)
„ T.R.B.F. Leydekkers	„ „
„ R.R. van Geest	5th „

EXAMINATION RESULTS

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

Mr J.G. ten Bhömer	2nd Officer	Th.I	11.2.59
„ G. Potharst	„ „	I	27.1.59
„ F. Bakker	3rd „	II	16.1.59
„ P. Cox	„ „	II	14.1.59
„ L.H.F. van Luyken	4th Engineer	A	14.1.59
„ R. Brockhuis	„ „	A	10.2.59

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

Mr D. Roos	3rd Officer	Own request
„ A. Snel	2nd Engineer	„
„ D. van Klingeren	4th „	„
„ F. Bouwman	5th „	„
„ H.A. Thijs	Employé	„

LEAVE

The following personnel went on leave:

Mr J.R. Ezendam	Captain
„ R. Starckenburg	„
„ B.L. Legemaate	2nd Officer
„ W.H. Dopheide	3rd „
„ J. Wagelaar	„ „
„ H.J.A. Pellemans	3rd Engineer
„ N. M. Melieste	4th „
„ G. Slaager	Chef de Cuisine
„ H. Bering	Hoofd employé
„ D.F. Huizenga	Employé
„ H.A. Thijs	„

Those who returned are:

Mr A.J. van Ankeren	Captain	posted to m.v. STR. MALAKKA
„ H. Prins	„	„ „ „ BOISSEVAIN
„ G. Potharst	2nd Off.	„ „ s.s. TJBADAK
„ L.H.F. van Luyken	4th Eng	„ „ m.v. TJILUWAH

To Amsterdam Office

Mr K. Groeneveld