

Friday, May 31 - 6:00 PM  
At the Community Church Assembly Room, 40 East 35th Street, Manhattan

## Life Aboard the s.s.CANBERRA

By Ted Scull

P&O-Orient Lines' S.S. *Canberra* came out of Harland & Wolff's Belfast shipyard in the spring of 1961. At 45,733-grt, she immediately took the title of the largest liner ever built for any service other than the North Atlantic, besting the previous record held by her running mate S.S. *Oriana*, completed at the end of 1960. However, *Oriana* was always the faster vessel, as will be explained by our speaker, Ted Scull.

Between 1979 and 1986, Ted spent more than a half-year on board *Canberra* as a lecturer, mostly on segments of the UK-Australia run, either via Suez or Panama. We will hear about life on board the British liner from her navigating bridge down to the Pig & Whistle. Many crew and staff spent most of their working lives aboard her.

Even with the liner trade fading fast, *Canberra* was nearly always full, though in her later years, she spent most of her time cruising from Southampton. Her passenger lists and on board atmosphere varied like night and day between UK cruises and overseas liner voyages, and her popularity was given a huge boost as a result of her crucial role during the nasty 1982 Falklands Conflict.

Come join us for some British pub snacks and a celebration of one of the greatest liners – a ship so well built that the Pakistani ship breakers at Gadani Beach lost money on the dismantling contract.



CANBERRA in Ft. Lauderdale above left, and above right with the speaker, in 1982.

(Ted Scull)



CANBERRA in the Caribbean, 1973.

(P&O Lines / Bob Allen collection)

**NEXT MEETINGS:** Friday, June 28 – Planning & Executing Expedition Voyages, by Ben Lyons.

**ADDRESS:** PO Box 384, New York, NY 10185-0384 **E-MAIL:** [wsspony@gmail.com](mailto:wsspony@gmail.com) **WEBSITE:** [www.worldshipny.com](http://www.worldshipny.com)

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## SHIP'S LOG

A United States Lines house flag graced the front of our meeting room in April as Staff Captain David Hume introduced the evening's speaker, Steven Ujifusa, author of the new book "A Man and His Ship," which intertwined the lives of the S.S. UNITED STATES and its designer, William Francis Gibbs. Copies of the book sold out fast, with a bit of publicizing by David, standing in for Captain Ted Scull, who that evening boarded the QUEEN MARY 2 for a westbound crossing (poor guy!)

If Mr. Ujifusa's book is anything like his PowerPoint talk, you should get hold of a copy at once if you haven't already done so. Holding our interest all the way, Mr. Ujifusa took us through Gibbs' early life, with his interest in ships having been launched by the childhood sighting of a ship launching. He looks on Gibbs as "a man whose story desperately needs to be told," and compared him to Steve Jobs in his tenacity of vision. Despite the riches-to-rags story of his youth, he earned a law degree from Columbia. Though he was self-taught as a ship designer, his passion and encyclopedic memory led to an admiral's becoming his mentor. When he was able to set up his own shop, it was to the resentment of those more properly educated in the field.

Mr. Ujifusa took us through Gibbs' early career, and discussed the considerations involved in planning and building the UNITED STATES – the dual use of the vessel for both luxury travel and war; the controversies surrounding government subsidies (for the war part); Gibbs' deathly fear of fire, leading to the use of all that aluminum (although there was more wood aboard than we had been led to believe), and all that asbestos. There was, of course, the secrecy surrounding the engines, and the fact that by the third day of the maiden voyage the ship was sailing at close to 37 knots. And despite orders not to "show off," she brought the Blue Ribband to the U.S. for the first time since the Civil War era.

Among other postwar negatives, in 1969 Congress decided that a passenger liner / troopship was no longer needed. The ship has been laid up ever since, and is now lying, a gutted hulk, in Philadelphia. Mr. Ujifusa believes the UNITED STATES came to Philadelphia, its designer's home town, for a reason.

The UNITED STATES Conservancy, which now owns the vessel, is to maintain it for 20 months, after which is nothing constructive happens it will go for scrap, a fate that Mr. Ujifusa compares to the loss of Penn Station.

The author has told the story of an eccentric who attained his dream, and a reminder of a time when we could produce a superlative ship. His next book will be about the Great Clipper Ship Race, a reminder of another time when we produced outstanding ships.

Marge Dovman

### ARRIVALS AND DEPARTURES: January, 2012 – May, 2013

| <b>SHIP</b>         | <b>FROM</b>    | <b>TO</b>   | <b>VOYAGE</b>          | <b>PASSENGER(S)</b>           |
|---------------------|----------------|-------------|------------------------|-------------------------------|
| QUEEN MARY 2        | Southampton    | New York    | Transatlantic          | Ted Scull                     |
| QUEEN ELIZABETH     | New York       | Southampton | Transatlantic          | Douglas Kydd & Susanna Fisher |
| LOFOTEN             | Bergen         | Kirkenes    | Norwegian Coastal      | Ted Scull                     |
| LOFOTEN             | Bergen         | Kirkenes    | Norwegian Coastal      | Greg Fitzgerald               |
| CELEBRITY ECLIPSE   | Ft. Lauderdale | Southampton | Transatlantic          | Dieter Killinger              |
| QUEEN MARY 2        | Southampton    | New York    | Transatlantic          | Ted & Suellyn Scull           |
| NORWEGIAN BREAKAWAY | New York       | New York    | Inaugural to "Nowhere" | Ted & Suellyn Scull           |
| NORWEGIAN BREAKAWAY | New York       | New York    | Inaugural to "Nowhere" | Greg Fitzgerald               |

### YOUR DAILY PROGRAMME

**SOUTH STREET SEAPORT MUSEUM** [www.southstreetseaportmuseum.org](http://www.southstreetseaportmuseum.org) or 917-492-3379. Now part of The Museum of the City of New York. Due to repairs required after Hurricane Sandy, the Galleries at 12 Fulton Street closed as of April 7. For additional information on the reopening of exhibits, ship visitation and other events, contact the museum.

**VANCOUVER WSS & VANCOUVER MARITIME MUSEUM** [www.worldshipsocietyvan.ca](http://www.worldshipsocietyvan.ca) for information or if you visit, contact Glenn Smith: 604-684-1240, email [glenn.smith@worldshipsocietyvan.ca](mailto:glenn.smith@worldshipsocietyvan.ca). **SEPTEMBER MEETING - Wednesday September 11; OCTOBER MEETING – Wednesday, October 9.** Programs TBD. Meetings are held at the Vancouver Maritime Museum at 1905 Ogden Avenue (Kitsilano Point).

**NEW SOUTH WALES WSS: MAY MEETING** was held on **Thursday May 16, 2013.** The program was "Cruising the Pacific" by Peter Plowman. Meetings are held at the Uniting Church Complex in Lord Street, Roseville at 8:00 PM. Contact the branch at PO Box 215, Strathfield, New South Wales 2135, Australia.

**THE NATIONAL LIBERTY SHIP MEMORIAL, INC.** [www.ssjeremiahobrien.org](http://www.ssjeremiahobrien.org) or [liberty@ssjeremiahobrien.org](mailto:liberty@ssjeremiahobrien.org) or 415-544-0100. 1275 Columbus Avenue, Suite 300, San Francisco, CA 94133-1315. See the SS JEREMIAH O'BRIEN at Pier 45 at Fisherman's Wharf, San Francisco, CA, or join one of the day cruises under the Golden Gate Bridge and around San Francisco Bay. 2013 sailing dates are: October 12 – San Francisco Fleet Week Cruise and Parade of Ships; October 13 – San Francisco Fleet Week Cruise. Contact the museum for prices, sailing time and tickets.

**PROJECT LIBERTY SHIP** [www.liberty-ship.com](http://www.liberty-ship.com) or 410-558-0164 On the East Coast, sail on the restored Liberty Ship JOHN W. BROWN from Baltimore on a cruise along the Chesapeake Bay, June 1, September 7 and October 5. Contact the museum for prices, sailing time and tickets.

### **NEW YORK HARBOR CRUISES**

**NEW YORK WATER TAXI**, [www.nywatertaxi.com](http://www.nywatertaxi.com) or 866-989-2542. Harbor cruises departing from both South Street Seaport Pier 17 and Pier 84 at West 44<sup>th</sup> Street. Hop on – hop off service throughout New York Harbor is offered as well. Contact via website or telephone for departure times and prices.

**CIRCLE LINE DOWNTOWN**, [www.circlelinedowntown.com](http://www.circlelinedowntown.com) or 866-989-2542. Harbor cruises on the ZEPHYR from April to December, and aboard New York Water Taxi from January to March, departing from Pier 17, South Street Seaport. Contact via website or telephone for departure times and prices.

**CIRCLE LINE**, [www.circleline42.com](http://www.circleline42.com) or 877-731-0064. Circle Manhattan and other harbor cruises, departing from pier 84 at West 44<sup>th</sup> Street. Contact via website or telephone for departure times and prices.

**NEW YORK WATERWAY**, [www.nywaterway.com](http://www.nywaterway.com) or 800-533-3779. Trans-Hudson ferry service and special-event cruises. Contact via website or telephone for departure times and prices.

### **DON'T MISS THE BAZAAR!**

The June edition of the WSS Ocean Liner Bazaar will take place on Saturday, June 8 2013, 10:00 AM – 2:00 PM at the Abigail Adams Smith Auditorium, 417 East 61<sup>st</sup> Street (between 1<sup>st</sup> & 2<sup>nd</sup> Avenues).

### **THE PONY BRANCH OF WORLD SHIP SOCIETY IS CRUISING AGAIN!**



NORWEGIAN BREAKAWAY at New York, May 10, 2013

(Bob Allen)

Join the WSS Pony Branch on a group cruise from New York to Bermuda on NCL's new m/s NORWEGIAN BREAKAWAY, the largest ship ever to be based in New York City. We will be sailing from New York to Bermuda on a 7-day Labor Day Weekend Cruise, departing Sunday, September 1, 2013. For more information, please contact Brad Hatry at Pisa Brothers Travel in New York City at 212-285-2340

### **SHIP NEWS**

**A RETURN TO ELEGANCE:** At a time when new cruise ships strive to outdo each other with fantastic onboard attractions to entertain and enthrall passengers (see next item), a new cruise line was introduced on May 16 with a different concept. Or perhaps a retrograde concept is more accurate, for the target passenger and the ship sound like they belong in the world of cruise ships circa 1950. The company, Viking Ocean Cruises, will be a division of the highly successful Viking River Cruises, founded by industry veteran Torstein Hagen, a former CEO of Royal Viking Line. The focus onboard will be cultural enrichment and gracious living – there won't be a rock climbing wall, zip line, disco, casino, or shopping mall in sight. Port calls will be extended, with many midnight sailings and overnight stays. Shore excursions and transfers, as well as wines and beer will be included in the fare. The best restaurant on board will be the main restaurant; specialty dining venues will be for specialty dining, not for better quality food and service. Hagen stated at the media event in Beverly Hills, CA on May 16 which introduced the new division: "It is our view that in the race to build bigger ships, many cruise lines have lost sight of the destinations to which they sail. With our new ocean cruises, we are applying the same principles behind our award-winning

river cruises to our itinerary and ship design; privileged-access excursions; and on-board experiences to make destinations the true focus.” Construction will commence on the VIKING STAR at Fincantieri’s Marghera yard near Venice in June; there will be one sister ship, with an option for up to four more. She will be 47,800-tons, 754 feet long and carry 928 passengers, making her similar in size to CRYSTAL HARMONY (1990), or looking further back in cruising history, close to the size of EMPRESS OF BRITAIN (1931) and ROTTERDAM (1959). In addition, her ambiance will reference traditional Scandinavian interior design and décor, rather than just have modern, generic interiors. VIKING STAR, targeted to an affluent, English-speaking market, will initially be based in Europe on destination-intensive itineraries with few sea days. The maiden voyage is scheduled for spring 2015, and reservations for the inaugural year’s voyages are already available.



VIKING STAR will be the first vessel in the Viking Ocean Cruises fleet.

(Viking Ocean Cruises)



QUANTUM OF THE SEAS; the “North Star” is dangling from a boom high above the ship.

(RCCL)

**THE QUANTUM IS COMING TO A PORT NEAR YOU:** Royal Caribbean has announced details of their next series of cruise ships under construction, formerly known as "Project Sunshine." To be named QUANTUM OF THE SEAS and ANTHEM OF THE SEAS, the sisters will be RCCL's second largest at 167,800 GRT, stretching 1,142 feet; the OASIS Class comes in at 225,282 GRT – still the world's largest. The QUANTUM, due to be delivered in October 2014, will initially be based at the Cape Liberty Cruise Port in Bayonne, NJ, making her the largest ship ever based in the Port of New York. QUANTUM and her sister will carry 4,180 passengers (double occupancy), and will offer some unusual venues for their enjoyment. Most unusual is the "North Star," a glass viewing capsule at the end of a long boom, which will swing small groups of passengers over the side of the ship, up to heights 300 feet above sea level. Also unique will be floor-to-ceiling flat screen TV's mounted on the bulkheads of all interior cabins, offering virtual views of the ocean. Another interesting cabin design will be the aft-facing staterooms, which will all be double-deck, loft-style suites. Among the public rooms will be the multi-function "Two70," a three-deck observation lounge with 270-degree aft-facing views, which will include a café and an ice bar. At night, this venue will transform into a disco and setting for Cirque de Soleil-style performances. The "SeaPlex" will be high up on deck 15, and will also be a multifunctional space. It will offer a full-sized basketball court that can be converted to a dance floor, a roller-skating rink, a flying trapeze school, or an area for bumper car rides. In addition to all of these activities, QUANTUM will feature a water park, a surf simulator, a rock-climbing wall, and cruising's first skydiving simulator, set in a vertical wind-tunnel. Currently under construction at Meyer-Werft in Papenberg, Germany, QUANTUM OF THE SEAS will be named by Broadway and Television star Kristin Chenoweth.

**A CLASSIC REPRIEVE:** Portuguese businessman Rui Alegere has created a new company, Portuscale Cruises, to operate the four classic vessels he purchased from bankrupt CIC Cruises. ATHENA (ex-STOCKHOLM) of 1948 will become AZORES; PRINCESS DANAE (ex-PORT MELBOURNE) of 1955 will become LISBOA, and ARION (ex-ISTRRA) of 1965 will be the PORTO. FUNCHAL (1961) will retain her name, and work has resumed on her reconstruction to meet current SOLAS standards. Further details and timing for the resumption of cruises has not been released.

**THE BREAKAWAY IS HERE:** NORWEGIAN BREAKAWAY arrived at her new home port of New York on May 7, and was christened by The Rockettes at a ceremony for 4,000 guests on May 8. Following two media cruises, she departed on her maiden voyage to Bermuda on a spectacularly clear Mother's Day, Sunday May 12. See the review below of the new NCL liner by PONY Chairman Ted Scull.

**EUROPA, EUROPA:** Hapag-Lloyd's EUROPA 2 was named in Hamburg, Germany on May 10, during the annual harbor festival which celebrated the port's 824<sup>th</sup> anniversary, and began her maiden voyage to Lisbon on the following day. Other cruise ships which appeared in Hamburg for the festival included QUEEN MARY 2, AIDASOL, AIDALUNA, MEIN SCHIFF 1, MAGNIFICA, ARTANIA, DEUTSCHLAND, HAMBURG, ASTOR and FRAM. The 42,830-ton, 516-passenger EUROPA 2 is the most spacious major cruise ship in service, with a PSR (passenger space ratio - gross tonnage divided by passenger capacity) of 83.

## **INTRODUCING NORWEGIAN BREAKAWAY**

**By Theodore W. Scull**

Norwegian Cruise Line's spanking-new 146,000-ton NORWEGIAN BREAKAWAY slipped into New York on early Tuesday, May 7<sup>th</sup> to tie up on the south side of Pier 88, becoming the largest passenger vessel to home port here.

On the following day, celebrations got off to a rousing start with a christening by twelve high-kicking Radio City Rockettes, live musical performances on the theater stage and upbeat appearances by Cardinal Dolan and Mayor Bloomberg, among others. Sailing later that same day on an inaugural two-night cruise, fireworks erupted off the Statue of Liberty before she then headed out to sea.

Probably the most innovative design feature aboard is The Waterfront where on both port and starboard sides, several restaurants - Moderno (Brazilian Churrascaria), Cagney's (steakhouse), Ocean Blu (seafood) and La Cucina (Italian) and Malting's and Shaker's bars - open out on to the promenade to provide covered outdoor seating overlooking the sea.

25 restaurants and food outlets, nine complimentary and 16 with cover charges from \$15 to \$30 or a la carte pricing, plus a dozen bars and lounges, are found on Decks 6, 7, 8, 15 and 16.

For the ultimate in privacy, The Haven, completely self-contained living quarters located forward on Decks 15 and 16, comes with large balconied staterooms and suites in a variety of configurations, an intimate restaurant seating 58, adjacent lounge with concierge service, naturally-lighted courtyard with a dipping pool positioned under a sliding glass dome, spa pavilion, deck loungers on the mezzanine and cabanas to crawl into one level above. Passengers booked here can venture out taking part in all the ship's activities then retreat back into private club quarters.

Carrying over from the NORWEGIAN EPIC, 58 compact inside studios designed for passengers traveling solo have single beds, a window onto the corridor and a private, key-access bar-lounge for meeting others.

With the ship designed to sail year-round from New York to Bermuda, Florida, The Bahamas and Caribbean, New York themes permeate the ship from colorful mural art by Peter Max on the hull, to the sculpture, art works and photographs. City street food sees Sabrett's hot dog carts parked on The Waterfront and at Spice H2O up on Deck 16 aft. On a decidedly more upscale culinary level, New York chef Geoffrey Zakarian oversees the classy Ocean Blue and The Raw Bar.

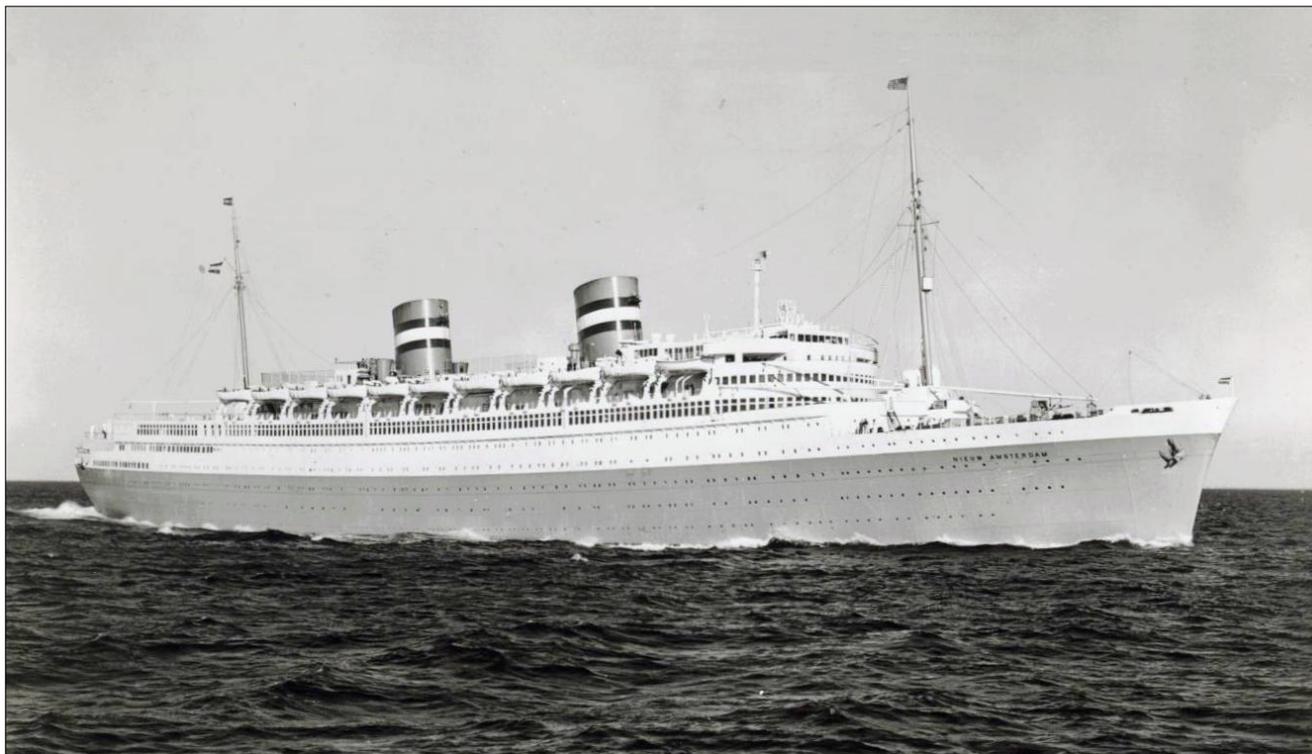
Happily, over the top or kitschy interiors are absent, with tasteful décor and high-quality furnishings instead. With high-energy entertainment and quiet retreats, New York's newest ship should be a big crowd pleaser.

**MEMBER PHOTOS OF THE MONTH**



Taken at virtually the same spot on the Hudson River waterfront are state-of-the-art cruise ships built 40 years apart.  
Above is SAGA RUBY (ex-VISTAFJORD, CARONIA) of 1973, seen on her last visit to New York on October 10, 2009. (Bob Allen)  
Below is NORWEGIAN BREAKAWAY shortly after her arrival on her maiden voyage to New York on May 7, 2013. (Stewart Gewirtzman)





### s.s. NIEUW AMSTERDAM

(Holland America Line / Bob Allen collection)

Seventy-five years ago this month, the new flagship of the Holland America Line departed on her maiden voyage from Rotterdam, bound for New York via Boulogne and Southampton. No ordinary ship, NIEUW AMSTERDAM (II) was one of the great 20<sup>th</sup> Century "Ships of State," conceived as a floating symbol of national pride and prestige for The Netherlands. She was also a floating testament to the skill of Dutch shipbuilders, designers, decorators and merchant seamen. Two previous flagships of the line, STATENDAM (II) and STATENDAM (III), both three-stackers, were built in Belfast, Ireland (although STATENDAM III was completed in The Netherlands), and both had unfortunate careers. STATENDAM II was lost to enemy action during World War I in 1918, only one year old, before completing a single peacetime voyage. STATENDAM III, a scaled-down replacement for the lost ship, was designed for the immigrant trade, which was drastically reduced by US law in the early 1920's. This policy change resulted in a long delay in her completion, which took place in 1929, nine years after her 1920 keel-laying. In 1931, STATENDAM III had her four-class accommodation reconfigured so that she could operate with two or three classes. Warm weather cruises during winter were also part of her yearly schedule. A beautiful and popular ship with a lavish, baronial First Class, she was decidedly backward-looking - truly a pre-war-style liner operating in a new era. Her early demise came in 1940, when she was destroyed during the Nazi invasion of Holland.

The NIEUW AMSTERDAM was built, with some government financing, at the height of the Great Depression in The Netherlands, and was completed in the spring of 1938. Unlike her predecessors, she represented a clean break with the past, and was a look to the future. She featured simple clean lines, a streamlined superstructure topped by lifeboats in gravity davits and two raked funnels, with two tall masts balancing a perfectly proportioned profile. In many ways, NIEUW AMSTERDAM had more in common with the legendary NORMANDIE than with previous Holland America liners. The similarity was not only on her sleek exterior, but inside as well. Like NORMANDIE (and a handful of other advanced liners), she featured divided uptakes, allowing her internal general arrangement to be unencumbered by centerline boiler uptakes. This allowed for a suite of lounges and connecting galleries (mostly in high Art-Deco style) along a central axis, culminating in a grand stair connecting to the Ritz-Carlton Nightclub one deck above the main public rooms. Similarly, the double-height First Class Dining Room was connected along the ship's center line to the Second Class salon, and the two could be easily merged for luxury cruises. Decorated with a tufted, deep gold leather ceiling, Murano glass light fixtures and colorful stained glass murals reaching the full two-deck height, the First Class Dining Room was a highlight of Art Deco sophistication at sea.

Due to the timing of her maiden voyage in 1938, NIEUW AMSTERDAM had the opportunity to earn a reputation for excellence on both the transatlantic route and on luxury cruises before the outbreak of World War II in September, 1939. Once war was declared, she was laid up at her Hoboken NJ terminal, but Holland America placed her into cruise service from New York to Bermuda and the Caribbean in early 1940. This role was short lived, as Holland was invaded on May 10, 1940 and the NIEUW AMSTERDAM was taken over by the British Ministry of Transport and rebuilt as a troop transport. By the end of 1940, she was engaged in worldwide trooping service, calling at Atlantic, Pacific and Indian Ocean ports. She carried over 8,000 troops per voyage - over 375,000 by war's end, steaming over 500,000 miles. It was a troop-carrying total surpassed only by the much larger QUEEN MARY and QUEEN ELIZABETH. Once her war service ended, NIEUW AMSTERDAM arrived triumphantly at her home port of Rotterdam on April 10, 1946, the 9<sup>th</sup> anniversary of her launch. A flotilla of boats celebrated the return, for which the ship's stacks were repainted

in Holland America Line colors, although drab wartime grey remained on the rest of the vessel. Eighteen months of rebuilding followed; on October 29, 1947, NIEUW AMSTERDAM was once again a pristine luxury liner, ready to resume commercial service.

The post-war NIEUW AMSTERDAM was every bit the glamour ship she had been before the war. While major post war refits often altered the character of liners, NIEUW AMSTERDAM retained most of her original interior décor, with the exception of the First Class Lounge. The double-height salon was originally furnished with Cubist-like chairs reflective of the Dutch Modernist De Stijl movement, and decorated in shades of grey and silver meant to be a backdrop for colorfully-dressed throngs of animated passengers. Post-war, the room gained a balcony bar connected to the main level by twin sweeping staircases, and a bright color scheme of oyster, turquoise and red. The NIEUW AMSTERDAM sailed through the 1950's in impeccable style, attracting top-echelon passengers and many movie stars of the day, including Katherine Hepburn, Spencer Tracy, Clark Gable, Bob Hope and Lena Horne. Full air conditioning was added in a 1957 refit, at which time her original black hull color gave way to grey, which had been chosen for the new STATENDAM (IV) that year. In 1959, the new flagship ROTTERDAM (V) joined the fleet as the NIEUW AMSTERDAM's similar-sized running mate. Although a sister ship had been considered for many years, planning never reached fruition. ROTTERDAM was clearly a next-generation vessel, but with an unmistakable beauty and elegance that allowed her to be a successful partner for the older ship. In 1961, NIEUW AMSTERDAM received a major refit, this time to convert her to a two-class ship like the ROTTERDAM. The merged Cabin and Tourist Classes received substantial changes to public room design and decor, while First Class remained essentially the same, allowing her loyal repeat passengers to continue enjoying her most deluxe accommodations in their pre-war splendor.

In 1967, serious delay-causing mechanical problems revealed that NIEUW AMSTERDAM's boilers were in need of major rebuilding, and there was the possibility that the 29-year-old liner might be sold for scrap. Most of the transatlantic trade had shifted to jet travel, and a new generation of cruise ships was already in planning and development. However, Holland America understood that NIEUW AMSTERDAM still had a fiercely loyal passenger base, and made the unusual decision to replace the ship's aged boilers. New units were secured from a retiring US naval vessel, and while in dry-dock at Wilton-Fijenoord at Schiedam, giant holes were cut in the side of the NIEUW AMSTERDAM to facilitate the boiler replacement. With the successful operation behind her, NIEUW AMSTERDAM went back to luxury cruising, and spending summer on the North Atlantic run, despite rapidly dwindling passenger lists of those who chose to sail rather than fly across the ocean. By 1969, she was the last Holland America liner providing regular Atlantic crossings, and was shifted to year-round cruising at the end of 1971. She was still a very popular Ft. Lauderdale-based cruise ship in 1973 when international oil prices skyrocketed, and structural problems were discovered in her double bottom tanks. Although her 1974 cruise season had already been announced, NIEUW AMSTERDAM was no longer financially viable, and the decision was made to sell her for scrap. Her last cruise ended a week before Christmas in 1973, and despite rumors of her becoming a museum and hotel in Rotterdam, she departed for Taiwanese ship-breakers in early 1974.

The NIEUW AMSTERDAM remains one of the most fondly remembered ships of the golden era of transatlantic liner travel, roughly from 1900 to 1970. Only a handful of ships of that period have achieved a kind of maritime immortality, combining intense passenger loyalty, true affection from the crew, heroic war service, and many years of prosperity for a single owner. MAURETANIA (1907) AQUITANIA (1914), ILE DE FRANCE (1927) and QUEEN MARY (1936) are prime examples; NIEUW AMSTERDAM has a place in history beside them.



The First Class Dining Room and Lounge on the NIEUW AMSTERDAM (above left and right), were both double-height rooms of magnificent proportion, exquisite craftsmanship and supreme luxury. (Holland America Line / Bob Allen collection)

**Original Owner:** Holland America Line, Rotterdam  
**Builder:** Rotterdamsche Droogdok Maatschappij  
**Route:** Rotterdam – Southampton – New York  
**Service speed:** 20.5 knots  
**Pass. capacity:** 556 First, 455 Tourist, 209 Third (as built)  
 574 First, 583 Tourist (after 1961)

**Dimensions:** 758' x 88'  
**Gross Tonnage:** 36,287  
**Maiden Voyage:** May 10, 1938  
**Last Voyage:** December 10, 1973  
**Demise:** Scrapped at Kaohsiung, Taiwan 1974.

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