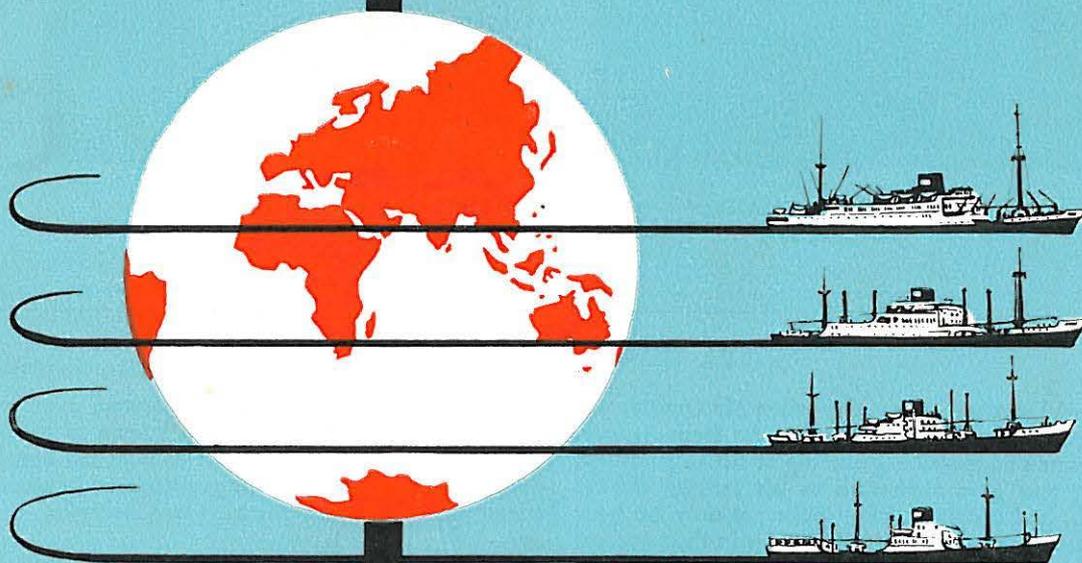




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 7. May 1959

EDITORIAL COMMITTEE:
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P. O. BOX 725
HONG KONG

R.I.L. Post

A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 7

ROYAL INTEROCEAN LINES

MAY 1959

ROYAL BIRTHDAYS



H.M. QUEEN JULIANA
30th April, 1909



H.M. QUEEN ELIZABETH II
21st April, 1926

C.F.J. QUARLES VAN UFFORD

On the 11th of February, on the day when Mr Quarles van Ufford was laid to rest in a cemetery not far from Amsterdam, Mr Veltman addressed a gathering of R.I.L. personnel at Hongkong and gave expression to his feelings on the loss the R.I.L. had sustained. He spoke not only for himself but also for the many friends of Quarles in their various positions with the R.I.L. His well-chosen words are reproduced in the March-issue of the *R.I.L. Post*, and it seems almost unnecessary to add something thereto. How-

ever, not only the Managing Directors have wished to commemorate Quarles as he was known to them, but the Board of the R.I.L. would hate to miss the opportunity of publicly acknowledging their gratitude and expressing their friendship for their departed Vice-Chairman.

Quarles served the R.I.L., or, as he still preferred to think of it, the Java-China-Japan Line, for nearly half a century. He joined the Company in 1910, seven years after they had

inaugurated their first service between the then Netherlands East Indies, and China and Japan. The first half of the twentieth century for the greater part was a period of regular and continuous expansion of the economy of Java and Sumatra and of the other islands of the Archipelago. Shipping services had to keep pace with the increase of trade and commerce, banking and especially of tropical produce, sugar, tea, coffee, tobacco and such like. Outlets had to be found for the ever increasing exports, and channels had to be provided for importing the capital goods and finished products, required for a rapidly growing population and its constantly extending needs. A similar development took place in the neighbourhood countries, Hongkong and the Philippines, China and Japan.

Thus all signs were pointing to a successful future for the new shipping Line connecting territories, each of which offered great possibilities. It is however no easy thing to start a liner service, even under good economic auspices. Ships had to be planned and built, agencies in the various ports of call organized, a head-office had to be staffed and most important of all men had to be found and engaged for diversified positions on board and ashore. Quarles was one of the small group of men who guided the destiny of the Java-China-Japan Line in its first years. He started working in Hongkong and three years later opened the Kobe office, then the principal office in Japan. Mr Veltman in his speech has given a short review of Quarles' activities during his long years of service; it seems superfluous to repeat them here, but attention may be called to the fact that he was given an opportunity to acquaint himself with every side of the J.C.J.L.'s activities. He got to know and know well the three territories of the Line, Japan, China and the Netherlands East Indies, he got acquainted with authorities and business connections in those territories, and he made himself familiar with the entire staff, both afloat and ashore, of ships and offices. This came in good stead when in 1937 Quarles succeeded Mr Roosegaarde Bisschop.

who suddenly passed away, and later on, in 1947, when he joined the Board of the Royal Inter-ocean Lines as its Vice-Chairman and delegate member. It did not only serve him well, it also proved of immense value to his fellow-members of the Board, and to the Managing Directors, both in Amsterdam and Hongkong. Quarles was one of a shrinking group of Dutchmen, whom he liked to call the "old China hands", who were familiar with a greater part of the Far East than those who had only worked in the Netherlands East Indies. He had been given the opportunity of living in countries, where the commercial activities were conducted by a more international community and he had made his mark in their midst. Even long after he had left the Far East, and more especially Hongkong, it was no exception when in England and talking of Hongkong, being asked of Quarles' whereabouts and how he fared.

He will best be remembered however by the vast circle of friends he made in the J.C.J.L., the company of which he was so justly fond and proud. Everyone of this circle owes him a debt of gratitude for his many acts of friendship, for the interest he took in them, their families, their circumstances. This however is not all: we know that outside of this circle of company friends there existed another one of unknown size, in whose wellbeing he took an active interest and to which he also gave his friendship and, where necessary, his assistance. No commemorative note of Quarles would be complete if it failed to mention his companion for a great many years, his help in many instances, his wife, to whom so many owe so much. It is to her that the feelings of sympathy go out from the Board of Directors, it is to the great circle of his companions in the R.I.L. that they wish to express their deep sorrow at the loss all have experienced and of their gratitude to their colleague and friend, Charles Quarles van Ufford.

D. A. DELPRAT.

ZILVEREN DE RUYTER-MEDAILLE VOOR DE HEER P.A. VERGROESEN

Wij publiceren gaarne het volgende artikel, hetwelk verscheen in de "Handels & Transport Courant" van Woensdag, 25 Maart:

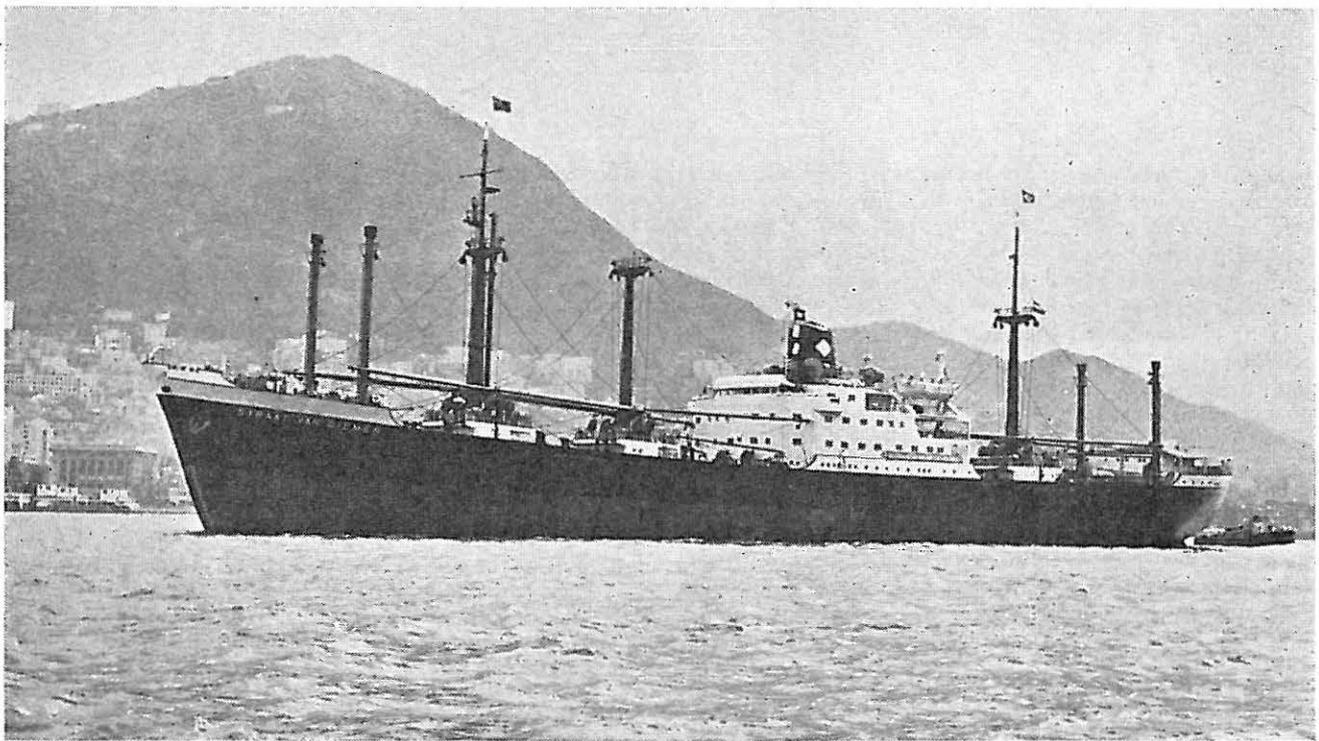
Dinsdag heeft de Directeur-Generaal van Scheepvaart de zilveren De Ruyter-medaille uitgereikt aan de Heer P.A. Vergroesen, Oud-Inspecteur van de Java-China-Japan Lijn en Voorzitter van de Vereniging van Nederlandse Koopvaardijkapiteins 1943.

In de toespraak die de Heer de Vries bij de uitreiking hield, bracht hij allereerst in herinnering dat de Heer Vergroesen zijn zeemansloopbaan in het Verre Oosten heeft doorgebracht, waar hij tenslotte in 1929 Chef van de Nautische Dienst van de toenmalige Java-China-Japan Lijn werd. De Heer Vergroesen had in Ned.-Indië zitting in de commissie van stuurlieden-examens, de commissie van toezicht op het zeevaarkundig onderwijs, was lid van de Raad voor de Scheepvaart en maakte als nautisch expert deel uit van de

delegatie naar de Simlaconferentie. In Nederland was hij buitengewoon lid van de Raad voor de Scheepvaart en hij maakt thans o.m. nog deel uit van het College Zeemanshoop en is bestuurslid van de Stichting de Zee. Tenslotte is hij Voorzitter van de Vereniging van Ned. Koopvaardijkapiteins.

From the Editor:

Mr W.K. Mink, who has been a member of the Editorial Committee since April 1958, left Hong Kong this month for Australia. We thank Mr Mink for the valuable assistance he has given us and take this opportunity in welcoming Mr Th. J. Ouwehand as his successor.



M.V. STRAAT VAN DIEMEN ON MAIDENVOYAGE

M.V. STRAAT VAN DIEMEN, under the command of Captain H. Lubbers, arrived in Hong Kong on her maiden trip from Amsterdam on April 12th, 1959 (for launching ceremony see our December 1958 edition).

The ship's particulars are exactly the same as those of

the sistership STRAAT MAGELHAEN, published in our February issue.

The *R.I.L. Post* salutes the m.v. STRAAT VAN DIEMEN and wishes her many fruitful years in service.



Lounge.



Double Cabin.

R.I.L. ACTIVITIES

m.v. King Charles

Since s.s. TERNATE met with unexpected delay, this charter was cancelled and instead m.v. KING CHARLES was chartered to effect the May Ext. EAFS Eastbound sailing.

m.v. Tjipanas

Upon completion of M.O. in Japan, m.v. TJIPANAS will effect a J.H.S.I.S. sailing, departure Japan May 22nd. After this voyage vessel will be employed again in Ext. EAFS, sailing from Japan August 4th.

BOOKS ON R.I.L. AREA

Time of the Mango Flowers

R. Cameron, Heinemann, London, 30 shillings

Some people travel to a country, find much to arouse their interest and decide to write a book about it. When in doubt they look up the history of the country or read books by earlier travellers. Others read up everything they can before setting out and write about the differences they found between the books and the country as they saw it. Cameron, however, has presented an impression of India to us which he gained during his extensive reading up period.

Naturally, being an architect he stresses the architectural beauty of the country, but as so much of India's art lies in its architecture this is fortunate. Apart from its architecture much of India's art has succumbed to the destructive ravages of the climate.

At heart he is a man who finds himself at home in any country and amongst any race, India being no exception. It is obvious from his narrative that he was, as a lover of beauty, accepted amongst kindred spirits who retain their spontaneity and are as yet inwardly untouched by the urge for technical perfection prevalent in our time.

Truly a charming picture of India, as much the cradle of a highly cultured civilisation vastly expanded over the larger part of Asia as Greece is to western Europe. And

still it does not paint the rosy side only, it contains many a remark from which we must conclude he has not been blind to unhygienic conditions or medieval customs; but they have been included as statements only.

Of the history of this vast continent we may want to know more, but we need not. He has singled out those events and their heroes that are evident still in the remains of their mosques, temples and palaces. From the grey mists of centuries long past they appear to us very much alive and above all: human.

In parts he covers the same territory as do our ships; seafaring readers will perhaps find it interesting to try and see their ports of call as he did. Other parts of India may long remain terra incognita to them, so they had better read about them.

Armchair travel has its charms as well! That was the reason editors included the 32 photographs in the book. Maybe not exactly of the "superb quality" that the dust jacket promises, but the majority taken by the author have the charm of being newly made, not borrowed from the usual sources.

(Contributed)

PERMANENT PAYING PASSENGER

When Mr R.T. Hudson, a retired engineer, and his wife boarded the Swiss motorship ALLOBROGIA in Durban harbour they did so as "permanent paying passengers" - introducing a new mode of living which those of reasonable means can, at times, enjoy.

Mr Hudson spent 20 years of his life in Lourenco Marques and when he retired he and his wife settled for a while in Swaziland. But they later travelled extensively and then came to Durban. Again the urge to move on took hold of them. They made inquiries about the possibilities of living permanently aboard a ship under the same conditions as they live ashore - on a "hotel tariff" system.

With the help of local shipping agents they were settled aboard the ALLOBROGIA which lifted a full load of maize from Durban for the United Kingdom.

Mr Hudson said that they were both delighted at the prospect of not knowing exactly where they would be at any fixed time. "It could be China or Peru for Christmas", he said.

The ALLOBROGIA has accommodation for 10 passengers in five comfortable cabins and as her owners have no fixed trading route, she goes where cargoes offer.

"We have been living in a Durban Hotel for more than a year", Mrs Hudson said shortly before leaving. "We got the idea that we might as well live the same way aboard a ship and see the world into the bargain. The actual expenses will be more or less the same and we will get very much more fun out of it".

(Derived from 'The South African Shipping News and Fishing Industry Review').

SHIPS OF THE WEEK

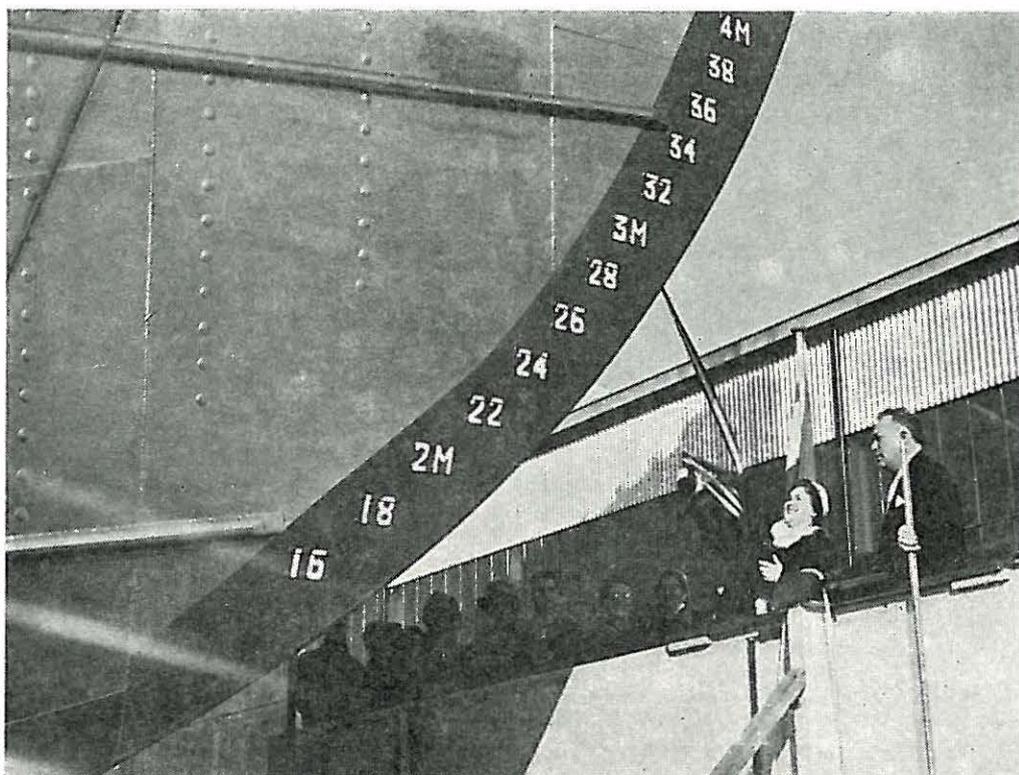
On 5th June, the broadcast will be directed to m.v. STRAAT BANKA as Eastship and s.s. Tjikampek as Westship.

The Eastship will be nearby Surabaia on that date and the Westship at Takoradi (West Africa).

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

	<i>m.v. Straat Banka</i> East Ship	<i>s.s. Tjikampek</i> West Ship
Captain	W.F.H. Gerken	F.W. Bismeyer
Chief Mate	W.H. Schröder	W. Micog
2nd "	G.L. Keessen	J.J.v. Nus
3rd "	F.C.M.v. Wensveen	J.M. Bazen
4th "	R.J. Vleerbos	H. Braam
" "	P. Wardenaar	J. Keeman
1st Telegraphist	C.W. Schreuder	J.H. ten Pas
Surgeon	P.G.L.G. le Cocq d' Armandville	
Chief Engineer	G.J. Doves	W. Bakker
2nd "	J. Kooiman	J.J. Kalkhoven
3rd "	V.J.W. Hendriks	W.J. Schaap
4th "	C.F.v. Overbeke	F.M.B. Monsma
5th "	F.K.A.L. Vliegthart	
" "	J. Homan	G.J. Atsma
" "		H.W. Mo'enaar
Appr. "	C. Verduyn	B. Sprokkereef
" "	L. Sinke	H.D. Broersma
Purser	A.P. Eekhout	
Ass. Purser	M.H.J.v. Zomerem	
Stewardess	J.v.d. Boem	

Lamm

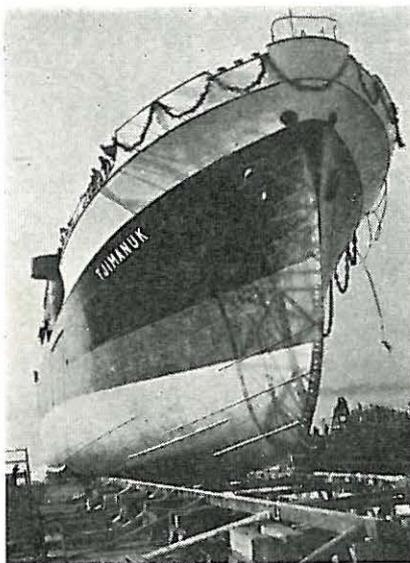


M.v. Tjimanuk

On the 28th of February, 1959, m.v. TJIMANUK was launched at the yard of N.V. Bijker's Aannemingsbedrijf in Gorinchem, Holland. The ceremony was performed by Mrs H. Speelman-Horstink, wife of R.I.L.'s Managing Director in Amsterdam. The accompanying photographs show Mrs Speelman throwing the bottle of champagne (on her left is Mr E. Huizenga, Director of the ship-yard), and a bow view of the vessel sliding into the water.

The launching was favoured by exceptionally good weather, and went without a hitch. After the ceremony the guests assembled in the spacious mess-room of the yard, where Mr Huizenga, Mr Speelman and Mr L.R.J. ridder van Rappard, Mayor of Gorinchem, spoke.

Mr Huizenga mentioned how pleased his firm was to have been able to build a vessel for R.I.L., and he ex-



pressed the hope that in due course more ships would be ordered.

Mr Speelman said that R.I.L. were very happy with their new ship and expected that this first acquaintance between Bijker's yard and the R.I.L. would work out beneficially to both. Mr van Rappard stressed Bijker's importance for Gorinchem; that a full "order-book" for the yard was of great economic and social importance for the town.

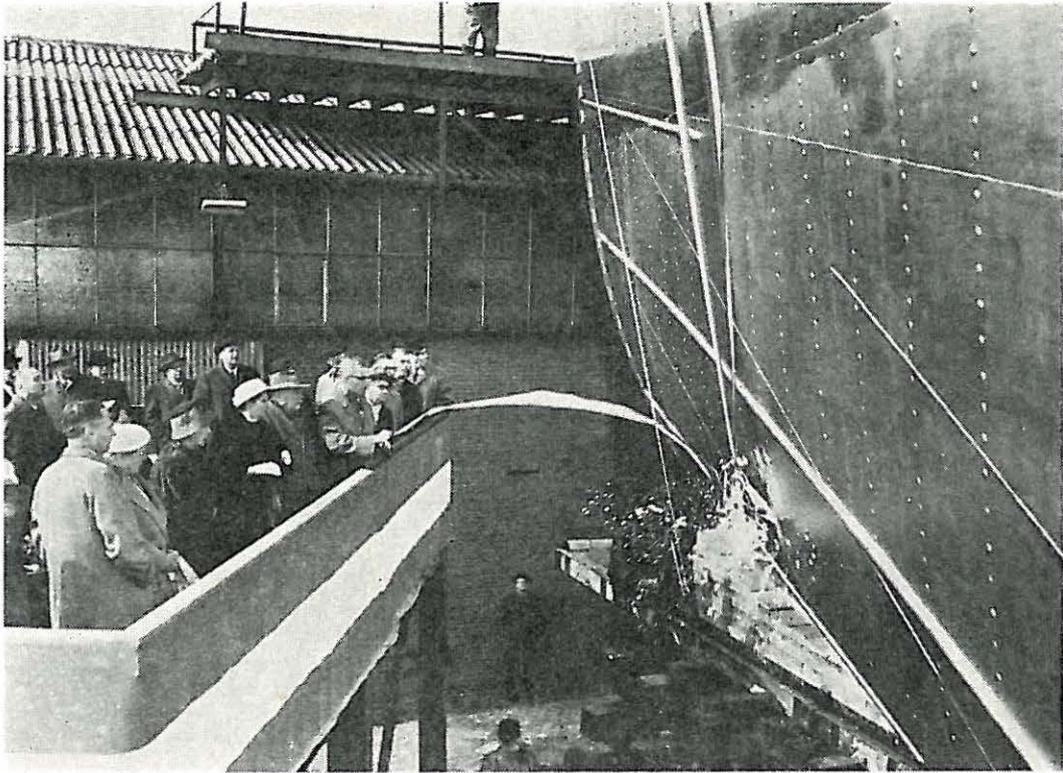
Among the guests were many members of the floating and shore staff on home leave.

* * *

On March 17th, m.v. TJLIWONG was launched at the "De Waal" Shipyard in Zaltbommel, Holland. This yard is owned by the wellknown Coaster owners Niestern of Groningen. Vessels

1930

M.v. Tjiliwong



are launched into a small inlet-harbour of the river Waal, so that the launching of a ship the size of the Tjiliwong is a matter of extremely careful calculations, whereby the height of the water, which is influenced by the current of the river and the tides of the North Sea, have to be taken into account.

The Tjiliwong, of approximately 5000 gross tons, is the largest vessel built so far by "De Waal". A low water-level, together with an easterly wind, made the launching an uncertain event until a few hours before the ceremony. Everything turned out alright, however, and at precisely 12 o'clock noon Miss E.P. van Osselen christened the vessel, which quickly slid into the water.

After the launching, the usual meeting took place in the messroom of the

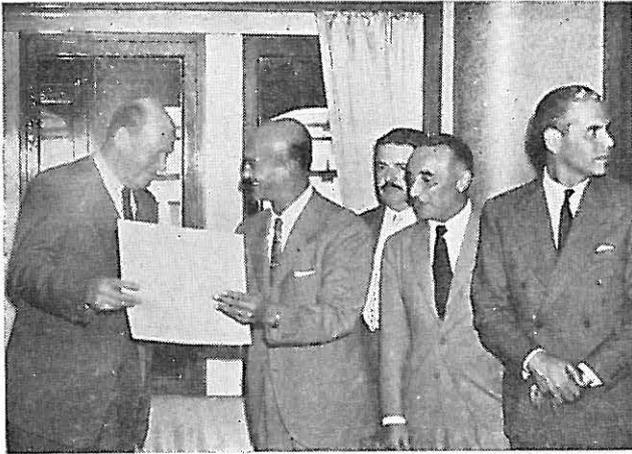


yard, where the oldest Director, Mr J. Niestern (bearer of the Golden De Ruyter medal) thanked the Board and Directors of R.I.L. for having ordered the ship with "De Waal", and thanked Miss van Osselen for the successful launching.

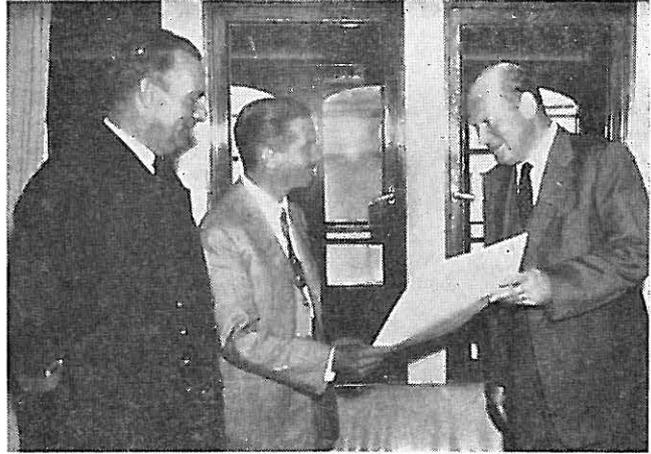
After Mr Speelman had replied to Mr Niestern, Miss van Osselen, in a witty and humorous speech thanked for having been given the honour to launch m.v. Tjiliwong, and reminisced that the old Tjiliwong, (built in 1905, and sold for scrap to Japan in 1932) was the first J.C.J.L. vessel which her brother, Mr J.R. van Osselen, saw entering Surabaya harbour in 1928 (his first station as a young employé was Tg. Perak).

A gay atmosphere prevailed among all present until the reception came to a close.

RECOGNITION OF BUENOS AIRES' FIRE FIGHTERS.



Left to right: Mr Hendriks Jansen, Director Alfredo Der of the Fire Department and on the extreme right Dr A.N. Dodero.



Left to right: Captain H. Prins, Capitan de Navio Paillas, Mr Hendriks Jansen.

On March 20th advantage was taken of the presence in Buenos Aires of Captain H. Prins, who was in command of m.v. 'Ruys' at the time of the fire on board this vessel in Buenos Aires harbour on June 17th last year, to hold a reception on the sistership m.v. 'BOISSEVAIN'.

High officials and representatives of the Firebrigade and the Port Prefecture of Buenos Aires, Dr A.N. Dodero and Mr Enrique Dodero were present, together with Departmental Heads of Agencia Maritima Dodero, R.I.L.'s General Agents in the River Plate and various other people, to all of whom the R.I.L. is indebted for their efforts in helping to extinguish the fire.

Overhearing the discussions between these experts it was brought to mind once again, how much a matter of touch and go it has been for the 'Ruys'.

A well prepared nasi goreng luncheon was greatly enjoyed by the Argentine guests, who qualified it "riquisimo" meaning delicious in the superlative. Speaking on behalf of the Managing Directors, R.I.L.'s Representative in South

America conveyed his Principals' admiration for the courageous and efficient manner in which all had carried out their duty under the most difficult and dangerous circumstances.

As a small token of appreciation, Mr Hendriks Jansen handed both the Prefecto Nacional Maritimo, Capitan de Navio Mario R. Paillas and Inspector General Alfredo Der, Director de Bomberos, a beautifully inscribed scroll, commemorating the events of June 17th, 1958.

Both gentlemen in their replies stated that they were extremely pleased by R.I.L.'s acknowledgement and very appreciative of the cordial reception extended to them on the 'BOISSEVAIN'.

The Director of the Fire Department promised to exhibit the scroll in a place of honour.

The animated atmosphere of the luncheon was then continued for a while, after which the guests reluctantly took their leave.

SHIPS OF THE WEEK

The photographs below were taken in the Grand Hotel "Gooiland" at Hilversum on 2nd April, 1959, when recordings were made for the broadcast to s.s. TJIPONEOK (left) and m.v. STRAAT MOZAMBIQUE. This time the guests were Mr & Mrs L. Corrhals (Chief Engineer, retired), Mr & Mrs W. Schaap (Chief Engineer, retired) and Mr & Mrs A. Deelstra (Captain, retired). Also present were Mr & Mrs G. Slaager (Chief Cook on home-leave).



R.I.L. SPORTS CLUB

Annual Tji-Cup Tournament

On Sunday, March 22nd, 1959, the football ground of the Hong Kong University was once again the scene of the Tji-cup tournament, an annual football tournament according to the knock-out system between the teams of Hong Kong University, Taikoo Dockyard, A. Wing and R.I.L., initiated in 1952.

The beautiful silver Tji-cup, donated by Mr A.H. Veltman in 1952 in the early days of the existence of the R.I.L.S.C., has been up for competition for eight consecutive years and year after year the cup has been keenly contested.

Taikoo Dock has been the most successful team in the tournament and with 4 wins to their credit (1953, 1954, 1956, 1957) against 1 each for the 3 other teams (R.I.L. 1952, A. Wing 1955 and H.K.U. 1958) they needed only one more victory according to the Tji-cup rules to become permanent holders of the Cup.

There was much speculation at the commencement of the 1959 tournament day, whether Taikoo would come out on top once again, or whether any of the other teams could achieve further fame and prolong the Tji-cup tournaments for at least another year.

The first round draw had paired R.I.L. and A. Wing, whereas Taikoo was bracketed with H.K.U.

The R.I.L. team did not disappoint its supporters and although down 2-1 at half-time, managed to beat A. Wing by 4-2 and thus gain a berth in the final.

H.K.U. provided Taikoo with very strong opposition but finally had to concede the game to Taikoo by the odd goal (score 3-2).

As curtain raiser for the cup-final, A. Wing and H.K.U. battled to a 2-2 draw and then the R.I.L. and Taikoo teams took the field to contest the "final".

In this cup final Taikoo showed their superiority in no uncertain manner and coasted to a comfortable 5-2 victory, thus not only becoming worthy winners of the 1959 tournament but also permanent Tji-cup holders. They played in great style and well deserved their win. Congratulations Taikoo. The best team won.

For the R.I.L. team, which over the stretch of 8 years reached the final 6 times but could claim the Cup only once, the 5-2 defeat came as a disappointment, not so much because Taikoo won, but much more so as they did not succeed to make it a "close thing" and keep the final result in the balance until the final whistle. Although there was no doubting Taikoo's skill and superiority, it was most unfortunate that R.I.L.'s centre-half Ma Shum had to leave the field for medical attention to an eye-injury within 5 minutes from the start, necessitating a reshuffle of the team which understandably had an unsettling effect on the players and paved the way for Taikoo's early 2-0 lead, which was gradually increased to a very commanding 5-0 margin before R.I.L.'s team finally managed to break into the scoring column and give the final score a somewhat more "respectable" look.

And thus the Tji-cup tournament which has been a source of joy and excitement for 8 years has come to an end, but a new tournament will be borne out of the old one as we can mention here with much gratitude that Mr R.D. Bell, general manager of Taikoo Dockyard, has kindly indicated his intention to make a new cup available.



R.I.L.'s Team from left to right:—1st row: Kwan Cheong Yim (關昌耀), P. de Fouw, J.A.H. Broese van Groenou, Lin Lit Ling (李烈寧), J. van Zuylen, Sze Kwok Kueng (施國強). 2nd row: Leung Shu Fan (梁樹芬), Ma Sum (馬心), Cheng Shin Hung (鄭少雄), Leung Kai Chee (梁啓志), Mok Chiu Ki (莫超祺). 3rd row: Leo Tjon Sien Kie (張新祺), Lai Kwok Leung (黎國樑), Tam Kong Pak (譚江柏).



It is with deep regret that R.I.L. announce the death of Mr Lam Shing (林成), lately fireman on board m.v. Ruys, who passed away on April 5th, 1959, at a hospital in Nagoya.

Mr Lam was 37 years of age and joined the R.I.L. in July 1954 as a Firemen's cook.

To those who knew him he will be remembered as a kind and helpful person, who always dis-

charged his duties satisfactorily.

Mr Lam left a wife, a son aged 14 and two daughters aged 4 and 3.

本公司謹以哀悼之忱宣佈羅斯輪燒火員林成不幸於本年四月五日在日本名古屋病逝於醫院

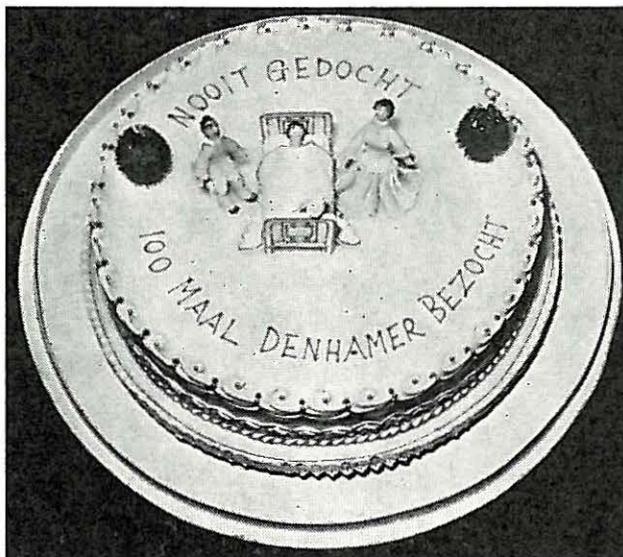
林君享年三十七歲於一九五四年七月加入本公司任燒火員司廚

林君生前和藹樂於助人並經常工作今人滿意遺族有妻室子一人十四歲及女二人四歲及三歲

PATIENT PAYS TASTY TRIBUTE

Just how loyal can friends be when it involves constant visits to a hospital? We believe that the following example is really worth mentioning.

To begin with we have to go back 6 months – November 17th, 1958, to be precise – when Mr J. den Hamer, who at that time was 3rd Engineer on board m.v. BOISSEVAIN, was struck down by a “hit-and-run” driver whilst crossing a mainroad in Hong Kong. The injuries proved to be very serious as



his left leg was broken in two places, requiring several operations and a great length of time to heal.

Both ships' and shore personnel visit Mr den Hamer regularly, but we wish to mention Mr & Mrs J.C.L. Dreverman especially, who paid their 100th visit on March the 26th, on which occasion the patient presented the couple with a hugh cake as a token of appreciation. We hope that Mr den Hamer will soon fully recover.

PERSONALITIES



After a successful business trip through three parts of Africa, Mr A.H. Veltman arrived in Europe on the 26th of March, 1959.

* * *

On business trip

Mr E.P. Dumas, General Manager Traffic, Head Office, left Hong Kong for Singapore on April 5th on a routine visit. He returned on April 9th.

Mr J.C. Zwan, Chief Administrator, Head Office, paid a routine visit to Manila from 12th to 16th April.



The photograph on the left was taken on his arrival in Bombay, where he was met by Mr F.H. Kemple of Forbes, Forbes & Campbell (Pvt) Ltd., R.I.L.'s Agents in Bombay.

The picture on the right shows Mr Veltman at a function held in Durban.

* * *

Mr T.G.R.P. Nolson, Manager Catering Department, left Hong Kong for Sydney on the 26th of April on an inspection visit. He is expected to return in the course of June, 1959.

Mr W. Boogerman of HK HO Traffic Department visited Colombo from April 1st to 10th to discuss current matters and despatch problems with R.I.L.'s Agents, Messrs Aitken Spence & Co.



On March 23rd, 1959, ship's officers and senior officials of Head Office gathered on board m.v. TEGELBERG, where Mr J.R. van Osselen presented Captain A.G. Schaeffer with the silver medal, and 2nd Officer J.H. Mak with the barometer, awarded to them by the Royal Netherlands Meteorological Institute (K.N.M.I.) at De Bilt, Holland (mention of these distinction awards was made in the November issue).

Mr van Osselen said that periodically the Director of the K.N.M.I. awards distinctions to those officers who have distinguished themselves in the field of meteorological observations. As it was not possible to present the distinction awards in Holland, R.I.L. was asked to act on behalf of the Director of the K.N.M.I. Mr van Osselen continued to say that R.I.L. is proud

whenever the names of R.I.L. officers are included in the Honours List. He emphasized the necessity of accuracy and of a close co-operation between Captain, officers and wireless-operators.

He then handed Captain Schaeffer the medal and Mr Mak the barometer, both accompanied by a certificate. Captain Schaeffer thanked Mr van Osselen and expressed appreciation for the valuable work done by deck officers and wireless operators in making the observations and gathering these weather data. He

hoped that the awarding of these distinction would be an example and stimulant to the younger generation of officers.

The ceremony was concluded with a toast to Captain Schaeffer and Mr Mak.



Captain A.G. Schaeffer receiving the Medal.



Mr J.H. Mak receiving the Barometer.

Posting of Captains and Chief Engineers

per 1st May, 1959

Ship	Captain	Chief Engineer
m.v. RUYS	C.H. Gosselink	G. Vischer
TEGELBERG	A.G. Schaeffer	J. Damstra
BOISSEVAIN	H. Prins	H. Gomes
TJITJALENGKA	J.M. de Bruijn	J.G.H. Verkerk
TJILUWAH	J.E. Bast	P.C. Spuybroek
TJIWANGI	P. Hoetjer	Th. Kuiken
TJISADANE	E.M. Drukker	R.v.d. Brug
STRAAT BANKA	C. de Wolff	G.J. Doves
TJINEGARA	Ch.J.C. Poelman	W. Schuurman
s.s. TJIBADAK	P.H. Zweers	J. Stoop
m.v. MAETSUYCKER	P. de Roode	A. Nieberg
STRAAT BALI	S. Jochems	M. de Groot
STRAAT MOZAMBIQUE	W. Buys	A. Vink *
STRAAT MAGELHAEN	P. Algra	M. Schaafsma
STRAAT VAN DIEMEN	H. Lubbers	J. Dirkse
STRAAT MALAKKA	A.J.v. Ankeren	A.P.C. Reynhoudt
STRAAT SOENDA	W.F.H. Gerken	M.G. Beunder *
TJIBANTJET	—	—
s.s. TJIBODAS	P.A.J.v.d. Bergh	J.R. Meijer
TJIPONEOK	Th. Rose *	A. Snoek
TJIKAMPEK	F.W. Bismeyer	W. Bakker *
m.v. TJIMENTENG	J. Versteeg	G.H. Menses
TJIPANAS	H. Klein	J.v. Boven
STRAAT JOHORE	L. Rademaker	A.F. Ijsenbrant *
STRAAT SINGAPORE	D. Visser	L.v. Hulst
STRAAT TORRES	J. Kuiken	B. Kragt
STRAAT COOK	Th.G. Weemaes	F. Timmerman

* Acting

PROMOTIONS

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

To "Chef van Dienst" Dr J.J. Koppes
To "Adjunct Chef van Dienst" Mr Kwee Kian Hien (Reg.St.)

NEW PERSONNEL

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

Mr D.A.P. Algra	4th Officer
„ W. Backer	„ „
„ N.A.F. Croese	5th Engineer
„ D. Kruger	„ „

EXAMINATION RESULTS

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

Mr H.E. Kerkmeyer	3rd Officer	II	16.3.59
„ H. de Meyer	„ „	Th.II	12.3.59
„ A. Steketee	„ „	„	26.3.59
„ E.H. Vegter	„ „	II	26.3.59
„ F.M.H. Beckers	2nd Engineer	Th.C	25.3.59
„ G.W. Hobbelink	4th „	A	20.3.59
„ H. Vreugdenhil	„ „		10.4.59

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

Mr W.H. Dopheide	3rd Officer	own request
„ R.J.M. Mesters	„ „	„
„ H.J. Boers	3rd Engineer	„
„ A.C. Steers	„ „	„
„ A.A. Hommerson	4th „	„
„ H.W. de Wolf	H. Employé	retirement

LEAVE

The following personnel went on leave:

Mr C. Baak	Captain
„ A.J.v.d. Heyden	„
„ H.J. Frowein	3rd Officer
„ F.A. Herckenhoff	„ „
„ J.A. Spaans	„ „
„ J. Haitisma	4th „
„ F.P.v.d. Plassche	„ „
„ G. Boot	Chief Engineer
„ D.M.A.J.v.d. Gugten	„ „
„ G. van Beek	3rd „
„ J.L.v.d. Werff	„ „
„ L.M.v. Gelder	5th „
„ H. Terpstra	„ „
„ J.H.J. Delwel	Purser
„ R.J. Jonkhoff	„
Miss G. de Vries	Stewardess
„ H.W. de Wolf	H. Employé

Those who returned are:

Mr P.A.J.v.d. Bergh	Captain	posted to s.s. TJIBODAS
„ E.H. Vegter	3rd Officer	„ m.v. BOISSEVAIN
„ M.G. Beunder	2nd Engineer	„ „ STR. SOENDA
„ J.J. Kalkhoven	„ „	„ s.s. TJIKAMPEK
„ J.W. Ruck	Electr./3rd Eng.	„ m.v. TJIWANGI
„ G.W. Hobbelink	4th Engineer	„ „ STR. MOZAMBIQUE
„ H. Vreugdenhil	„ „	„ „ STR. COOK
„ P. Smit	Purser	„ „ TJITJALENGKA
„ J.Ph. Roosegaarde	Bisschop	Adj. Chef Durban

