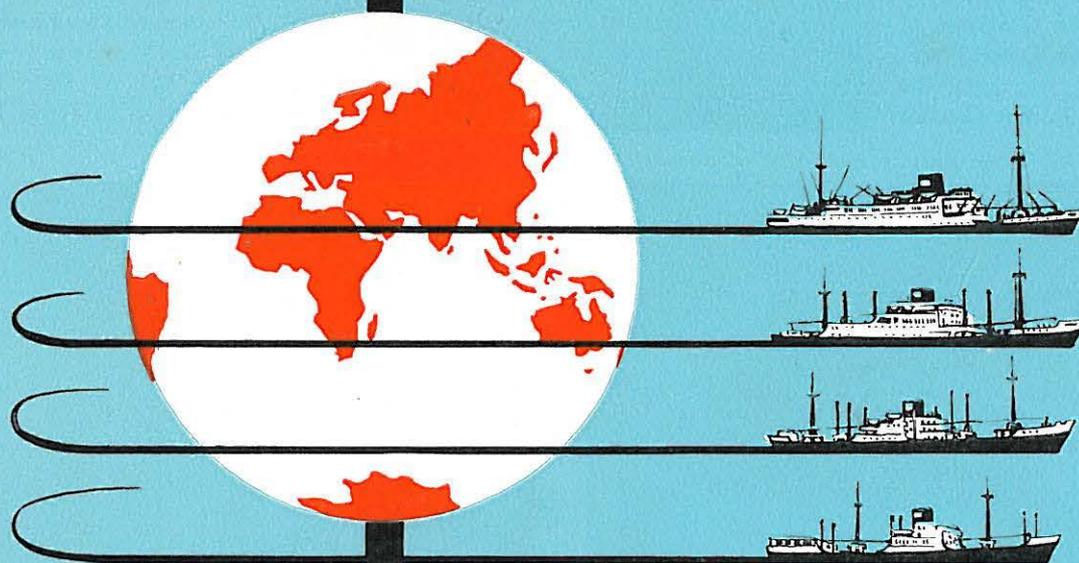




# RIL *post*

A MONTHLY PUBLICATION  
FOR ALL PERSONNEL OF THE  
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 6. April 1959

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P. O. BOX 725  
HONG KONG

# RILpost

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 6

ROYAL INTEROCEANIC LINES

APRIL 1959

## ROYAL VISIT

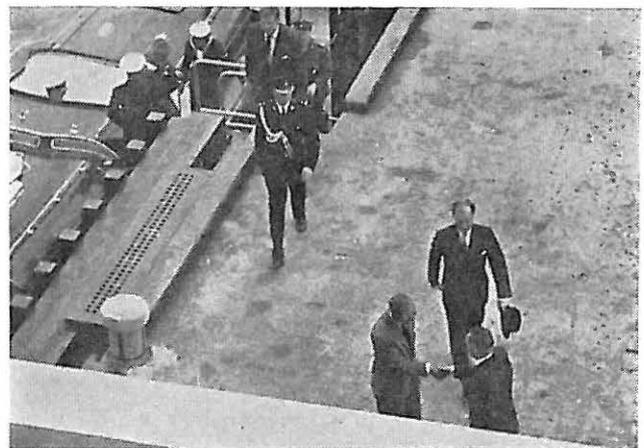
His Royal Highness Prince Philip, Duke of Edinburgh, who is on a round-the-world tour, arrived in Hong Kong in the Royal Yacht BRITANNIA for a 50-hour visit on March the 6th, 1959. On the second day of his visit, His Royal Highness crossed Kowloon Bay from Kai Tak (Hong Kong's Airport) in the Royal Barge and landed at R.I.L.'s Headoffice pier, this being the shortest route to reach the South China Stadium. Upon arrival H.R.H. waved to the Staff members and their families who watched the scene from the office.

H.R.H. Prince Philip, accompanied by the Governor of Hong Kong, Sir Robert Black, K.C.M.G., O.B.E., was met at the pier by Mr J.R. van Osselen.

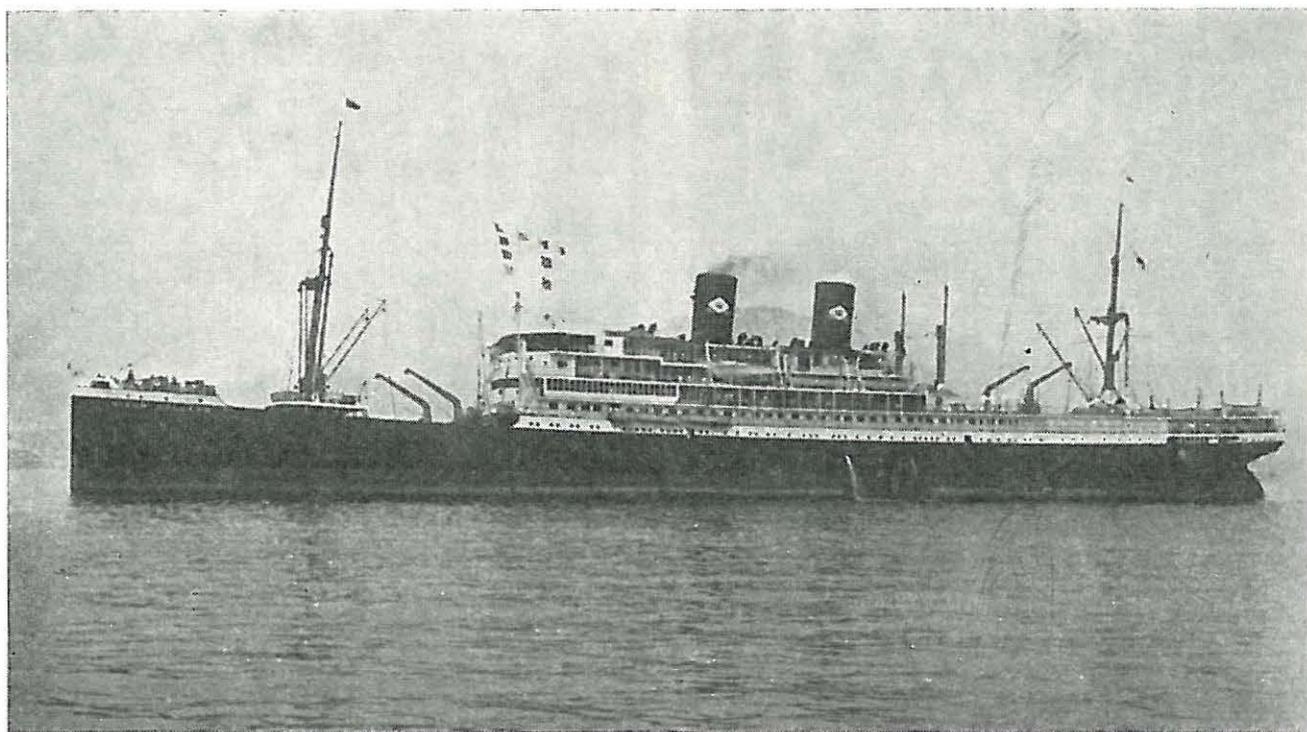


Despite the fact that at the time of the arrival at the pier, H.R.H. was 5 minutes behind schedule, Prince Philip showed great interest in the Company, and asked Mr van Osselen many questions concerning the R.I.L.

His Royal Highness admired the building and asked when the office was opened, when the Company was founded and whether same was financed on Dutch capital. H.R.H. enquired as to how many ships are operated and to what parts of the world they sailed. When the various routes were mentioned, Prince Philip wanted to know whether all these lines are managed in Hong Kong.



## FAREWELL — S.S. NIEUW HOLLAND



The s.s. NIEUW HOLLAND, R.I.L.'s veteran passenger liner, completed her last voyage from Sydney to Singapore and Hong Kong on 6th March, 1959, where she was sold for demolition.

With this article we wish to pay tribute to the "old lady", who has been in service since 1928, with the exception of the war years, when she was placed at the disposal of the British Ministry of War Transport and served as a troopship in the Mediterranean and the Atlantic Ocean. Her sistership, the s.s. NIEUW ZEELAND, operating on the same route, was unfortunately torpedoed in November 1942, in the vicinity of the island of Crete and sank shortly afterwards.

Following the war years the s.s. NIEUW HOLLAND made several voyages carrying evacuees from the Far East to Europe, whereafter the vessel was extensively reconditioned in Hong Kong, and resumed her service between Australia and Singapore in 1948.

In our July 1956 issue we published an article "Fleet Review — s.s. NIEUW HOLLAND", which included all the dimensions and particulars of the ship. For the benefit of those who are not familiar with same, we would like to briefly recall some of her main points.

The vessel, which was built in 1927/28 by the "Nederlandse Scheepsbouw My" in Amsterdam, is a twin-turbine ship with a gross Register tonnage of 11404, an overall length of 559'5", breadth over all 62'9", depth to upper Deck 32'4" and was capable of accommodating 155 First Class passengers. The crew consisted of 160 officers and men.

At the time of the inauguration, in 1928, of the two sisterships s.s. NIEUW HOLLAND and s.s. NIEUW ZEELAND, a Minister of Australia wrote to the Managing Directors of the K.P.M. and conveyed his thanks for the confidence placed in the future of Australia's trade with Indonesia and Malaya, by commissioning these two fine and well appointed vessels, which were greatly ahead of their time.

In 1933, the s.s. NIEUW HOLLAND, sponsored by the Australian Chamber of Commerce and upon special request by the Australian Government, acted as Trade Exhibition Ship to Indonesia and Malaya.

The vessel has been carrying passengers and cargo between Australia, Indonesia and Malaya since 1928 (apart from the aforementioned war and post-war years) and shipping authorities in Sydney made the comment that this record is unequalled by any other ship in regular service to Australia. Should there ever be a new ship named "NIEUW HOLLAND" that vessel would, in spite of all modern designs and conveniences, have a difficult task to compete with the outstanding reputation gained by this ship during the past 30 years. The s.s. NIEUW HOLLAND was held in the highest esteem by the Australian people.

When the vessel, under the command of Capt. A.G. Schaeffer, left Sydney Harbour for the last time, she was flying the signal "Farewell Australia", and with this in mind the *R.I.L. Post* adds her salute and

"THANK YOU — S.S. NIEUW HOLLAND".

## ANNUAL DANCE OF THE R.I.L. SPORTSCLUB



Mrs Bast, wife of Captain J.E. Bast, drawing the Raffle Prizes.

With this article we like to introduce to our readers the R.I.L.-Sportsclub in Hong Kong, with a total membership of 210 and 18 donors.

It has been decided that all future highlights of this Club will be published as a regular feature in the coming editions of *R.I.L. Post*.

All the members of the Sportsclub have ample opportunity to partake in various kinds of sport, e.g. football, table-tennis, volley-ball, basket-ball, tennis etc., and some social functions are also on their annual agenda.

The main-event of the latter, the Annual Ball, took place on March 14th on board m.v. ТИЛУАН, and was attended by some 230 members of the R.I.L. personnel and their guests. Apart from dancing to the music of two bands, there were also spot-prizes to be won, a game of the ever popular 'horse-racing' and a raffle.

Judging from the gay atmosphere of this successful Ball, we have no doubt that everyone is already looking forward to the next social gathering.

## BOOKS ON R.I.L. AREA

### *A History of Hong Kong*

G.B. Endacott, London 1958, 30 sh. in U.K.

Who would not look forward to reading a book about that tiny spot on earth that has been the focus and delight of more than half a century of Javaliners?

Now, before anyone buys a book in order to look up the history of our Line entwined with that fragrant isle, we should warn our readers that the R.I.L. as such does not appear within the covers.

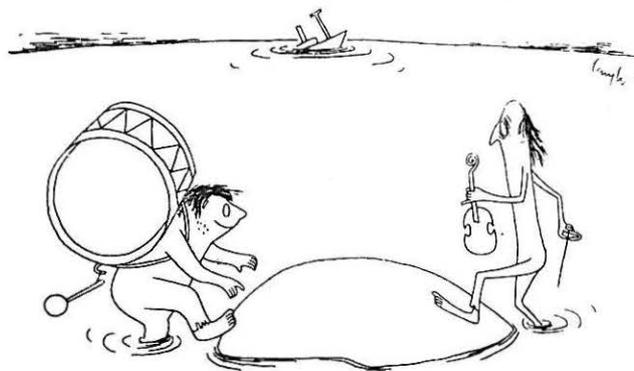
The author has consulted many sources which he enumerates, and judging from the list one would be inclined to close the book gently in order not to raise a cloud of dust, which one would appear to be expecting (metaphorically speaking), considering the sources from which he has secured his information. But that would be another mistake, for, although history can never reach the level of racy or light literature, the author has written it in a pleasantly readable style. At times his sense of humour comes to the surface notwithstanding the statistical material which he had to include.

Your reviewer has not read Ingrams' book on Hong Kong which appeared in 1952. Being an HMSO publication it must have been hidden from his roving eye; evidently we cannot make comparisons. But here is the story of our island that has made us relive many a day spent ashore. It gives the background to the only natural curiosity aroused by streetnames. For instance, who was Chater, des Voeux, Nathan? When was what acquired, built, rebuilt and extended? The story of the lighthouses guiding our ships in, of the drydocks and repair shops so necessary to our lives. The story of the roads in the hills, the water reservoirs that the few who ever venture beyond the Gloucester and the Grillroom are bound to find in those same hills.

The story is more or less rounded off in the year 1949, although in some cases a particular subject is brought up to 1957. The former is the better milestone to close the pages of a history book treating a subject as the one under consideration. A new period has started and the future historian might well need that same milestone to start from.

We want to conclude this review by signalling the dozen illustrations and three excellent maps included in the book; the illustrations are all we could wish for, the majority of which give us a glimpse of Hong Kong which no Javaliner, however senior, has even seen.

(Contributed)



## R.I.L. ACTIVITIES



Mr Shum Sang (沈生), Chinese Purser on board m.v. TJSADANE, entertained Japanese Emigration Officials to a Chinese Dinner at the China House Restaurant in Tokyo on the 9th of February, 1959. The photograph shows from left to right (anti-clockwise): Mr Shum Sang, Mr Yamada, Mr Ikeda, Dr Tsuzuki, Mr Kojima, Mr Tamura, Mr Ishikawa, Mr Ugai, Mr Okazaki (R.I.L. Tokyo) and Mr K.F. Fung (Interpreter).

When m.v. TJSADANE sailed from Yokohama (on 12th

\* \*

### Japan - Hong Kong - Singapore - Indonesia Service (J.H.S.I.S.)

As from May m.v. TJILUWAH and TJIWANGI will be extended to Japan. These vessels will then - together with m.v. TJIBANTJET and s.s. TJIPONDOK - maintain a combined passenger/cargo service with fortnightly sailings from Japan via Hong Kong and Singapore to Indonesia and return. TJIBANTJET and TJIPONDOK will maintain calls at Shanghai.

s.s. TJIBODAS will not be required in the new combined service and will be employed in the Ext. EAFS, first sailing August 4th from Japan.

#### m.v. Tjimanuk/m.v. Tjiliwong

m.v. TJIMANUK and m.v. TJILIWONG were successfully launched in Holland on February 28th and March 17th, respectively. They are expected to be delivered by the yard around August this year.

#### s.s. Nieuw Holland

s.s. NIEUW HOLLAND was delivered to breakers at Hong Kong on March 12th.

#### s.s. Tjibadak

s.s. TJIBADAK was sold to Hong Kong breakers; delivery towards the end of June.

#### s.s. Karsik

s.s. KARSIK will make a trip Hong Kong - British East Africa, loading at Bangkok end of March. Vessel will load in British East Africa in April for Far Eastern destinations.



February) and Kobe (16th February), strings of firecrackers were set alight from one of the cranes. On both occasions 25 feet long crackers were used, which were much admired by the passengers and their visitors. As this was the first time that firecrackers were used at the departure of a passenger vessel from Japan, we have much pleasure in publishing this photograph, taken at Kobe on the 16th of February.

(We thank Mr Shum Sang for this contribution.—Ed.).

\* \*

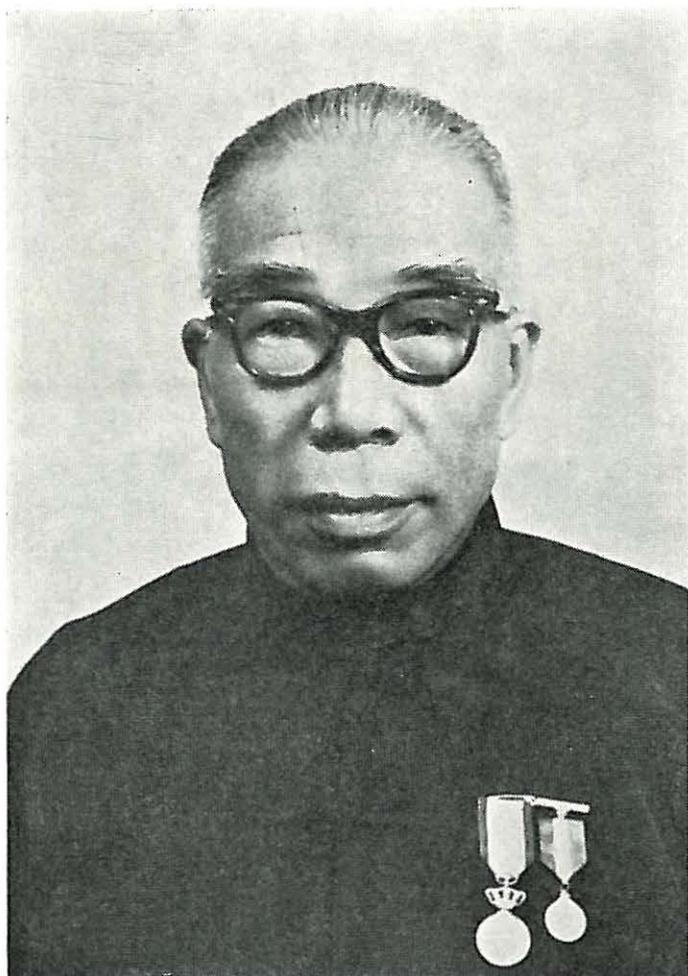
To effect the May Ext. EAFS Eastbound sailing, s.s. TERNATE has been chartered from Messrs K.R.L. for a trip East Africa-Japan.

#### m.v. Straat van Diemen

m.v. STRAAT VAN DIEMEN has been delivered at Rotterdam on March 14th. Vessel sailed the same day in ballast to Japan, via Port Said and Singapore and will effect the May 2nd ASAS freight sailing from Japan.



A cocktail party was recently held in Djakarta in connection with the visit of Mr M. Yoshioka, of R.I.L.'s Kobe office. The photograph shows His Excellency Mohammed Nazir, the Indonesian Minister of Shipping, Mrs De Loos and Mr De Loos, R.I.L.'s General Manager for Indonesia.



On March 14th, 1959, a very memorable function took place at the Office of R.I.L.'s Manager for Hong Kong and China, to commemorate the 50th anniversary with J.C.J.L./R.I.L. of Mr Shum Kwan (岑均), better known to friends and acquaintances as "Mina".

The reception was attended by Managing Directors, and the complete office staff. Mina was accompanied by his two sons, both of whom are also employed by R.I.L.

Mr P.V.C.E. Liebenschutz commenced the ceremony, outlining Mina's career which started as an office boy at the age of 19 on March 15th, 1909.

The following extracts are taken from the speech:—

" Today we are celebrating your 50th anniversary, which is indeed a big achievement. The Company is very proud that you have been with us for such a long time, and you as well must be proud of the fact that your physical condition allowed you to give your service for so many years.

I remember the time when you celebrated your 40th anniversary and everybody thought that you would retire, but you surprised everyone when you decided to carry on working! I do not have to repeat your whole history, but there are a few facts I would like to recall.

For instance, many years ago when Mr Quarles was manager, Mr Geus Chief Accountant and Mr van Dobben and Mr Carriere just young shipping clerks, part of the salaries were paid in silver dollars. Every month Messrs Geus, Carriere and van Dobben asked you to hold up your Chinese robe and they threw silver dollars into it. You had to hand them back, and you were kept under the impression that they joked. Before Mr Geus left he called you to his desk and handed you between 1000 and 2000 silver dollars, which had been banked for you.

Another well known fact is that everybody, in need of cash, who came to you, was advanced the necessary sum by you privately. You were always able to help, and on Sundays or holidays when I needed cash and the cashier was not in, you gave me what I wanted. I have personally known you since 1935 and it is incredible to think that, although I have been with the Company for 24 years, it means that it is not even half of the time you have spent with us. You have known and met so many people who have since retired, that it would take up too much time to mention them all, but I would like to say that you have endeared yourself to everybody. I have a satire here which was sent to me by someone you know very well and who wishes to pay tribute to you on your golden jubilee with these words:—



Dear Mina Shum Kwannah,

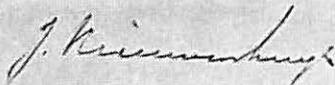
In the "R.I.L.Post" I hab see that on March 15th you blong 50 year Java Kongsie. How fashion can such bad man stay with Company so long time! Just now you must be belly old man, number one old piecee Javaline and number one Chinese taipan Hongkong.

My savee you nearly 45 year, too muchee long time and you belly lucky my alleady many moon no more Javaline taipan, as I would have kicked you out plenty year befor. You alletime smoke too muchee pipe wif masters tobacco, drink no enough samshoo and chow too many cake from wiseman. Allsame squeeze. Also plenty time you speakee belly bad Dutch words like "Potverdomme". How can!

When I came Hongkong first time piecee nearly 45 year befor you blong only small man because A Ming he then "number one", nice man wif belly good savee box. He belly busy, hab got pidgen down below and same time you no do anything topside, only smoke pipe and chow plenty cake. Bad man, me tinkee.

But Mina, no more joking, I congratulate you very sincerely with your golden jubilee and I do hope that you will enjoy very good health for many more years to come. Also that you may continue to work for the Java Kongsie, as I cannot believe that you could be happy if you had to retire and have nothing to do anymore. Moreover, no more likee go "Cantoon more far", you now toemuchee old go look-see nice girls.

I wish you a very pleasant golden day on March 15th, but more better no drink samshoo, but only lamnade. Kind regards, also to my old Chinese friends, from



Mr. Shum Kwan,  
c/o Messrs. Royal Interocean Lines,  
P.O. Box 45,  
HONG KONG.

(Mr J.A.J.W. Nieuwenhuys was with the J.C.J.L. from 1931 to 1937 as Hoofd Agent and later representative).



Mina flanked by his two sons Shum Kwok Chu (岑國柱) on the left and Shum Kwok Chuen (岑國傳).

Before I go on with the "presentations", I would like, on behalf of the V.I.P.'s from Headoffice and all present, to propose a toast and thank you for your faithful, devoted and outstanding service with the Company".

Mr Liebenschutz then presented Mina with the Golden Medal of Honour bestowed on him by the Netherlands Institute for Trade and Commerce.

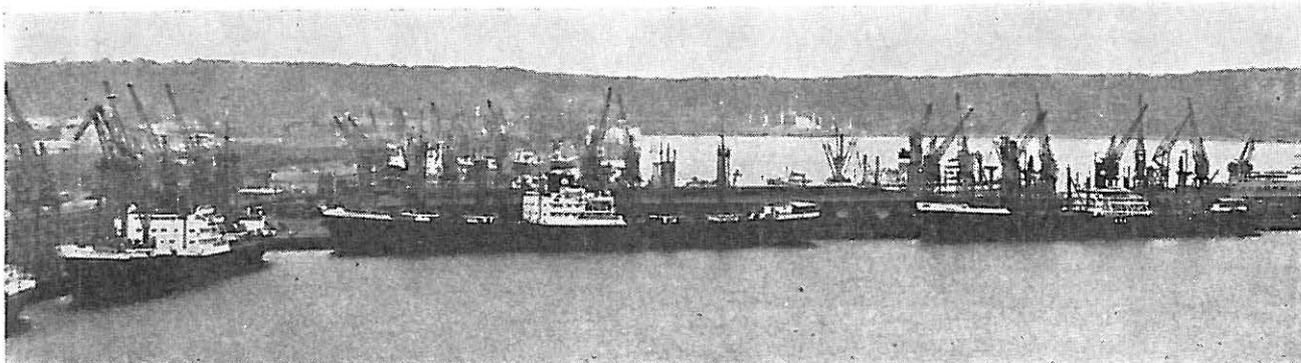
(In 1953 Mina was honoured by H.M. Queen Juliana of the Netherlands with the Medal of Honour in the Order of Oranje Nassau, in recognition of his faithful service to a Netherlands Company abroad.—Ed.).

A great number of congratulatory messages, received from all parts of the world — among others from Mr A.H. Veltman and Mr J.H. Warning — were read and gifts from members of the staff at local office, ships-personnel and agents were presented. These included a life size photograph of Mina, an album with names and signatures of R.I.L.'ers in Amsterdam who have known Mina, and 2 "red envelopes", one of which contained the balance of the Silver Dollars, and the other money to be used for a 'trip to Macao'.

Then Mr J.R. van Osselen, on behalf of the Board and Managing Directors in Amsterdam and Hong Kong, spoke words of appreciation for the excellent service rendered and handed Mina an engraved silver cigarette case. Also knowing that Mina is very fond of cigars, Mr van Osselen produced, in a very amusing gesture, hands full of these from his pockets!

Mina, who was very moved by the ceremony, asked Mr Ng Sui Cheong (吳瑞昌), of the Javaline Chinese Office in Hong Kong, to thank everybody on his behalf for their kindness and generosity, and to convey to all how happy he was to be the honoured guest.

After the official part of the ceremony, the celebration continued for some time, and the R.I.L. Post wishes Mina many more happy years of well earned rest after his retirement on 1st April, 1959.



Although it is only on very rare occasions that three or four R.I.L. vessels are berthed simultaneously in any port of Africa, it is rather a coincidence that this should happen twice within 3 months.

The above picture shows m.v. STRAAT BALI, m.v. STRAAT MOZAMBIQUE and s.s. Tjikampek in Durban harbour in February; this print also appeared in the South

### EGGING ON THE EGG RACE

The old problem as to which came first, the hen or the egg, will probably never be solved. This being so we might as well content ourselves with the thought that there are hens and eggs a-plenty, and that they do their bit towards making life more pleasant. However, there's no problem as to which, of all the hens in the world, top the list as egg-producers. The answer to that is contained in the figures supplied by the Netherlands Statistics Bureau. Dutch hens lay on average 200 eggs a year, which compared with the efforts of hens of other "nationalities", constitutes a world record. This also explains why Holland is the number one egg exporter in the world.

The Dutch poultry population numbers roughly 25 million, so that the hens and their rooster-overlords outnumber us by more than double. Well, if you multiply 25 million by 200 you will, providing you get all the noughts right, arrive at a grand total of five thousand million, which is the number of eggs produced annually by our fussy Dutch hens. And here, inevitably, is where we start laying them egg to egg to form a chain running eight times round the Earth or reaching to within a stone's-throw of the moon. Well, that *would* be the result if anyone were to take the trouble.

This tremendous achievement was not, of course, reached by the hens' own efforts alone. It's taken years of patient research and experimenting by the Dutch poultry experts, whom we might put into two categories, viz., the breeders, who are ever concerned with developing high-producing strains, and the "multipliers", those who take and extend the newbred types, and from whose incubators the yellow chicks emerge in their thousands. Then there are, of course, the 125 thousand Dutch poultry farmers, all huddled together in the East and the South East of Holland, where the sandy soil has been responsible for the

growth of such world-renowned centres as the egg-market at Roermond, and the Barneveld Auction.

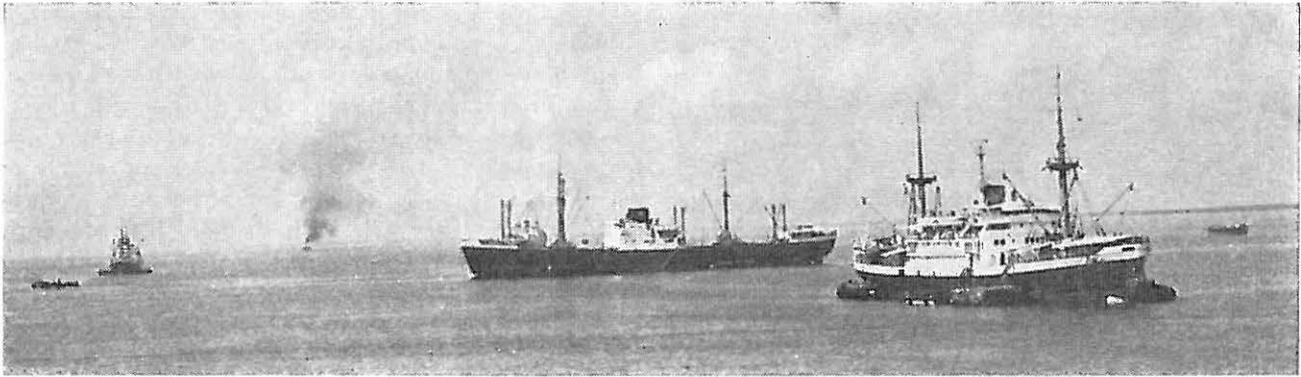
Now let's see where all those five thousand million Dutch eggs go to each year. Half of them are accounted for by the Dutch themselves, and the other half are exported. Holland's best customer for her eggs is Western Germany, and perhaps the best way of giving you an idea of just how important the poultry farms are to our exports, is by telling you that almost 4½% of the total export income is derived from this quarter. In terms of money, the annual exports of poultry and poultry products amount to some 50 million pounds sterling, or 130 million dollars. The larger part of this is derived from eggs, though the income from table-fowls is also not negligible.

It will be clear that all this requires a great deal of experience, skill and study. Some of the factors which the poultry experts have to take into account are for instance, the weight of the egg, the colour of the yoke, the thickness of the shell and, in the case of table-fowls, the amount and colour of the meat. Then there are problems to do with feeding, the combating of disease, "housing", and so on, not to mention the economic problems of marketing and competition with other egg-producing countries, such as Denmark.

In this little article about Dutch poultry we've confined ourselves to hens, though there are of course any number of ducks, geese and turkeys here as well. But however deserving *their* performances may be, they are insignificant compared with those of our Dutch hens, over which – in view of their personal and joint achievements, – the Dutch cockerel may justly cry victory!

PIET VAN SOEST.

(Derived from "Radio-Nederland-International-Service", March 1959 Schedule).



African newspaper *Natal Mercury* and permission was obtained to reproduce same in the *R.I.L. Post*.

STRAAT MADURA, m.v. REYNIERSZ and m.v. SCHOUTEN can be seen in the port of Beira. M.v. VAN WAERWIJCK, also in port on the same day, could unfortunately not be included, as she was berthed alongside the wharf.

On the second photograph, taken in December 1958, m.v.

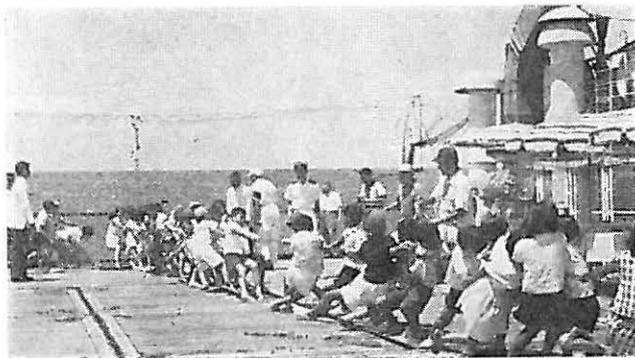
**LIFE ON BOARD**

When m.v. TEGELBERG was en route to South America in December 1958, the vessel carried a large number of Japanese emigrants. The Chief Chinese Purser and his staff look after these people throughout the voyage and ensure that life on board is never dull, – it has something in store for passengers of all age-groups.

deckgames, gymnastic – and artistic displays. The accompanying photographs show the ‘older generation’ performing some very nice acts of “acrobatics”, whilst the youngsters prove their skill at the old favourite of ropetowing.

One of the highlights of entertainment is the Sports Festival and almost everybody partakes in the various

Our thanks go to Mr Tam Ming Fai (譚明輝), Chief Chinese Purser of m.v. TEGELBERG, who contributed these pictures.



## PERSONALITIES



The above photograph of Mr A.H. Veltman was taken on February 22nd at Kai Tak Airport/Hong Kong, prior to his departure on a business trip to Africa and Europe via Bombay.

*(Photograph courtesy Air-India International).*

Dr F. Enklaar was the guest of honour at a farewell luncheon offered by Managing Directors on March the 20th in Interocean House/Hong Kong, on the occasion of his impending retirement.



Mr J.R. van Osselen recalled Dr Enklaar's career with R.I.L. which, although it covered only 10 years, has had a very pronounced influence on the development of medical care and security for the entire staff. He drew a parallel between the part of a Medical Adviser to that of an Superintendent Engineer; neither of them are actually in the midst of the Company's activities, but each of them look after the "health", be it that on the one side it is health of the personnel, and on the other health of the ships.

Although Dr Enklaar's task in Hong Kong has not always been an easy one, Mr van Osselen pointed out that Dr Enklaar had always given his utmost, and that he had made many friends both on board ships and ashore. Comparing medical facilities (in the Headoffice) of 1948 with 1959, there was a tremendous advance, on which Dr Enklaar could look back with great satisfaction.

Mr van Osselen thanked Dr Enklaar on behalf of the Board of Directors, also his colleagues in Amsterdam and Hong Kong and the entire R.I.L. personnel in Hong Kong and abroad. He wished him all the very best for a happy future.

Dr Enklaar, in a short but sincere speech, looked back upon his 25 years of medical career, which he had never thought of finishing in a shipping company, although he started as a ship's surgeon. He remembered the happy years on board the *MARNIX VAN ST. ALDEGONDE* (with Mr W.M. de Haan's father as Captain), and said that despite the fact that the road from West Point (old Headoffice) to North Point (Interocean House) had been a long and tedious one, he was happy to hand over to Dr J.J. Koppes a Medical Department which is completely up on modern standards.

Dr Enklaar mentioned, that speaking from the chair of "guest of honour" made him think of many gentlemen who had occupied this chair before him, and he therefore toasted the wellbeing of "absent members".



On Sunday, March 1st, 1959, Mr Chan Kwok Yung (陳國容), member of the special staff of HO Accounts Department, completed 25 years of service with J.C.J.L./R.I.L.

A gathering, attended by the Managing Directors, colleagues and friends, took place at InterOcean House, Hong Kong, on March the 3rd. Mrs Chan, who accompanied her husband on this occasion, was presented with a bouquet of orchids.

Mr J.C. Zwan, Chief Administrator, commenced the ceremony with the following speech: — (*abridged*).

“ On March the 1st, 1934, you entered our service in Kobe (Japan), and since your 25th anniversary was on a Sunday, we first decided to hold the celebration on 28th February. Due to various circumstances it had to be postponed for a few days. Unfortunately Mr J. van Zuylen has not yet returned from Bombay and therefore I have the pleasure of addressing you.



L. to r. Mr Chan, Mrs Chan, Mr Zwan.

Thereafter Mr Zwan read several congratulatory telegrams, amongst others from Mr A.H. Veltman from Mombasa, Mr van Zuylen from Bombay and Mr Willems from Sydney.

Mr Ng Koon Man (吳冠民) on behalf of the Accounts Department, presented Mr Chan with a second gift.

Mr Chan, in return, thanked all with these words:—

“ Managing Directors, ladies and gentlemen; my wife and I thank you for your nice words and the handsome gifts. During my service in Headoffice I have made many friends and would like to thank everybody for their kindness.

Although a number of people have completed their 25 years of service with the Company, I do hope that many others will reach that anniversary with the R.I.L.”

After the ceremony drinks and small chow were served and enjoyed by all present.

\* \*

#### OPEN LETTER

I should like to take the medium of the *R.I.L. Post* to thank all those who have sent their congratulations on the occasion of my 50th anniversary with the J.C.J.L./R.I.L.

Their good wishes, kindness and the many presents I have received will make this day an unforgettable one for me.

*Shum Kwun*



Mr J.C. Zwan presenting the Watch.

I have personally known you for almost 25 years and remember when, at the beginning of your career, you were a clerk in the shipping department. Apart from your general shipping work, you were also coding and de-coding telegrams with great skill.

Due to the war, the office in Kobe was closed in 1941, and it was not until 1950 that you were able to come to Hong Kong. We were very pleased to take you into our service once again, this time as clerk in the Accounts Department. In 1952 you were promoted to clerk 1st class and on 1st January, 1959, you were promoted to special staff.

Mr van Zuylen mentioned that you have always handled the work with much devotion and that you have been a great example to the other members of the staff.

I have great pleasure in presenting you, on behalf of the Managing Directors, with this wrist-watch.”

## SHIPS OF THE WEEK



The above photographs were taken in the Grand Hotel "Gooiland" at Hilversum on 5th February, 1959, when recordings were made for the broadcast to m.v. STRAAT SINGAPORE (*top left*) and m.v. BOISSEVAIN. This time the guests were Mr & Mrs J.H. Burggraaf (Chief Engineer, retired), Mr & Mrs P. Weide (Captain, retired) and Mr & Mrs H. Dorré, (retired).

\* \* \*

### NEW PERSONNEL

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

Mr Th.B.F. Leydekkers	3rd Engineer (KV)
„ G.H.J. Siebelink	5th „
„ G.P. Telle	4th Officer

### EXAMINATION RESULTS

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

Mr. W. Mieog	2nd Officer	I	26.2.59
„ J.P.M. Paardekooper	„ „	I	3.3.59
„ T.v.d. Dool	3rd „	Th.II	10.2.59
„ B. Hummel	„ „	II	17.2.59
„ P.A. Loeff	„ „	II	19.2.59
„ D.H. Meinen	2nd Engineer	Th.C	19.2.59
„ H.W.M.v. Roy	„ „	„	20.2.59
„ C.F. Nicolai	3rd „	B	25.2.59
„ H.C. Smeenk	„ „	B	23.2.59
„ H.J. ter Stege	„ „	B	4.3.59
„ J. Verdonk	„ „	B	26.2.59

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

Mr G.B. Hordijk	3rd Engineer	own request
„ P.L.W. van Onselen	Ass. Purser	„

### LEAVE

The following personnel went on leave:

Mr J.J.G. Kuik	Captain
„ J.H.W. Voigt	Chief Officer
„ A.J. Zonnevillje	„ „

Mr J.H. van Dijk	2nd Officer
„ W.P. Feringa	„ „
„ H.K. Labrie	3rd „
„ J.P. du Bois	Chief Engineer
„ S. Heykoop	2nd „
„ C.H.A. den Boogert	3rd „
„ A. Minnesma	„ „
„ C.J.J. Willemsen	„ „
„ J. van Duyn	4th „
„ S. Dekker	„ „
„ G.M.E. van Esch	„ „
„ F. Damme	5th „
„ A.M. Heupink	„ „
„ B. Heyboer	„ „
„ S.v.d. Heyden	„ „
„ R. Huizinga	„ „
„ Th. Kwak	„ „
„ N.G.M. Erftemeyer	Chef de Cuisine
„ Ph. Bangert	Hoofdemployé
Dr F. Enklaar	Chef van Dienst
Mr E.M. van Rhooen	Adjunct Chef

Those who returned are:

Mr W. Mieog	2nd Officer	posted to s.s.	TJIKAMPEK
„ B. Hummel	3rd „	„ „	m.v. MAETSUYCKER
„ D.H. Meinen	2nd Engineer	„ „	„ STR. MOZAMBIQUE
„ H.W.M. van Roy	„ „	„ „	„ STR. BALI
„ H.v.d. Meulen Electr.	/3rd Eng.	„ „	„ TEGELBERG
„ M. Lablans	HK HO VZ		