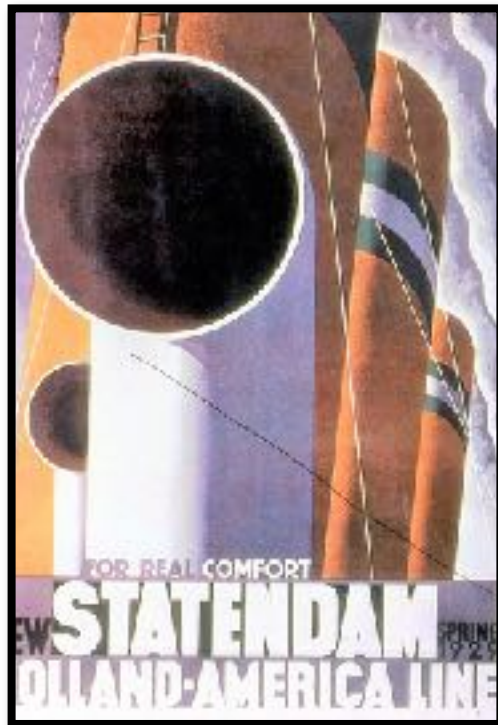


# SCRIBBLINGS



*From Bill Miller*

*May 2022*

*Above: Poster for the new Statendam (1929)*

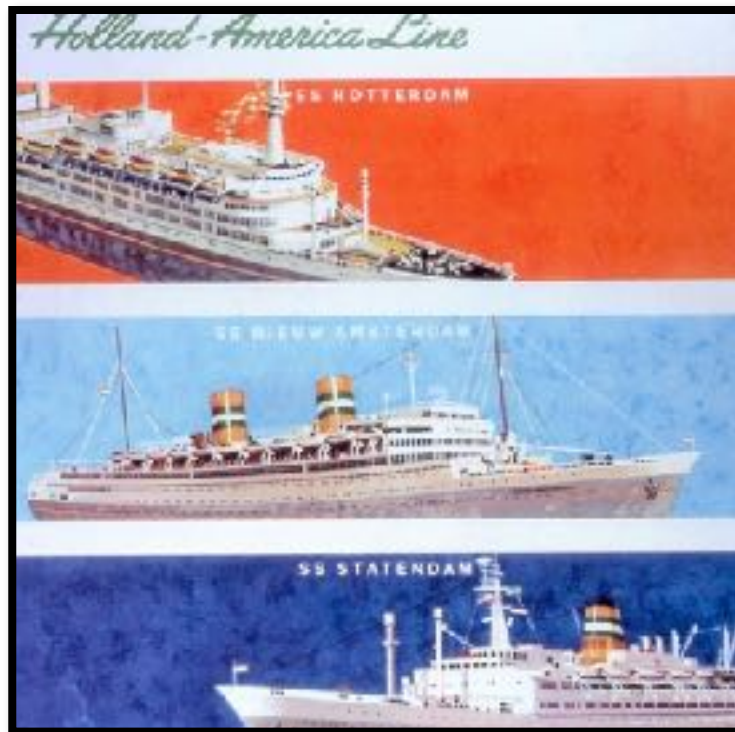
**Sun May 29<sup>th</sup> Amsterdam:** All aboard! By late morning, we are aboard the *Rotterdam* itself – and for an overnight trip out to the North Sea and then into the port of Rotterdam for the 100,000-ton, 2,500-passenger ship's royal christening (on Monday). (And yes, it is quite different these days – the ship has actually been in service for some six months, but just now is being formally baptized.)



*Above: Early days: the Rotterdam (III) of 1909 but seen at the Wilheminaakade in Rotterdam the 1930s*



*In the 1950s (and until 1971), business was booming on Holland-America's trans-Atlantic passenger service. "The Big Three" as they were called – the Nieuw Amsterdam, Statendam & Rotterdam (VI) – rotated in weekly sailings between Rotterdam, Le Havre, Southampton & New York. Fares in first class for the week-long passages began at \$400.*





*Crossing on the Nieuw Amsterdam in the 1950s was pure ocean liner glamour – the ship’s Deco-styled first class dining room had Moroccan leather ceilings, Murano chandeliers, an upper-deck balcony for live music & as many as 175 items on the nightly menu. Yes, the caviar just flowed!*

*In her latter years (the early ‘70s), as the Nieuw Amsterdam slipped gracefully into old age, Holland-America developed an appropriate advertising campaign for the ship: “They don’t build ships like this anymore – and it is a shame”*



*After being commissioned in 1959, the Rotterdam (V) became one of the most popular liners on all the seas.*



*Mid-century modern design & décor onboard the Rotterdam (1959)*



*Rotterdam had also been homeport to the Royal Rotterdam Lloyd, which traded out to the Dutch East Indies, and with a fleet that included the 1947-built Willem Ruys (above)*



*Rotterdam was and remains one of the busiest ports in the world. Above is a heavy-lift item going aboard the Dutch freighter Bantam in 1951.*





*The Rotterdam of 1959 was built locally, at the long gone Rotterdam Drydock Co; and while both the Nieuw Amsterdam & Rotterdam (below) had their annual overhauls at the Wilton-Fijenoord shipyard at nearby Schiedam*

