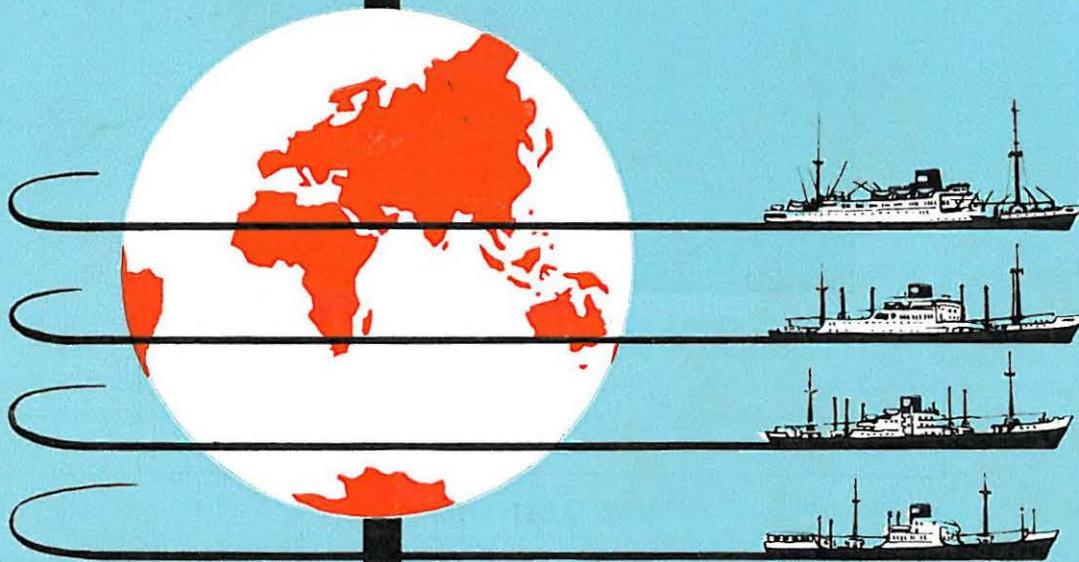




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 9. July, 1959

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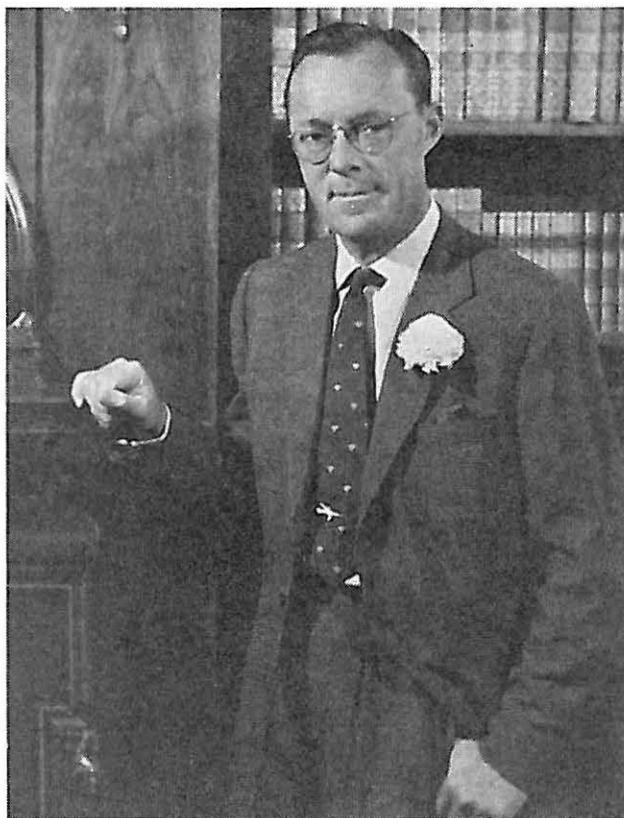
A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 9

ROYAL INTEROCEANIC LINES

JULY 1959

ROYAL BIRTHDAY



H.R.H. PRINCE BERNHARD OF THE NETHERLANDS
celebrated his 48th birthday on June the 29th, 1959.

(*Photograph N. DRAKULIC.*)

R.I.L. ACTIVITIES

s.s. *Karsik* underwent D.M.O. at Hong Kong and sailed on June 15th for Saigon to load a full cargo of rice for Reunion. Eastbound, this vessel will assist in the B.E.A.-Far East trade.

m.v. *Tjitarum* was launched in Holland on June 13th and is expected to be delivered by the yard towards the end of the year.

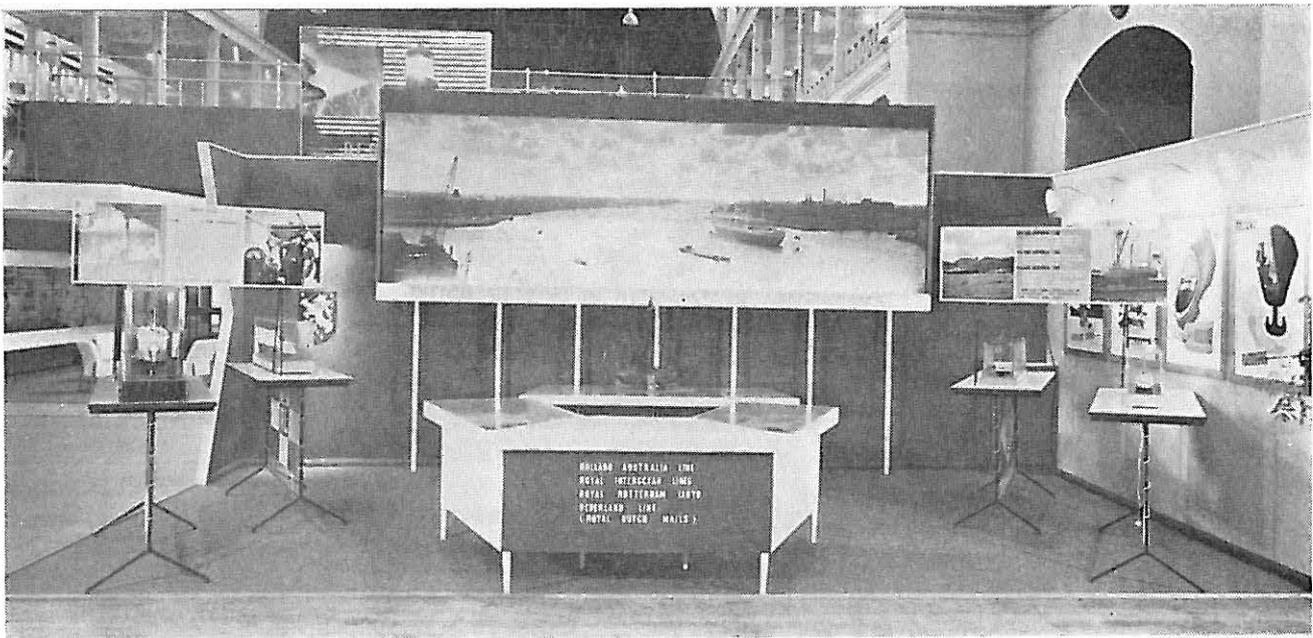
MELBOURNE INTERNATIONAL TRADE FAIR,

— 1959 —

This Fair was held in the Exhibition Building at Melbourne from the 26th February, 1959, to the 14th March, 1959. It was the first International Trade Fair held in Melbourne since 1888 and has been considered a markedly successful exhibition. Four Netherlands Shipping Companies, Holland-Australia Line, Royal InterOcean Lines, Royal Rotterdam Lloyd and the Nederland Line Royal Dutch Mail combined to present a stand in this exhibition representing the Netherlands Shipping Industry. This stand was 25 feet long by 14 feet wide and was in one of the most favourable positions in the building where all visitors to the Fair were bound

Beneath the photograph stood a model of the "Halve Maan", kindly lent for the occasion by Mr Dorré, of Soest, Holland. The "Halve Maan" was a typical Dutch vessel of the early 17th Century, owned by the Dutch East India Company and commanded by an Englishman, Mr Hudson.

This vessel was commissioned for survey work to explore a new route to China. Other interesting exhibits sent out from the National Historical Shipping Museum in Amsterdam were books about Tasman's voyage, a replica of Tasman's Log Book and some old maps.



General view of the Stand.

to pass. The theme of the stand was "Dutch Shipping in the wake of Abel Tasman" — the historical association of Tasman with Australia needing no further comment. The stand was designed by the four companies to illustrate progress in Dutch shipping from the time of Abel Tasman to the present day and was dominated by a magnificent panoramic photograph made by Rotgans Panorama Photos, Rotterdam. This measured 17 feet by 6 feet and showed the "Nieuwe Waterweg" in Rotterdam with a picture of a Holland America Passenger Liner prominent in the foreground. On top of the photograph was a flashing harbour light, also sent out from Holland.

The stand was completed by models of four modern vessels of the Netherlands Mercantile Marine — "Zonnekerk", "Ruys", "Willem Ruys", "Oranje"; these were placed attractively on tables with, underneath, the House Flag of the Company concerned, and display boards above.

The exhibition was very well patronised. His Excellency the Netherlands Ambassador, and other senior Netherlands' Consular and Embassy officials inspected the stand. All these distinguished visitors expressed their pleasure at the excellent effect the stand gave of "Dutch Shipping in the wake of Abel Tasman".

THE WORLD OUTSIDE

In this issue we are beginning a series of illustrated articles under the heading 'The World Outside'. We shall write about countries and places which are touched by R.I.L. ships, and although we have no intention of turning part of the *R.I.L. Post* into a travel-magazine, we feel sure that our readers will agree upon the fact that some of the most fascinating literature deals with other lands and the enchanting sceneries found therein; the people and their age-old

customs.

Whether we will take you to the sun-drenched beaches of Australia, the mysterious interior of Africa or the snow-capped mountains and the Pampas of Argentina — just to mention a few —, we hope that you will enjoy our 'monthly trips'.

Our first destination is:—

" Picturesque Argentina "

The Pampas



Gaicho's Homestead.

When our ship docks at Buenos Aires, we are in the largest city of Latin America which is as modern and cosmopolitan as any in the world. We will find that it offers almost inexhaustible sightseeing trips, ranging from famous Art Galleries to the Botanical Gardens; and the night-life is as gay and exciting as anyone can wish for.

We want to make Buenos Aires our starting point from which we will take you further into the country.

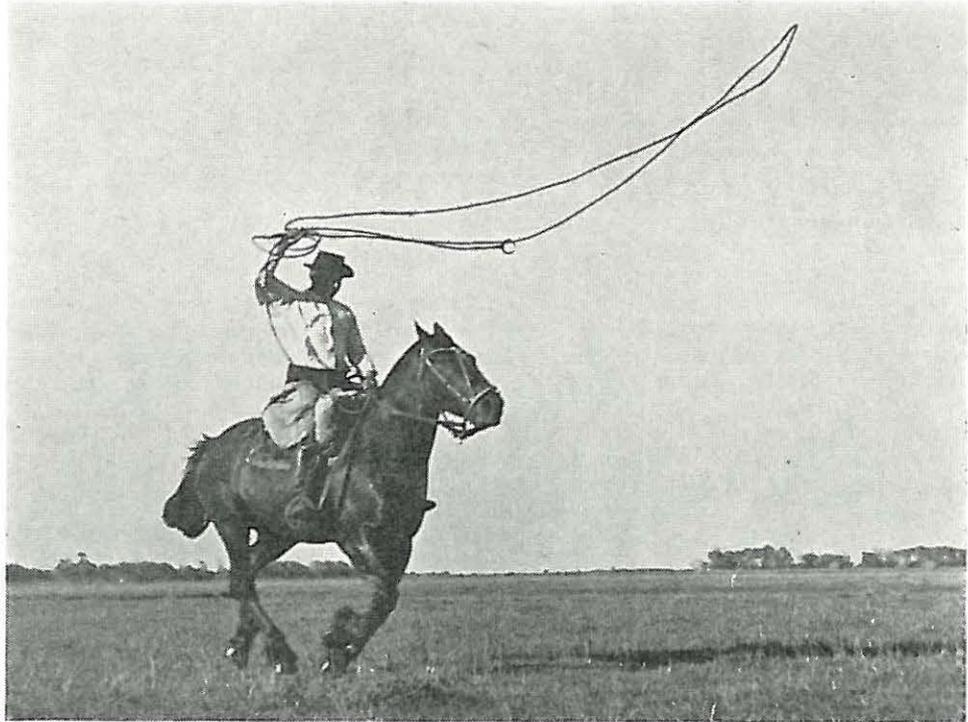
Having left the city behind us, we enter the Pampas and its very name brings to almost everybody's mind the vast and lonely plains which are the home of the Gauchos. It takes little imagination to see them lassoing the cattle, or sitting around the camp-fire by night, watching their herds peacefully grazing in the pastures.

But do most of us really know the importance of this specific stretch of land and the major part it has played in the history of Argentina? Today the pampas are known as the economic heart of that country, which extends fan-wise from Buenos Aires for a distance of approximately 400 miles in almost unrelieved monotony. It seems incredible to drive mile after mile and see no brook or

river; in some parts one can cover a 100 miles stretch without coming across one natural, permanent water-course. There are neither ponds nor pools, save during the times of unnatural heavy rainfalls, when rather shallow water-holes appear. The drinking water is pumped to the surface from a depth of between 100 and 500 feet by windmills, which are a prominent feature of the landscape, and extending from these are long lines of galvanized iron troughs for the watering of cattle and sheep.

When in 1516 the Spaniards set foot in South America, the whole of the pampas was covered in tall, coarse grass (all the trees one encounters there today have been planted). The cattle and horses they brought with them were soon roaming wild, to the great delight of the savage Indians who, until then, were the sole inhabitants of these plains.

The rapidly rising population of Europe during the latter half of the 19th century, and the consequent clamour for cheaper food, was the spur which impelled Argentina to occupy its grasslands and to raise great herds of cattle. As early as 1877 the first ship with refrigeration chambers made it possible to send frozen beef to England.



Lassoing the Cattle

Throughout the foregoing years the life of the settlers had been in constant danger, for the Indians continued their hostility against – and attacks on – the white man. A war was unavoidable and took place between 1878 - 1883, virtually exterminating the savage tribes. Only then the per-

manent settlement was achieved.

The transformation of the pampas has had profound effects upon the life and the civilized expansions of Argentina, and it's newly created riches lifted Buenos Aires into one of the greatest cities in the world.

* * *

CHANGE OF OFFICE SITE

If R.I.L.ers ever make a change, they will always try to make it a change for the better, if not the best.

R.I.L.'s Manila office is now transferred to the RMSC Building, located at corner 20th Street and Bonifacio Drive, Port Area.

The old office site at DPB Building No. 2 Port Area, now undergoing remodelling construction, has been demolished. It was a government-owned office of five stories and, owing to the fact that there were vacant unrented spaces in the building caused by inadequate facilities, the DPB (formerly RFC) who owns it, therefore decided on its present move to remodel and beautify it in order to suit its tenants and to attract various firms and offices who would want to rent. They say that after the construction the rent will be much higher, but the offices air-conditioned and streamlined.

The RMSC Building, the present R.I.L. office site, is a private building and located in an area free from the bustling atmosphere that the old site afforded. R.I.L.'s office is on the top floor, commanding a good view of the port area. At the other side, facing Bonifacio Drive, is the Muni Golf Link; a little further back is the Walled City and ruins which tourists still include in their itinerary as a spot in Manila which they must visit.



Fremantle
October 27, 1892.

Messrs Simpson & Shaw
New York.

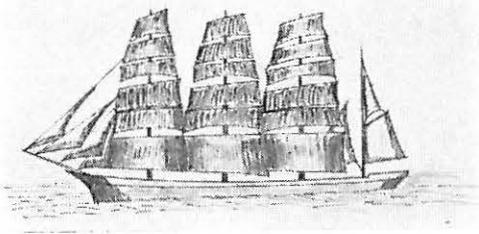
Gentlemen,

I arrived here October 21st p.m. 22nd being Saturday and a short day done nothing. Sunday done nothing. 24th Entered and fought against putting the vessel alongside the Jetty to discharge. It is a terrible place. No place to put a vessel, no shelter whatever. All the ships have to lay discharging at the wharf or pay lighterage. I began this morning. Got out about 50 tons. Have to hoist with an engine. Can't do without one. Have to pay 50/- per day for that. Captain Shaw told me that this was a very cheap port. It is not so. It is a very expensive port and the worst I was ever in.

This loading for two ports in one ship is a mistake and a great big one. Nearly half of the cargo in tween decks so far is Launceston cargo and it has to be handled over so many times to make room. My crew are half drunk. Some of them have cleared out and the others too drunk to work. I am afraid that there won't be a great big dinner left off the Fremantle freight. I have not received any letters or papers from you. Hope you are so busy in the Store that you could not find time to write.

I am, Gentlemen,
Your obedient Servant,
D. B. SHAW.

P.S. Will probably be here some time.



Fremantle
November 8th, 1892.

Messrs Simpson & Shaw
New York.

Gentlemen:

I am having very hard luck in getting discharged. The weather has been very bad ever since I arrived and tonight it is blowing a gale of wind from the S.W. With a S.W. wind the water keeps pretty smooth but the spray is flying all over the ship. My lines are all used up and I have

got two heavy springs hired to make her fast aft, and out ahead I have my anchors down with 75 fathoms of chain out and all the remaining lines that I have left and one of my bow chains fast to the wharf and it takes all our time to hold her. Once in a while there is a terrible run comes in. Then I have to slack her off and let her go.

It is impossible to hold her. She would tear herself all to pieces. She has done considerable damage to herself. My after bits are broken off level with the deck. My stern chocks are pulled out and about 10 feet of the rail all torn off including two stanchions. All of my channels next to the dock are more or less damaged. About 8 feet of my main rail is split off and one hawse pipe gone. The buffalow on the starboard side of the top-gallant forecastle all twisted up. Don't believe I can fix it without changing it. My lines are all ruined. It is certainly the worst place I or anyone else ever saw. No place to send a ship of this size. If I get clear without any more damage I will be in luck. She is turning out her cargo in grand order but it is all mixed up. There is almost as much Launceston cargo in the tween decks as there is Fremantle and it makes slow work discharging, the cargo has to be handled over so many times. The tween decks and the fore-hold are all out.

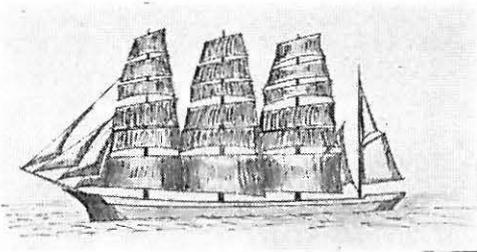
Tomorrow is a Government holiday. No work. Can't work in the hold. Everything sealed up. I have an engine hoisting. Can't do without. The wharf is high and the cargo has to be landed into railway trucks. Five of my crew have run away and one is sick, so you see I have not too many to work cargo. Have to hire considerable labour. I don't know what I will do for sailors. Everyone goes to the gold diggings and wages are £5 per month. It will take me two days to restow my Launceston cargo. The greater part of the heavy stuff will have to go into the lower hold. I am afraid that she will have none too much cargo for ballast.

I hope to get away this week if the weather gets fine. It is a mistake loading cargo for two ports, nothing in it but expenses and loss of time. I met with a curious accident the other day. The ship was rolling about and a sling load of cargo capsized into the dock. Three of the cases were cartridges and one beef. I got a Diver to go down. He got two cases of cartridges. Said he could not find any more. I had to pay him £2. The cartridges were worth about £25. It was too bad but it was not through carelessness. I would not come to this port again if they made me a present of the vessel. I never get any rest day or night. Keeps me all the time running fixing something up. Fenders grind up as fast as I put them in.

LETTERS ARE AUTHENTIC
GIVEN BY THE MASTER OF
THE SHIP IN NEW
YORK NOVEMBER 1892.

I have bought two sets besides the one I had on board.

I remain, Gentlemen,
Your obedient Servant,
D. B. SHAW.



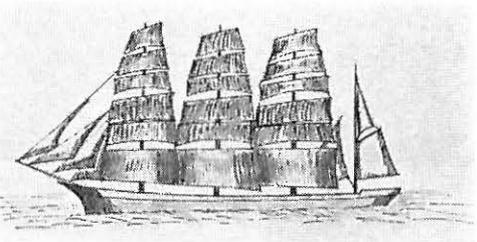
Fremantle
November 11, 1892.

Messrs Simpson & Shaw
New York

Gentlemen,

You will please find enclosed the First of Exchange for £500. I hope to get finished discharging today. I have been two days shifting cargo trying to find 5 cases of machine oil. When I left the ship they had found 5 cases stowed under the Launceston cargo in the lower hold. It has been the devil's own job. It is now blowing heavy from the S.W. and may last two or three days. Can't get clear of the wharf until it moderates. No steam power that can tow her. It is a bad job coming here. I will remit you balance when I get settled up. The vessel is 6 feet by the stern and I have hoisted nearly all the cargo out of the after hold and run it forward. It will take some few days to restow the cargo and retrim the ship before I can go to sea. Will get away as soon as possible.

I am, Gentlemen,
Your obedient Servant,
D. B. SHAW.



Fremantle
November 18th, 1892.

Messrs Simpson & Shaw
New York

Gentlemen,

It is now 8 days since I finished discharging at the pier and I have been ever since trying to get settled up but I have not got wound up yet. I hope today. We cannot find all the cargo. We have broken out and restowed nearly all the lower hold and have found a great many packages mixed up with the Launceston cargo. There is a lot of cargo that is windmills packed in crates. The stevedores knocked them to pieces in order to make good stowage. By doing so the mark and number is lost and there is no telling who it belongs to. It doesn't matter how small a thing is wanted to make the lots complete. They put in a claim for the most expensive things they can and then I have to go to the Warehouse and open everything and find out what is wanted. I have found all but a bundle of pump rods, 5 cans of beef, 9 cans of Kerosene. The beef I can't find and will have to pay for it. The sil I won't pay for as it was tallied out of the ship alright. The bill for the pump rods they have billed me for 75 dollars and the whole pump only cost 28 dollars in New York. I am in hopes of getting the matter fixed up before noon. The consignees started in with claims for short-delivery amounting to £700. I have got it all down to £25.

Gentlemen I have been in a good many places in my time but this is the worst damned hole I ever saw. No one will do anything but work against the ship. There was one man sent in a claim for £4 for shortage of a case of tinned fruit. The case won out alright. I refused to pay it and they summoned me to Court and I had to pay. Things would go much better if the ship landed all her cargo here. A Mate's tally is no good in the Court. They on'y acknowledge the Wharf Tally and they are half drunk all the time and don't care what they do. The ship has to feed them and give them all the money and tobacco they want or they will make trouble. They are a dirty lot. I am in hopes of getting finished up so I can mail the balance of freight today but I'm afraid I won't. I came on shore two days ago with the boat. It began to blow. The boat could not get off and they are ashore yet. It is blowing a gale from the N.W. Can't get a tug boat or anything else to put them on board. They refused to receive the cartridges that went overboard and I have got to take them away with me. Will try to sell them in Launceston. They are all good that I have tried but they have been wet and the paper boxes they are packed in have all tumbled to pieces.

I am, Gentlemen,
Your obedient Servant,
D. B. SHAW.

M.V. TJILUWAH ON HER 'MAIDEN VOYAGE'
IN TOKYO



WELCOME TO JAPAN!

Shown left to right:

Miss K. Aritoshi (Sea Queen),
Mr S. Kikuchi (Chief of the
Municipality's Tourist Promotien
Office), Capt. J. E. Bast, Miss S.
Ueda (Miss Kobe), Mr C. van
Doggenaar, Miss M. Murakami
(Deputy Miss Kobe), Miss Y.
Sakagami (Deputy Sea Queen).

When, on May the 10th, 1959, m.v. TJILUWAH moored at the Harumi Pier in Tokyo, she inaugurated a new service from Japan to Indonesia and was also the first passenger vessel ever to start a service from this pier.

Thousands of visitors to the Tokyo International Trade Fair – which was situated about 200 yards from the Harumi Pier – witnessed this event.

In the evening of the 11th of May, approx. 200 guests, including Ambassadors, Government and Trade Fair Com-

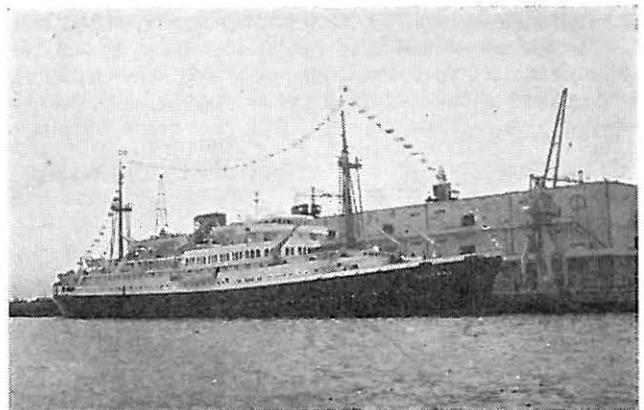
mission officials, were invited to a reception on board the TJILUWAH to celebrate the occasion.

Mr Kiyoshi Kato, Port Bureau director of the Tokyo Metropolitan Government, presented a welcoming message and Japanese Doll on behalf of Governor Dr Ryutaro Azuma of Tokyo to Captain J.E. Bast, Master of m.v. TJILUWAH.

This important direct link between Japan and Indonesia was welcomed by everybody – especially the tourist trade – and the TJILUWAH, together with her sistership m.v. TJIWANGI, will be plying on this route about 15 times a year.



From left to right: Mr A.A.J.B. Masseur, Mr T. Okazaki,
Mr W.M. de Haan, Captain J.E. Bast, Mr K. Kato.



M.V. TJILUWAH
Seen at Harumi Pier, Tokyo.

MARRIAGE

VAN DER SCHATTE OLIVIER
— ROELL —

The marriage took place at Baarn, Holland on the 6th of June, 1959, of Mr Henri van der Schatte Olivier and Miss Cecile Elisabeth Roell.



Behind this business-like little notice hides the best wedding your reporter has had the pleasure of attending in years. The two very popular R.I.L.-ers, who are best known in Hong Kong and its vicinity – where, incidentally, they also met – decided to proceed through life together. The wedding took place at Baarn, whereafter a very well attended reception was held at the “Lage Vuursche”. The bride was radiant, the bridegroom looked happy, the weather was fine and everyone present had a very enjoyable time. Apart from relatives and friends of the couple, also many R.I.L.-ers on home leave and from the Amsterdam Office were seen mingling amongst the guests at the reception.

Then came the time for a rousing “send-off” – the customary rice throwing, tin cans and old shoes attached to their car – and the couple departed on their honeymoon. We wish them all the best, much happiness and good luck for the future.

SHIPS OF THE WEEK

On July the 3rd, 1959, the broadcast will be directed to m.v. Tjibantjet as Eastship and m.v. Ruys as Westship. The Eastship will be in Indonesian waters on that date and the Westship in the vicinity of Cape Town.

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. Tjibantjet East Ship</i>	<i>m.v. Ruys West Ship</i>
Captain	B.H. Velders	C.H. Gosselink
Chief Mate	G.J. Noë	A.J. Winkelmolen
2nd „	J.G. ten Bhömer	C.J. van Tuil
3rd „	W. van Hoboken	H.A.J. Wouters
4th „	W.K.R. Houwing	M. Krul
„ „		Th.M. van den Bosch
1st Telegraphist	D. Koopmans	A.B.C. Comender
2nd „		H.A. Oostervink
Surgeon		J.D. Koch
Chief Engineer	R. Jonker	G. Vischer
2nd „	W.J. Eysink	L.v. Brakel
3rd „	S. Brouwer	H. Paasse
Electrician		J.H. Kokshoorn
4th Engineer	R. Mouthaan	G.E. Godschalk
„ „		C. Gielis
„ „		H.H. Post
5th „	P.R. Kokelaar	M.A.H. Ritmeester

	<i>m.v. Tjibantjet East Ship</i>	<i>m.v. Ruys West Ship</i>
5th Engineer	R. Docreteyn	M.J. Meelissen
„ „	R.R.v. Geest	H.J.v. Horik
„ „		J.B.v.d. Vegte
Appr. „	K. Tol	A.J.R. Fransen
Purser 1st class		J.J. Leurs
„ 2nd „		B. van Zutphen
„ 2nd „		H.J. Dekker

PASSENGER!—What, asks *Cunard News*, is a passenger? A passenger, the Cunard Line’s house magazine tells us, is the most important person in our business. A passenger is not an interruption of our work – he is the purpose of it. We are not doing him a favour by serving him – he is the purpose of it. We are not doing him a favour by serving him – he is doing us a favour by giving us the opportunity to do so. A passenger is not dependent upon us – we are dependent upon him. A passenger is not an outsider to our business – he is part of it. A passenger is not a cold statistic – he is a flesh and blood human being with feelings and emotions, biases and prejudices. A passenger is not someone to argue or match wits with. Nobody ever won an argument with a passenger. A passenger is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

(Derived from Nautical Magazine)



On May the 7th, at the shipyard of Messrs Taylor Smith & Co., Marine Engineers and Shipwrights in Port Louis, Mauritius, a boat was launched, which was built by that firm for Messrs Ireland, Fraser & Co., Ltd., Agents for the Royal Inter-ocean Lines in Mauritius. They will use this craft for their shipping business in general, which includes the handling of several R.I.L. vessels at that port each month.

The launch was named KYDO, after the nickname of Mr H.G. Robinson, C.B.E., one of the Managing Directors of Messrs Ireland, Fraser & Co., Ltd., who, in October next, will complete 60 years of uninterrupted service with his firm, a record that has probably but few parallels.

At the launching ceremony of the KYDO — attended by personalities of shipping and business circles —, Mr G. Taylor, Chairman of Messrs Taylor Smith & Co., delivered the launch to its owners in an appropriate speech, expressing the hope that it would serve its Masters as long and efficiently as the one of whom it bears the name had served them!

Mr J. Espitalier-Noel, Chairman of Messrs Ireland, Fraser & Co., Ltd., tendered to Messrs Taylor Smith & Co. the congratulations of his firm for their fine piece of workmanship and Mr Robinson expressed his thanks for the honour conferred upon him in the naming of the launch.

Mrs Maxime Raffray, wife of one of the Managing Directors of Messrs Ireland, Fraser & Co., Ltd., then performed the christening ceremony of the vedette in breaking on its bows the traditional bottle of Champagne.

RADIO NEDERLAND

Schedule as from 1st July, 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 16-19-25— 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
 - 9.30-10.00 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: 18-20.50), to Africa and Europe 13-16-19-49
- 22.30-01.20 GMT, to West Indies, North and South America 16-19-25 (31-49)

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

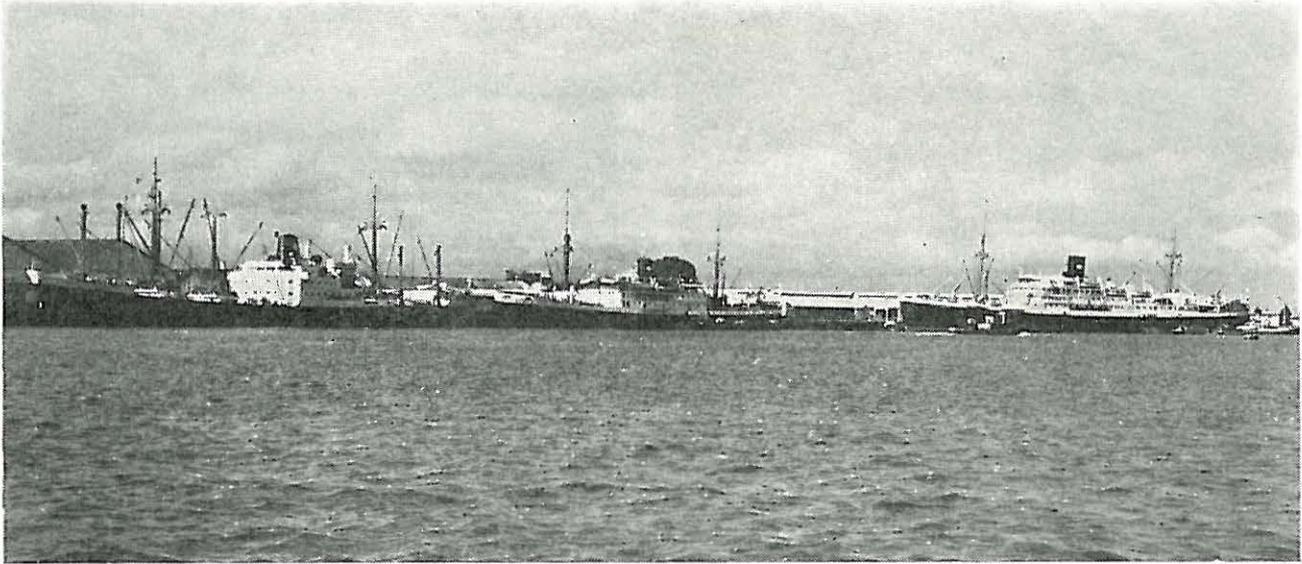
Indonesian (daily)

- 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 16-19-25 (31)
- 03.15-03.55 GMT, to Mexico, Central America, the Antilles and South America 25-31-49 (19)

All our 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)

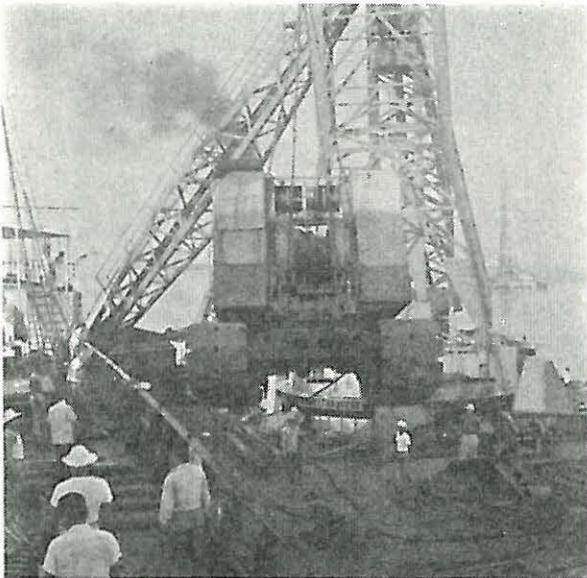


Looking for Company? Take a glance at our photograph and you see what we mean!

The scene was the Singapore Harbour Board in early June, when m.v.'s STRAAT MAGELHAEN, MAETSUYCKER and

TJITJALENGKA were moored alongside the wharves behind one another in a friendly fashion.

A rare sight indeed, even for a busy port like the 'Gateway to the East'.



We received this photograph from Mr V.S. Francisco, Port Captain of Manila, showing a Crawler Crane being discharged at that port from m.v. VAN HEEMSKERCK.

The crane was shipped from Durban in two parts, weighing 25 tons and 10 tons respectively.

PERSONALITIES



"Mina" Shum Kwan, who retired in April of this year after 50 faithful years with K.J.C.P.L./R.I.L. (see our April 1959 issue), was presented with a gold medal by "Oud Roest", the association of retired personnel of the J.C.J.L./R.I.L. The presentation was made by Mr P.V.C.E. Liebschutz on 8th June, 1959.

SHIPS OF THE WEEK



The above photographs were taken in Grand Hotel "Gooiland", Hilversum, on 4th June, 1959, when recordings were made for the broadcast to m.v. "STRAAT BANKA" and s.s. "TJIKAMPEK" (right). This time the guests were Mr J. Brommersma (Captain, retired) and Mr B.L. Legemaate (2nd Off., on leave), both accompanied by their wives.

NEW PERSONNEL

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

Mr W.A. Giel	Captain
„ W.v.d. Graaf	Chief Officer
„ F.A. Zweere	2nd „
„ J. Zeylemaker	„ „
„ Ch.A. Budde	„ „
„ J.J.E.M. Bruijn	„ „
„ B. Bakker	4th „
„ C. Nanninga Jr.	„ „
„ A.W.H. Dille	3rd Engineer (Temp. Empl.)
„ J.P.M.v.d. Akker	4th „
„ P.A.v.d. Berg	Appr. „
„ F. de Graaf	„ „
„ J.C. Koomen	„ „
„ H. Pesch	„ „
„ A. Verhoeff	„ „

EXAMINATION RESULTS

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

Mr H.W.Lt. Feisser	3rd Officer	Th.II	4.6.59
„ H. de Meyer	„ „	II	15.5.59
„ A. Steketee	„ „	II	1.6.59
„ A.J. Pouw	2nd Engineer	Th.C	1.6.59
„ P.A. Zwart	4th „	B	9.6.59
„ J. Veldman	5th „	A	28.5.59

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

Mr J. Wagelaar	3rd Officer	own request
„ R.C. Lorist	3rd Engineer	„
„ J.C. Overtoom	Electr./3rd Eng.	„
„ H.J.A. Pellemans	3rd Engineer	„
„ J. de Beer	„ „	„

Mr D. Peters	3rd Engineer	own request
„ C. Kosterman	4th „	„
„ L.M. van Gelder	5th „	„
„ H. Bering	H. Employé	„
Miss G. Voorwinden	Secretary	end of contract

LEAVE

The following personnel went on leave:

Mr J.H. Mak	2nd Officer
„ J.L. van Schoondrager	„ „
„ G. Ijtsma	4th „
„ H. Gomes	Ch. Engineer
„ W.F. Vermeer	5th „
„ B.F. van Buuren	Chef TD Y'hama

Those who returned are:

Mr A.J. Pouw	2nd Eng.	posted to m.v. TJIMENTENG
„ J. Veldman	5th „	„ „ „ STR. BANKA
Jhr C.L.C. van Kretschmar	H. Employé	HK HIO
Mr R.J. Thesen Ender	„	Durban

PROMOTIONS

Our congratulations go to Mr G.M. de Jong who was promoted to Adjunct Chef van Dienst as from 1st May, 1959.

TRANSFERS OF CAPTAINS & CHIEF ENGINEERS DURING JUNE 1959

Mr J. van Boven	Ch. Eng.	transferred to m.v. TJILUWAH
„ Th. Kuiken	„	„ „ „ BOISSEVAIN
„ P.C. Spuybroek	„	„ „ „ TJIWANGI
„ G.J.C. Bevelander	Act. „	posted „ „ TJIPANAS