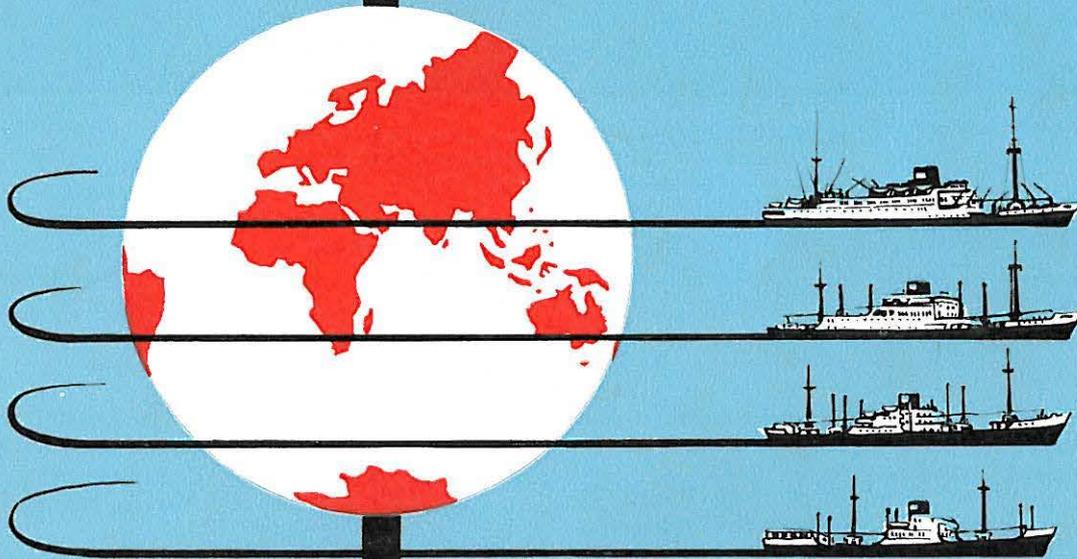




RIL *post*

A MONTHLY PUBLICATION
FOR ALL PERSONNEL OF THE
ROYAL INTEROCEAN LINES



KONINKLIJKE JAVA - CHINA - PAKETVAART LIJNEN N.V.

Vol. VI. No. 10 August, 1959

EDITORIAL COMMITTEE:
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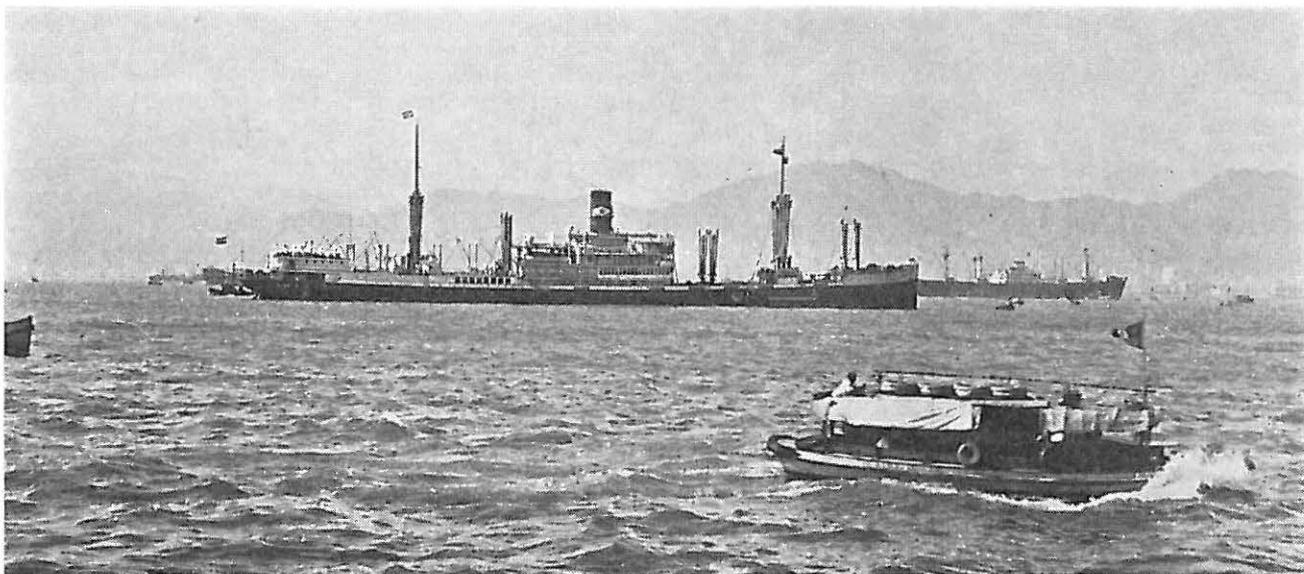
A MONTHLY PUBLICATION FOR ALL PERSONNEL OF THE

VOL. VI NO. 10

ROYAL INTEROCEAN LINES

AUGUST 1959

S.S. TJIBADAK



The above picture shows S.S. TJIBADAK during her last call at Hong Kong. The vessel has since been sold and delivered for breaking-up purposes.

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* * *

R.I.L. ACTIVITIES

Due to the disruption of the railway service from Kowloon to Canton (caused by heavy floods), passengers for the Chinese mainland travelling per TJSADANE/146 and TJILUWAH/91, could not disembark at Hong Kong. To assist passengers in reaching their final destination, m.v. TJILUWAH made a direct call at Whampoa towards the end of June.

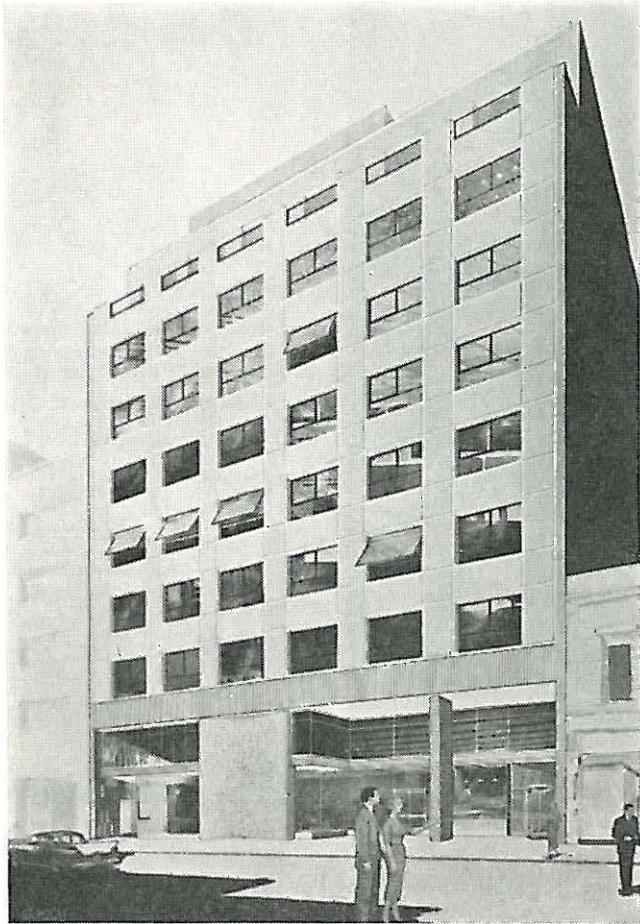
S.S. TJIBADAK was delivered to breakers at Hong Kong on June 27th.

To assist in the cargo traffic from South America and Africa to the Far East, several vessels were chartered:

m.v. OINOUSIOS, delivery Vitoria, around July 23rd.

m.v. LE MAIRE, delivery at a British East African port around August 2nd.

m.v. LORADORE, delivery Vitoria, around August 20th.



The artist's impression, reproduced with this article, will enable our readers to form for themselves an idea of the facade and dimensions of the premises on Sarmiento, Buenos Aires, for many years the Headquarters of Messrs. Dodero, R.I.L.'s General Agents in the River Plate, which are now undergoing considerable enlargement and modernization.

Messrs. Dodero, their affiliated companies and the Office of R.I.L.'s Representative in South America will then be amply accommodated in modern and comfortable office surroundings in the very heart of Buenos Aires' business district.

When we trace back the history of the Dodero's as a maritime agency, we find that in the organization's first days they had their headquarters elsewhere and that then they did not even operate a branch in Buenos Aires. It was in 1882 that Captain Nicolás Dodero decided to transfer his career from sea to shore: from a sailing ship captain he became partner in a newly founded Montevidean shipping agency.

The other partner was Mr Benjamin Maumus, then living in Montevideo but born in France, and their joint venture was named Agencia Marítima Maumus & Dodero.

In the days of the sailing ships, then very few, navigation of the River Plate with its currents and changing winds

AGENCIA MARITIMA DODERO S. A.

General Agents of the Royal InterOcean Lines in the River Plate

presented problems, which many masters preferred to avoid by landing their cargoes at Montevideo. This port, compared with Buenos Aires, was by far the more important, situated some 240 kilometers further inland.

However, notwithstanding these geographical disadvantages, an office was opened in Buenos Aires as early as 1883 and sometime later one in Rosario. In those years the port of Rosario, 410 kilometers up river from Buenos Aires on the Rio Paraná, annually handled 500.000 tons exports and imports (combined) and was already well on its way to its pre-First World War position as second largest - after Chicago - grain export port, being the natural outlet of one of the world's largest grainbelts.

In 1910 Mr Nicolás Dodero passed away and two years later Mr Benjamin Maumus on account of his age retired from the business. Mr Dodero's sons had been working in the firm for years previous to their father's death and they carried on with the business, changing the name to Dodero Hermanos. Several years later the name was changed again to the present Agencia Marítima Dodero S. A.



At present Agencia Marítima Dodero is directed by the elder son of Captain Nicolás Dodero, Don Enrique Dodero, who on a visit in 1956, made the acquaintance of many of our readers in Africa and the Far East, and by his two sons Dr A.N. Dodero and Enrique C. Dodero.

Apart from their offices in Buenos Aires & Montevideo, Messrs. Dodero operate branch offices at the ports of Rosario and Bahía Blanca; for tourist purposes only they have an office in the city of Mendoza, 1.100 kilometers West from the Argentine Federal Capital, most attractively situated in the centre of the country's wine growing district at the foot of the mighty Andes mountain range.

CHINESE WISDOM . . .

仁者愛人，有禮者敬人。

The benevolent man loves others. The man of propriety shows respect to others.

愛人者，人恆愛之，敬人者，人恆敬之。

He who loves others is constantly loved by them. He who respects others is constantly respected by them.



KAVA CEREMONY

The Fijian is a stickler for etiquette. Every tribal occasion has its own particular ceremonies, in which the preparation of kava has its important place.

ANCIENT CUSTOMS SURVIVE

By C.H. Dempster of

The Fiji-bound airliner glides 17,000 ft. down in space and hundreds of years down in time to a land where ancient customs have survived the disturbing impact of the jet age. Beyond Nandi airport, where the big planes touch down from great, faraway cities and from romantic islands of the south seas, Fijians live in peaceful villages outwardly unchanged during centuries of change in the outside world. The old ceremonies are still observed.

One recent night at Nandi, the ancient kava ritual was the initiation for visitors on the inaugural flight of the Melbourne-Auckland-Fiji service.

There, by the light of red-glowing torches, gaily garlanded Fijians, seated around the great wooden kava bowl, went through the ritual of hand-clapping as the drinking cup was passed from one newcomer to another in a gesture of welcome, and a white-robed choir sang haunting old songs of this happy island people.

Apart from the fearsome war dances which have persisted only as a brilliant spectacle since the Queen's peace ended tribal battles 84 years ago, music and old customs are not dead things revived for the entertainment of visitors.

These are part of a living tradition with its roots deep in the picturesque villages of thatched cottages which flank the palm-shaded highways skirting the coral-fringed coast of Viti Levu.

Western influences have left deep marks in the Fijian way of life — in dress, education, religion and the employment

of many people in offices and factories.

Through Western contacts, the Fijians have taken over, too, Hawaiian and calypso songs which almost monopolise the tra-la-las (song and dance nights) in their villages.

But the West also has borrowed from the Indian and Fijian peoples, especially in food habits and the serving of kava both as a symbol of hospitality and as a refreshing drink with medicinal value.

At police headquarters, the dignified English superintendent takes it as a matter of course when he calls an Indian constable to serve kava to him and his Australian visitor. Nor is there any sense of incongruity when the Speaker, sweltering in the full-bottomed wig, and gold braided robes of his Westminster counterpart, strides from the Legislative Council, followed by the Sergeant-at-Arms bearing King Thakombau's war club as a mace, and by a Fijian with the inevitable coconut cup of kava.

The mingling races have learned to unbend a little and to understand each other's ways. There are Christmas festivities in many Hindu homes, and some Moslem men-folk waive religious tabus by entertaining friends with liquor.

Among both Indians and Fijians, Western-style boy-girl friendships have replaced the traditional arranging of betrothals by parents.

As one village headman explained: "Now it is just love," adding with twinkling eyes, "And love is all right."

FIRE - WALKERS

A Fijian custom that dates back many centuries.



IN PEACEFUL FIJI

"The Age", Melbourne

But for all this mingling, Fiji is a melting pot in which the elements do not fuse.

Intermarriage is rare, but apart from this, racial barriers are not blatantly apparent. All races mix in hotel bars, in shops and offices, and theatres and in some of the newer schools.

Fiji is free from racial clashes and, so far, has kept out of the tide-rip of change which has carried almost every other British Crown colony into full self-government and "democracy."

On the economic, as well as the political front, the forces of change are slow to emerge.

For one thing, unionism is weak and disunited. But the influences at work must eventually threaten the Fijian system of communal living in the village lands.

Fijian children, after completing their education, are less inclined to return to the traditional way of life in the villages, fishing with crude spears, and tending the crops of taro, yam and cassava under the strict discipline of their hereditary chiefs.

The attractions of outside employment for a cash wage and freedom to spend are beginning to disturb the old patterns.

The tempo of life should quicken in the next few years as the tourist trade is developed energetically by overseas capital.

The potential is considerable. Fiji lies at a focal point on the world's airlines — already only twelve hours' flight south-east from congested Honolulu. Already more and more world tourists are making Fiji a stop-over point on their journeys.

Fiji is being re-discovered as a holiday resort, and its attractions are being listed — from the modern hotels to the coral "gardens", the beaches (although these are not very extensive), and even to the fire walkers and the bulbul singing in the trees.

The results for Fiji could be spectacular.

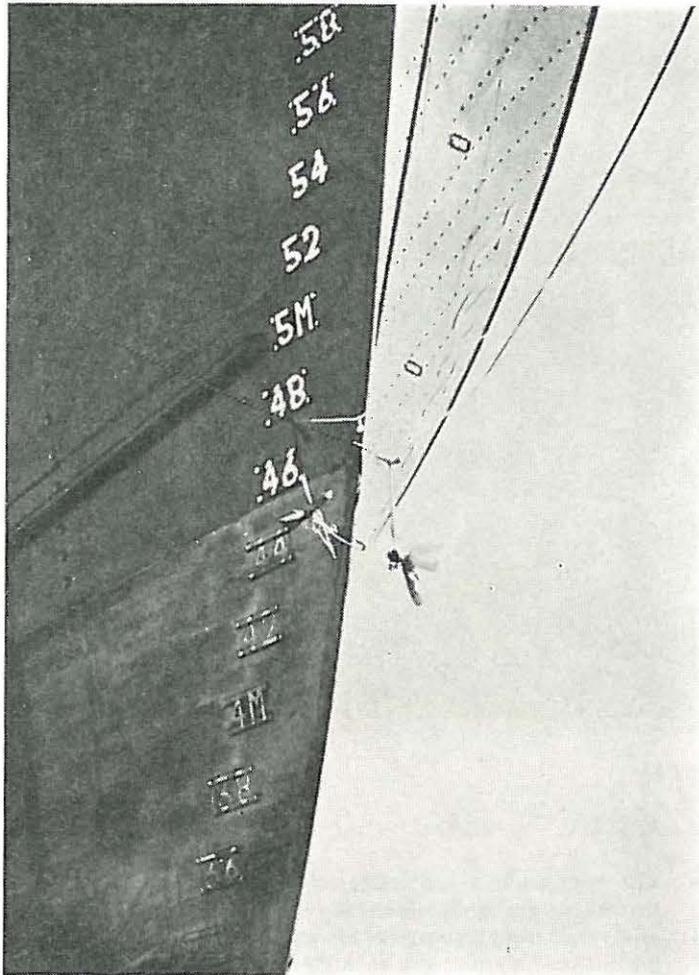
The tourist people are also brushing up old stories of the island's colourful past — of Bligh of the *Bounty* outdistancing his cannibal pursuers in the Yasawa channel, and Robert Louis Stevenson's last years at romantic Levuka.

In preparation for jet services which will sharply reduce travelling time between America, Fiji and Australia, a new international airport is being built at Nandi, and new sites for tourist hotels are being planned.

Air travel is bringing Fiji closer and giving Australia and New Zealand new neighbours: Indian women in bright saris shopping in Suva streets; gaily dressed musicians tapping out rhythms with bare feet in cool hotel lounges; Fijians sweating to win gold deep in the earth; graceful Rotuman girls swaying gently in their island dances.

(Courtesy Qantas Empire Airways)

Launching



M.v. TJJTARUM

an order for ship-building these days, this first flirtation between the two parties may well develop into a greater courtship.

Mr Veltman, on behalf of his sister, then thanked the Board of Directors of K.J.C.P.L. for inviting Mrs Veltman to christen the TJJTARUM, and reminisced that, apart from being interested in ships and seafaring himself since he was a boy, his sister also, during the course of years, had shown great interest in the K.J.C.P.L.

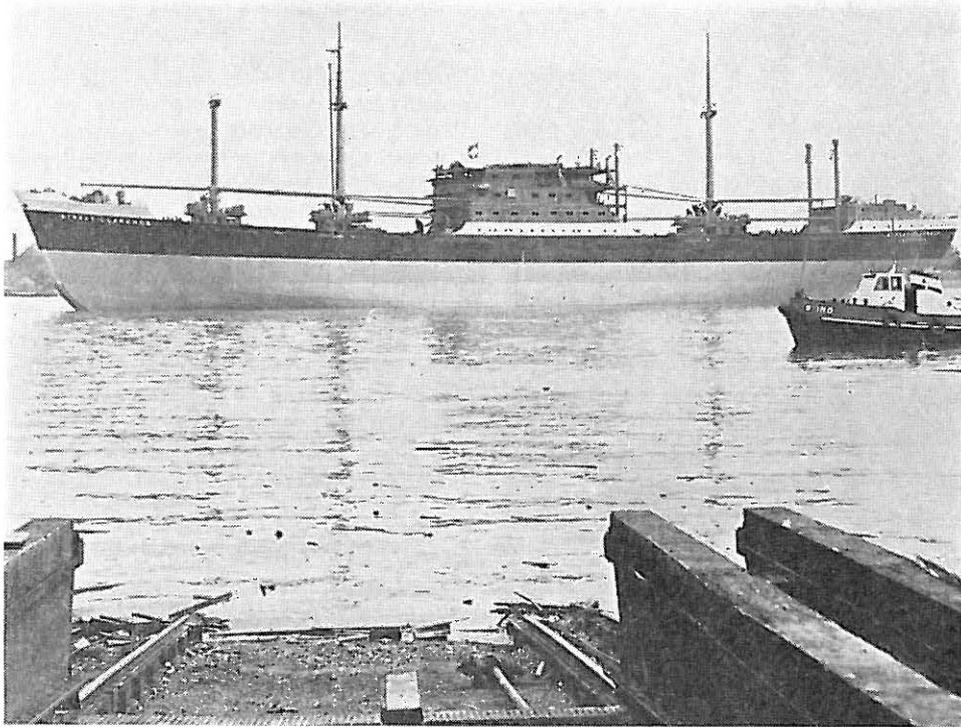
On June the 13th, 1959, the launching of m.v. TJJTARUM took place at the yard of NV "De Biesbosch" in Dordrecht, Holland.

Excellent summer weather favoured the ceremony. The launching was performed by Mrs H.L. Veltman, sister of Mr A.H. Veltman, and approx. 150 people witnessed this event. Mrs Veltman spoke a few appropriate words, then cut the cord which released the champagne bottle, after which the TJJTARUM slid into the water.

Thereafter the guests assembled in the Yard's Mess Hall and Ir W. Hildernisse, Director of the "De Biesbosch" shipyard, thanked K.J.C.P.L.'s Board of Directors for placing the building order of this vessel with his firm and said he hoped that this first "flirtation" between the two Companies may lead to a "greater courtship". He also thanked Mrs Veltman for her willingness to undertake the christening ceremony, which she performed with such eminent success.

Mr L. Speelman, replied to Mr Hildernisse saying that, although all aspects - be it of a materialistic or financial nature - have to be taken into consideration when placing





The second launching this month takes us to the ship-yard of Messrs P. Smit Jr. at Rotterdam, Holland, where Mrs P. Meerdink (wife of Ir P. Meerdink, in charge of the Building Bureau which designs the ships for K.P.M. and R.I.L.), christened m.v. STRAAT CLARENCE on 27th June, 1959.

At the gathering in the Yard's Mess Hall, Mr Bonneur, Director of the ship-yard, thanked Mrs Meerdink for naming the vessel and continued to say that, knowing that Mr Meerdink applied his utmost energy and capability in designing a ship which is of the highest seaworthiness and efficiency, as well as of aesthetical appearance and comfort, must undoubtedly fill Mrs Meerdink with pride, and he expected that she will, with more than the usual interest, follow the ship's future.

Mr Bonneur then addressed Mr L. Speelman and said that within one year (plus 2 days!), three K.J.C.P.L. ships were launched from his yard, namely m.v. STRAAT MAGELHAEN - 25th July, 1958, m.v. STRAAT VAN DIEMEN - 25th October, 1958 and m.v. STRAAT CLARENCE. He expressed gratitude that his Company still had m.v. STRAAT RIO under construction, and proposed a toast to the prosperity of the K.J.C.P.L.

Mr Speelman said that once more the yard had handled the launching of a fine ship with great success. He mentioned that many K.J.C.P.L. ships have been built by P. Smit Jr., and that the keel of the STRAAT RIO had already been laid. He then thanked Mrs Meerdink for the excellent way in which she performed the christening ceremony.

Thereafter Ir Meerdink took the opportunity of enlightening everyone on the name STRAAT CLARENCE. "Clarence Strait" is a narrow sea-passage in Northern Australia, between Port Darwin and Melville Island. The Strait was discovered on 30th May, 1818, by Captain King of the Royal Navy, and he named it Clarence Strait in honour of the Duke of Clarence - third son of King George III - who later became King William IV.



PHOTO CONTEST



With spring in the air and the long seclusion of the winter months behind them, the photo-happy staff of R.I.L. Kobe (Japan) went into action once again, by taking out their cameras and looking for "subjects" which would satisfy their artistic minds.

Thus, when on May the 9th, the 12th semi-annual photo contest was held under the auspices of the R.I.L. Kobe Photo Club, 45 photographs were entered for the competition.

They clearly showed the varied techniques and moods of the photographers, and although many of the entries were most impressive and of excellent quality, the laurels – by unanimous vote of all participants – went to "Bund in the Dusk", by Mr K. Ajita.

The street scene conveys a rather sentimental mood, which other observers might easily have overlooked.

All lucky winners were congratulated by Messrs Van Doggenaar and Le Poole who, once again, donated the prizes. Due to lack of space it is unfortunately, impossible to publish the other three prize-winning photographs.

We thank Mr T. Niwa for his contribution.

*
* *

— CHOI NG —

On Sunday, 5th July, after a short illness, Mr Choi Ng (蔡伍), the well-known Maitre d'Hotel of m.v. TJIUWAH passed away at Queen Mary Hospital, Hong Kong.

Choi Ng started his career as bell-hop in the 'old' Hong Kong Hotel and by sheer hard work and tenacity he climbed up the catering ladder from the very bottom rung to the top.

Apart from being an excellent catering man, he was a good friend to all and that he was held in very high esteem was proved by the great number of wreaths which covered his coffin.

Our deep sympathy goes out to his widow and daughter, who were keenly looking forward to the end of this year when Mr Choi intended to retire and, for the first time, enjoy family life , but

Man proposes, God disposes.

We shall miss him.



It is with deep regret that R.I.L. announce the death of Mr Choi Ng (蔡伍), lately Maitre d'Hotel on board m.v. TJIUWAH, which occurred on July 5th, 1959, at the Queen Mary Hospital, Hong Kong. Mr Choi was 59 years of age and joined the J.C.J.L. in November, 1934, as Chief Steward aboard s.s. TJSAROEAE. He served the R.I.L. throughout World War II, and was promoted to Maitre d'Hotel in January 1956.

To his many friends and colleagues he will be remembered as a kind and most helpful person.

Mr Choi left a wife and daughter.

MAY HE REST IN PEACE

蔡伍先生 前任特級大管事 於芝利華輪 於一九五九年七月五日 壽終香港瑪利醫院 嚮耗傳來 殊深震悼 憶蔡君享壽五十九 係於 一九三四年 加入本公司 轄下芝沙露亞輪 任職大管事 當世界第 貳次大戰時 亦照常忠勇服務 遂於一九五六年一月 陞任特級大 管事

蔡君品性慈祥 待人接物和藹 可親常以助人為樂 故親友同袍 均 追憶懷念

蔡君遺下夫人及千金 默祝蔡君息勞 瑤池魂歸樂土

J.J.E.

INTRODUCING THE WINE FAMILY

In *Hotel and Cafe News*, a Sydney publication, we read the following article.

Moselles and *Graves* are the young ladies, bright, sweet, dedicate young things. They have just enough sweetness in them to make them pleasant. They are not too overpowering. You would use them perhaps with fish, or on a not very important occasion.

Then you come to those tall cold austere ladies, the *Hocks* and *Riesling*. They have no sweetness in them, but are interesting companions, on some occasions, but you would not want to live with them all the time! If the meal is a light one they will graciously bear us company right to the end, but they are very easily offended if they find something accompanying them they don't like.

Now *Sauterne* is a totally different lady altogether. She is a cloying wench, full of sweetness, overpoweringly so. You have to be frightfully careful of the company in which to introduce Miss Sauterne because some people do not like her type, especially at the wrong part of the menu. If you serve her with a roast beef an old judge who loves red wine will think you keep strange company. But invite her towards the end of the meal when the sweets are being served and you will find she will bring chuckles of gaiety to all she meets.

Just as seductive is her sister *Champagne*. She was originally born in France and can bring joy to the table right through the meal, but she is so full of gaiety that if you do not handle her with care when introducing her she is apt to scatter her effervescence far and wide.

She is an ideal companion in all our lighter moments. She is next in importance to the bride at the wedding and yet she is equally at home at a picnic. You can introduce her to the dullest party, just by holding the bottle aloft, and the entire room will take fresh life at the thought that there is going to be a glass of champagne. She differs so much from the rest of the wine family that she is always served in a very different glass, a very décolleté one, that

leaves her charms well exposed.

Then there are the *Sherries*, all boys and all entertaining. Those tall, thin, dry *Flor Finos* and *Amontillados*, frightfully good company especially before a meal.

All men like them. The ladies usually prefer the more courtly and artistic *Oloroses*, fuller in figure, still with plenty of character, and of course there are the other members of this large family, the Nut-Browns. Frankly, it is better if they arrive late and only join us at the end of the meal. They are very heavy company, although they are worthy wines.

The red wines *Clarets*, *Burgundies*, are solid and masculine. The Clarets are all pleasant, good, husky, red-blooded looking young men. They add importance to a meal. They will lend a little strength, buck you up when you need it, and they are at home with roast meats, as well as roast chicken.

Burgundies are a little fuller, a little heavier and a little more ponderous. You have to be careful with them too. Served in a portly full stomached glass, Burgundy must not be treated lightly. These wines shine best in company with good roast beef and steaks or full flavoured duckling. Burgundy will also sharpen the wit if served with his friend sharp cheese. He blends well with Gorgonzola.

Now, *Ports* have gained a reputation they really do not deserve. They are little tubby chaps, really plump. They are always served in glasses of their own shape; they come in at the end of a meal when all the jokes are being put over and it really is not the port that does it, but not everybody says it is.

Friendships are rarely made in a crowd, but are developed from more intimate meetings.

Savour your wines in a leisurely way and you will find them true friends.

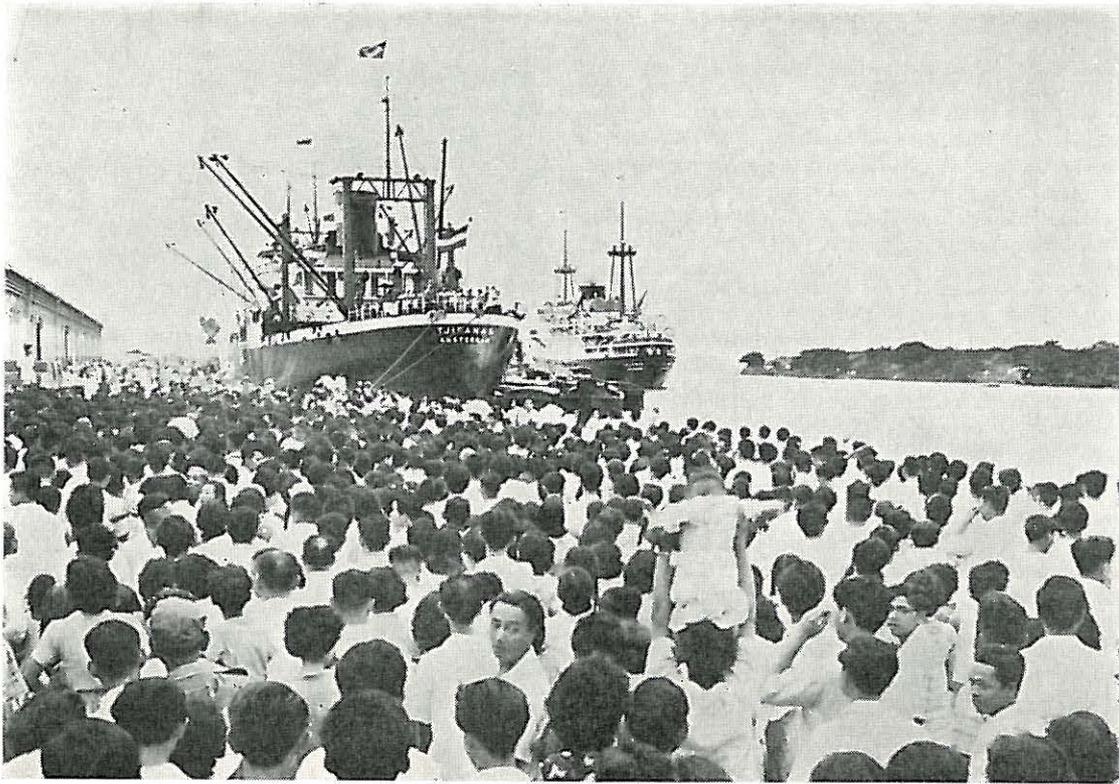
SHIPS OF THE WEEK

On 4th September the broadcast will be directed to m.v. MAETSUYCKER as Eastship and m.v. TJINEGARA as Westship. The Eastship will be in Singapore on that date and the Westship in Durban.

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

	<i>m.v. Maetsuycker</i> East Ship	<i>m.v. Tjinegara</i> West Ship
Captain	P. de Roode	Ch.J.C. Poelman
Chief Mate	E.P. Helleman	N. Kroone
2nd "	F.J. Panhuyzen	Ch.A. Budde
3rd "	B. Hummel	M. Peddemors
4th "	S. de Graaff	V. Linschoten
" "	W. Backer	A. Smid

	<i>m.v. Maetsuycker</i> East Ship	<i>m.v. Tjinegara</i> West Ship
4th Mate		J.E.M. Fokke
1st Telegraphist	J.v.d. Mooren	J.C.J.v.d. Leyé
Surgeon	R.M.A. Panhuyzen	R.T. Wimmer
Chief Engineer	J.R. Meyer	W. Schuurman
2nd "	H.v. Vliet	M.v.d. Graaf
3rd "	F.J. Bruil	H.A. Slettenaar
4th Engineer	D.v.d. Berg	J.H. Langeler
5th "	C.M. Soverijn	P. Prosec
" "	F.O.E.G. Vis	J. Coppoolse
" "	M.E.F. Willems	J.I. Blondeau
Appr. "		J.C. Pasman
" "		H.J.A. Bollen
Purser		J.A. Bremer
Chief Steward	A.J.v.d. Kaay	

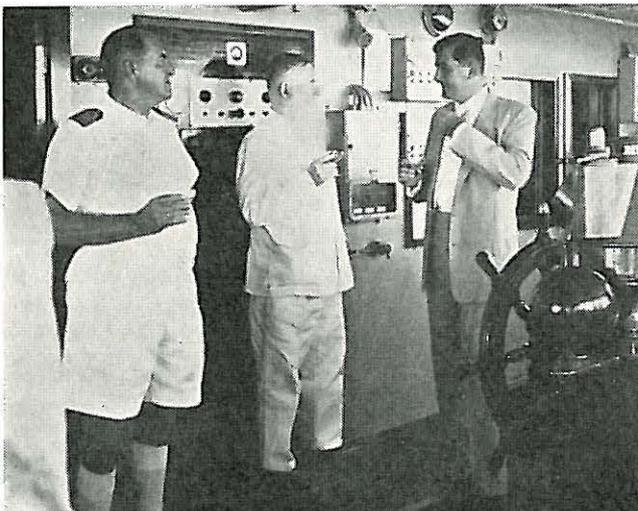


The photograph shows m.v. TjILUWAH departing from Tg. Priok harbour on June 11th, with more than 1000 passengers on board, 455 of whom were China-bound students; they were seen off by hundreds of relatives and friends. The passengers disembarked at Whampoa because of the

recent floods in South China, which cut the Hong Kong-China railway line.

M.v. TjIPANAS is seen unloading cargo from Japan, Hong Kong and China.

BARON VAN WESTERHOLT HONOURED



It pleased Her Majesty Queen Juliana of the Netherlands to bestow on A.J.A. Baron van Westerholt the Knighthood of the Order of Oranje Nassau.

Many of our readers have met Baron van Westerholt, who is a well-known barrister at Makassar, where he is closely connected with shipping, i.a. through his function as Secretary of the Ship's Owners and Agents' Association. Mr P.A. de Loos, R.I.L.'s General Manager for Indonesia, was requested by Mr A.H. Hasselman, Netherlands Chargé d'Affaires at Djakarta, to present Baron van Westerholt with the decoration when Mr de Loos visited Makassar on June 5th.

The ceremony took place on board m.v. TjILUWAH, under the command of Capt. J.E. Bast, and the picture shows Baron van Westerholt after the ceremony between Capt. Bast and Mr de Loos.

PERSONALITIES

Mr W.M. de Haan, Managing Director, left Hong Kong for Amsterdam on 27th July, on homeleave.

Mr A.A.J.B. Masseur, R.I.L.'s Manager for Japan, arrived in Hong Kong on 13th July for business discussions. He returned to Tokyo on 18th July.

Mrs I.M. Mols Farla, Stewardess, disembarked from her last vessel m.v. TJINEGARA on 10th July, 1959; two days later she flew to Holland on leave, prior to her retirement.

Mrs Farla, in the 11 years that she served R.I.L., proved to be a very efficient stewardess who, with her cheerful disposition, was held in high esteem by passengers and officers alike.

On the night before she said good-bye to the Far East, Mrs Farla was entertained at the home of Mr T.G.R.P. Nolson, Manager of the Catering Department, Hong Kong Headoffice, in the presence of various other C.D. members. During this party, Mr Nolson, on behalf of the department, handed Mrs Farla a souvenir in silver, for which Mrs Farla, with a few well chosen words, showed her appreciation.

SHIPS OF THE WEEK

RUYS



TJIBANTJET



The above photographs were taken in the Grand Hotel "Gooiland" at Hilversum on 2nd July, 1959, when recordings were made for the broadcast to m.v. RUYS (left) and m.v. TJIBANTJET. This time the guest was Mr H.J. Frowein (3rd Officer), at present on home-leave.

THE FOLLOWING ARTICLE APPEARED IN TWO DURBAN NEWSPAPERS

People who watched the Royal Inter-ocean liner TJITJALENGKA steam into Durban harbour in late June were mystified at the large highly coloured flag which streamed from the ship's starboard signal halyard.

The flag was inscribed with Chinese characters and many who saw it believed the ship was carrying some Oriental potentate. The flag, however, had nothing to do with any passenger. It was a Chinese Joss Flag and is the property of the ship's master, Capt. P. Hoetjjer, to whom it was presented by the Chinese Chamber of Commerce in Macassar. This is believed to be the first time such a flag has been flown in Durban.



NEW PERSONNEL

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

Mr H.B. Visser	2nd Engineer
„ D. Meyer	4th „
„ P.A. Oosterhoff	Appr. „

EXAMINATION RESULTS

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

Mr G.v.d. Spoel	2nd Officer	I	17/6/59
„ J.R.v. Amerongen	3rd „	II	25/6/59
„ F. Bakker	„ „	Th.I	2/7/59
„ F.M.H. Beckers	Ch. Engineer	C	26/6/59
„ Th.M.J. Effring	2nd „	Th.C	29/6/59
„ P. Tigchelaar	„ „	B	2/7/59
„ J.H.M.v. Miltenburg	3rd „	Th.B	3/7/59
„ P.C.A. Gemke	4th „	A	1/7/59
„ A.J. Odink	„ „	A	7/7/59

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

Mr J. Kisjes	2nd Officer	own request
„ F.P.v.d. Plassche	4th „	„

LEAVE

The following personnel went on leave:

Mr C. Dekker	Ch. Officer
„ W.J.v. Houten	2nd „
„ E.F. Moen	Ch. Engineer
„ A. Nieberg	„ „
„ J.P. Kalma	2nd „
„ J. Mos	„ „
„ A. Vink	„ „
„ D.J.B. Valk	3rd „
Mrs I.M. Mols Farla	Stewardess
Mr W.M. de Haan	HK HO
„ J. Vroom	Surabaia
„ J. Zonneveld	Djakarta

Those who returned are:

Mr F. Bakker	3rd Off.	posted to m.v. STRAAT BALI
„ F.M.B. Beckers	Ch. Eng.	„ „ „ STRAAT MOZAMBIQUE
„ P. Tigchelaar	2nd „	„ „ „ STRAAT MALAKKA

PROMOTIONS

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

<i>To Chief Officer</i>	<i>To 3rd Officer</i>
Mr R. Reichenfeld	Mr H. van Dorland
	„ J. Haitsma
	„ J.M. Jansen
	„ O.M. Kleevens

To Chief Engineer

Mr F.M.H. Beckers
„ M.G. Beunder

To 2nd Engineer

Mr C.F. Nicolai
„ P. Tigchelaar
„ J. Verdonk

To 3rd Engineer

Mr F.J. Bruil
„ H. van Brussel
„ G.J. Corpelijn
„ H. Krist
„ J.H.M. van Miltenburg
„ R. Philippi
„ C.J. Tromp
„ P.A. Zwart

To 4th Engineer

Mr R. Banning
„ H.R. ter Braake
„ H. Brinkman
„ M.L. Havelaar
„ Frits Huizinga
„ P.R. Kokelaar
„ R.K. Meerwaldt
„ A.J. Odink
„ W.J. Oosterling
„ G.H.J. Siebelink
„ J.J. Veldhuizen
„ F.K.A.L. Vliegthart
„ A. Volkert
„ G.W. Witteveen

To 5th Engineer

Mr J.I. Blondeau
(retroactive per 23-3-59)

To Asst. Purser 1st Class

Mr H.J. Dekker
„ K.A.W.M. Verkerk

To "Adjunct Chef van Dienst"

Mr E. Boevé Djakarta
„ A.F. Hayward (Reg. St.) Sydney
„ F.O. Baron van Randwyck Mombasa
„ H. Wever Osaka

To "Hoofdemployé"

Mr J.C.P. van Diepen HK HO
„ J.J. Erkelens HK HO
„ A.W. van Hemmen Johannesburg
„ H.J. Holmes (Reg. St.) Sydney
„ P. van Schaardenburg Buenos Aires

Transferred to Regional Staff

Mr I. Yagi Kobe

Transferred to Special Staff

Mr K.D. Lic HK HO

TRANSFERS OF CAPTAINS & CHIEF ENGINEERS

DURING JULY 1959

Mr F.M.H. Beckers	Ch. Eng.	posted to m.v. STR. MOZAMBIQUE
„ J.R. Meyer	„	transferred „ „ MAETSUYCKER
„ J. Maarschalckerweerd Act.	„	posted „ „ STR. TORRES
„ H.B. Visser	„	„ „ „ „ S.S. TJBODAS



R.I.L. announce with regret the death of Mr Cheung Kam Fong (張錦芳), lately Pantryman aboard m.v. TJSADANE. On July 17th, 1959, he passed away in the St. Francis Hospital, Hong Kong, to which he was admitted in March this year. Mr Cheung joined R.I.L. in November, 1950, on board m.v. TJSADANE and was 37 years of age.

To those who knew him he will be remembered as a kind and helpful man, who discharged his duties to everyone's satisfaction.

Mr Cheung is survived by his wife.

本公司謹以哀悼之忱宣佈張錦芳君不幸辭世。張君最近曾任職於芝沙丹尼輪為伙食房管理員，惟渠於本年三月間即入本港法國醫院留醫，詎料於七月十七日即在該院與世長辭矣。張君係於一九五〇年十一月加入本公司芝沙丹尼輪服務，享年三十七而已。

張君和靄可親，工作優良，友好莫不悼惜之，張君家屬，遺妻一人云。