

A LENS ON VANCOUVER'S PAST

WALTER FROST'S HOLLAND-AMERICA LINE (1920-1975)

FLORIS VAN WEELDEREN

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Floris van Weelderren, 2020

www.hal-vas.com

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Any errors and omissions are completely mine - Floris van Weelderren

HAL – Holland-America Line

VAS – Radio callsign of the former Vancouver Harbour Marine Communications and Traffic Services (MCTS) Centre

DEDICATION

This project is dedicated to:

My father – **Judicus Anton Douwe van Weelderen** – who brought our family to this wonderful country called Canada and the spectacular port city of Vancouver where ‘By Sea, Land, and Air We Prosper’. As a 3e Stuurman (3rd Mate) on Holland-America Line freighters in the 1960’s, he discovered beautiful B.C. while sailing on the North Pacific Coast service.

Four of the ships on which he sailed are featured in this exhibition.



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ACKNOWLEDGEMENTS

The Port of Vancouver's terminals, wharves and piers sit on the unceded traditional territories of the **Musqueam, Squamish, and Tsleil-Waututh First Nations**, who relied on the waters of the Burrard Inlet and have a saying "When the tide goes out, the table is set" — referring to the abundance of food that came from the inlet.ⁱ

This adventure in researching, documenting, and sharing the life and times of Walter Frost and these 18 Holland-America Line ships that visited the Port of Vancouver would not have been possible without the financial, technical, and moral support of the following people and organizations.

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INTRODUCTION

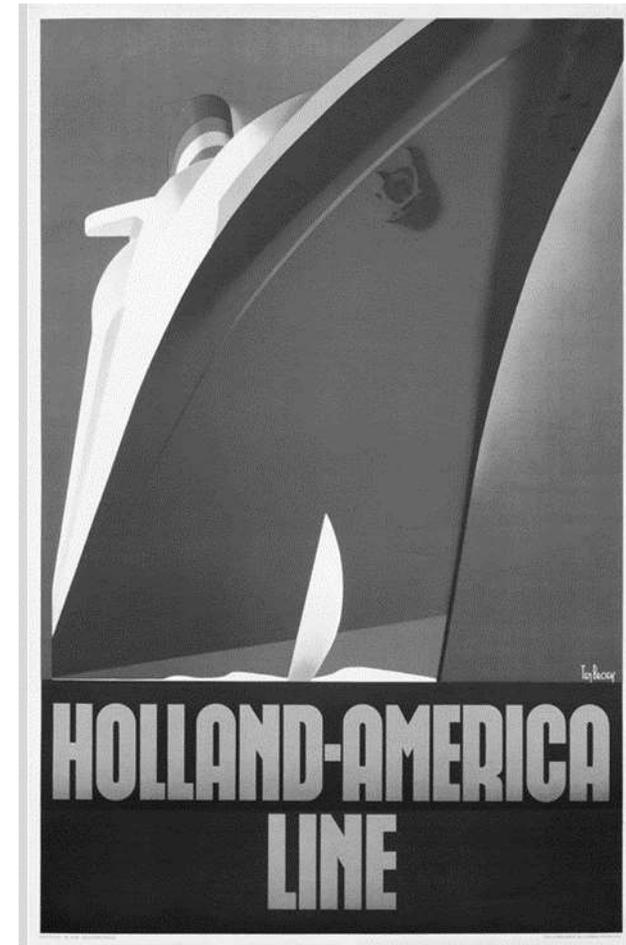
WALTER EDWIN FROST



- Walter Edwin Frost was born in Vancouver in 1898. A machinist, he was an avid amateur photographer who lived his entire life in the Terminal City documenting city scenes; ships docking at various piers and wharves; and steam and diesel locomotives and other railway equipment. The eldest of five children, Walter grew up with his sister and brothers in Chinatown (263 Keefer) and then in Grandview-Woodland (1519 William). After the family home was incorporated into the Britannia Community Centre's grounds, he moved into a house built by the brothers (1985 East 6th). A decade later, the consummate bachelor moved into a second house built by the brothers (2347 Wall), which overlooks the waterfront. Mechanically inclined, Walter successfully apprenticed as a machinist before moving on to work as a shipper, helper, carpenter and finally as a school engineer.
- Shortly after the First World War, Walter Frost bought a Kodak roll film camera and began to photograph his city and the ships and trains that carry its life-blood. Never one to have a driver's license, he traveled around Vancouver by bicycle and streetcar with camera in hand. When Walter stopped taking photographs in 1976, he had amassed a collection of 13,369 negatives; developed at home and many stored in old tobacco tins. Fully 75% of his legacy consists of ship photographs documenting all types of maritime traffic in and out of Vancouver over 56 years. From elegant liners and spit-polished warships to rusted tramp steamers, the thousands of photographs - including 83 photos of Holland-America Line freighters and passenger ships - not only show the variety of port visitors, but also record how the nature of shipping and naval architecture have evolved.
- In 1985, Walter Frost entrusted his extensive collection of prints and negatives to the City of Vancouver Archives. The City exhibited "Terminal City Photographs" in 1986 as a sneak preview to give Vancouverites a glimpse of the rich new collection. It was only fitting that the city should see this collection during Expo 86; Walter's donation was an incredibly special birthday present to his city in its 100th year. The following summer, the Maritime Museum of BC exhibited his work in Victoria. Walter died in Vancouver in 1988 at age 90.

HOLLAND-AMERICA LINE (HAL)

- Holland-America Line (HAL) is a British/American-owned cruise line, a subsidiary of Carnival Corporation & plc headquartered in Seattle, Washington. Today, its fleet of 14 cruise ships offers more than 500 sailings a year visiting all seven continents. Cruises include both popular and less-traveled ports in the Caribbean, Alaska, Europe, Mexico, South America, the Panama Canal, Australia, New Zealand, and Asia — as well as unique voyages to the Amazon, Antarctica and extended around-the-world Grand Voyages.
- Founded in 1873, Holland-America Line operated a fleet of passenger and cargo vessels from its homeport of Rotterdam in the Netherlands across the Atlantic Ocean to the Americas. It offered its first vacation cruise in 1895. A principal carrier of immigrants from Europe to North America until well after the turn of the 20th century, HAL carried over 850,000 people to the New World. It also shipped cargo to the East and West coasts of the U.S.A. and Canada and to South America. While its ocean liners steamed back and forth across the North Atlantic, HAL's smaller cargo ships brought passengers all the way up the Pacific Coast to Vancouver, by way of the Panama Canal and San Francisco.
- Although passengers and cargo were the primary sources of revenue until the early 1970s, the advent of jet airliners as well as standardized shipping containers in the 1960s resulted in a sea change. After suspending its transatlantic passenger trade in 1971 and selling its cargo shipping division in 1973, Holland-America Line transformed into a cruise-only fleet. In 1975, the MS Prinsendam — photographed by Walter Frost at the Port of Vancouver's CPR Pier B-C — completed HAL's first Alaska cruise on its spectacular Inside Passage itinerary. To date, the Holland-America Line has carried more than 16 million passengers to vacation destinations across the globe, many departing from Vancouver's Canada Place.



PORT OF VANCOUVER (VAS)



- Canada's largest port extends from Roberts Bank and the Fraser River up to and including Burrard Inlet. Home to 27 major terminals, the Port of Vancouver handles the most diversified range of cargo in North America: bulk, containers, breakbulk, liquid bulk, automobiles, and cruise. As our country's gateway to over 170 trading economies around the world, the port handles \$1 of every \$3 of Canada's trade in goods outside of North America enabling the trade of approximately \$200 billion in goods.
- Lumber exports ruled supreme during latter half of the 19th century as sawmills popped up on both the North and South shores of Burrard Inlet. Exports increased significantly with the arrival of the Canadian Pacific Railway (CPR) in 1887 and the opening of the Panama Canal in 1914. Without the canal, ships would have to sail all the way around South America, an additional 8,000 miles. Low freight rates in the early 20th century resulted in Vancouver becoming a more feasible shipping hub to Europe and Asia for bulk commodities such as grain and later sulphur, coal, and potash. With the advent of "Unitized Freight Transportation" in the 1960s, the port expanded from breakbulk (forest products, steel, and machinery) into the container market with an annual capacity of nearly three million 20-foot Equivalent Units (TEUs). Finally, for more than 45 years, Vancouver has been a homeport for Alaska cruises as well as cruises through the scenic Inside Passage along B.C.'s West Coast.
- The port's Vancouver waterfront infrastructure has evolved over time. CPR Pier B-C (the current site of Canada Place cruise ship terminal), Ballantyne Pier, CenTerm container terminal, Lapointe Pier, and the Vancouver Harbour Commissioners No. 1 Grain Jetty are all locations where Walter Frost took many of his iconic photographs and Holland-America Line's freighters and cruise ships have docked since starting its North Pacific Coast cargo and passenger service in 1920.

VAS – Radio callsign of the former Vancouver Harbour Marine Communications and Traffic Services (MCTS) Centre

THE SELECTED WORKS
18 PHOTOGRAPHS
(IN ORDER OF YEAR OF FIRST VISIT TO VANCOUVER)

S.S. EEMDYK (2)

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: A.G. Bremer Vulkan, Schiffsbau & Maschinenfabrik, Bremen-Vegesack, Germany
- Hull Number: 575
- Tonnage (GRT): 7,655
- Tonnage (NRT): 4,799
- Length: 148.44 m / 487 ft.
- Service Speed: 12.0 kts
- Propulsion: Single screw; coal-fired boilers, triple expansion steam engine; 3,800 ipk
- Complement: 63
- Cargo Handling: 4 Masts (M.M.F.M.M)
- Grain Cube: 589,000 cu. ft.
- Bale Cube: 549,000 cu. ft.
- Passengers: 0
- Year Delivered: 1915
- Years In Service: 1920-1933
- Year Dismantled: 1938

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- In September 1920, HAL (teaming with Royal Mail Steam Packet Company) commenced its North Pacific Coast passenger-cargo service from Dutch and UK ports by way

of the Panama Canal (opened in 1914) to the Pacific coasts of Canada, U.S.A., and Mexico with three ships: Eemdyk (2), Kinderdyk, and Moerdyk (1). These refrigerated ships brought Dutch cheese and Heineken beer to the West Coast and returned to Europe with eggs, fish, and fruit as well as lumber and wheat.

THE SHIP

- The Eemdyk (2) (Capt. G.J. Barendse) was the first HAL ship to reach Vancouver when she steamed through the First Narrows on September 29, 1920. She docked at Vancouver's CPR Pier H where she took on 5,000 cases of freshly canned B.C. salmon which joined the 37,250 boxes of Washington apples taken on in Seattle (the first such refrigerated shipment made from the west coast).
- Eemdyk Passage, a channel separating Bentinck Island from Vancouver Island, is named after an incident that occurred on October 14, 1925. At midnight, the Eemdyk (2) (Capt. L. Ryninck) ran aground hard 10 mi. south-west of Victoria on Bentinck Island as she was crawling out to sea in a blinding fog. Six weeks later, the Eemdyk (2) steamed out of Vancouver after undergoing repairs at the Burrard Drydock Company. Sadly, the Victoria-based tugboat Hope and seven men were lost to the turbulent waters during the salvage operation.

THE PHOTO

- Eemdyk (2) at the CPR Wharf with the Sun Tower and the Cambie Rooms in the background as taken from the end of CPR Pier D on Friday, July 21, 1922 (Vancouver Archives, CVA 447-2175, Photographer - Walter E. Frost)



S.S. MOERDYK (I)

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Joh. C. Tecklenborg A.G., Schiffswerft & Maschinenfabrik, Geestemünde, Germany
- Hull Number: 262
- Tonnage (GRT): 7,310
- Tonnage (NRT): 4,495
- Length: 147.74 m / 485 ft.
- Service Speed: 12.0 kts
- Propulsion: Single screw; coal-fired boilers, triple expansion steam engine; 3,700 ipk
- Complement: 66
- Cargo Handling: 2 Masts, 6 Kingposts (M.K.F.K.M.K)
- Grain Cube: 627,000 cu. ft.
- Bale Cube: 579,000 cu. ft.
- Passengers: 12
- Year Delivered: 1914
- Years In Service: 1920 - 1933
- Year Dismantled: 1933

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- A round trip on HAL's North Pacific Coast passenger-cargo service took between 2-1/2 and 3 months to complete. The roughly 8,200 nautical mile voyage between

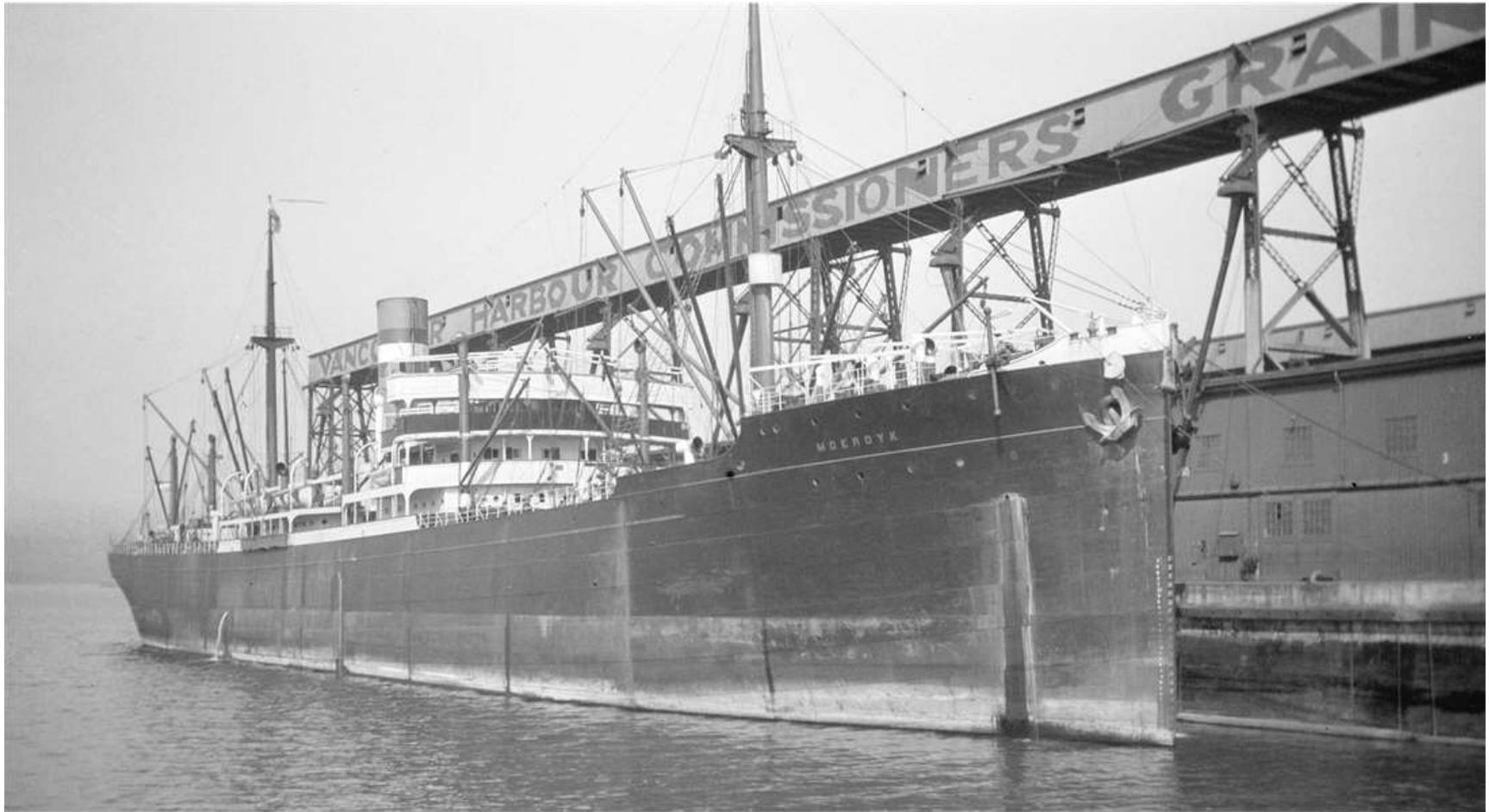
Rotterdam / Southampton and Vancouver was via Cristobal (Canal Zone), Los Angeles, and San Francisco. On occasion, ships would call at Bermuda or other West Indies ports, and at times Oakland, Portland, Seattle, Tacoma, and/or Victoria.ⁱⁱ

THE SHIP

- On her inaugural North Pacific Coast voyage in April 1921, the Moerdyk (I) (Capt. G. Herbschleb) transported 3,000 tons of submarine cable to Vancouver for the B.C. Telephone Company. It was necessary to construct a special water tank in the No. 2 hold to preserve the cable lining from the tropical heat while transiting through Caribbean Sea.ⁱⁱⁱ Within a week of arriving in Vancouver, BC Tel had placed this cable along the bottom of the Salish Sea to establish a new telephone connection between Vancouver Island and the Lower Mainland
- On her way back to Europe, the Moerdyk (I)'s cargo included 7,000 tons of grain loaded at the Vancouver Harbour Commissioners Grain Terminal, 24,000 boxes of B.C. and Washington apples (shipped in her refrigerated holds at \$1 per box) taken on in Vancouver and Tacoma^{iv} plus 800 cases of Puget Sound eggs (at \$1.50 per case or 5 cents per dozen) also loaded in Tacoma.^v

THE PHOTO

- Moerdyk (I) at Lapointe Pier on Thursday, May 29, 1930 (Vancouver Archives, CVA 447-2463, Photographer - Walter E. Frost)



M.S. DRECHTDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: Harland & Wolff Ltd., Greenock, Glasgow, Great Britain
- Hull Number: 593
- Tonnage (GRT): 9,338
- Tonnage (NRT): 5,808
- Length: 152.45 m / 500 ft.
- Service Speed: 13.0 kts
- Propulsion: Twin screws; 2 diesel engines; 4,500 apk
- Complement: 57

- Cargo Handling: 2 Masts, 11 Kingposts (K.M.K.K.K.F.K.M.K)
- Grain Cube: 591,000 cu. ft.
- Bale Cube: 540,000 cu. ft.
- Passengers: 30

- Year Delivered: 1923
- Years In Service: 1923 - 1940
- Year Dismantled: 1947

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- In 1883, HAL began christening its passenger liners with place names having the suffix 'dam' (e.g. Rotterdam, Statendam, Westerdam, and Prinsendam) and in 1900 adopted the practice of naming its cargo ships after places with the suffix 'dijk', later anglicized to 'dyk'.

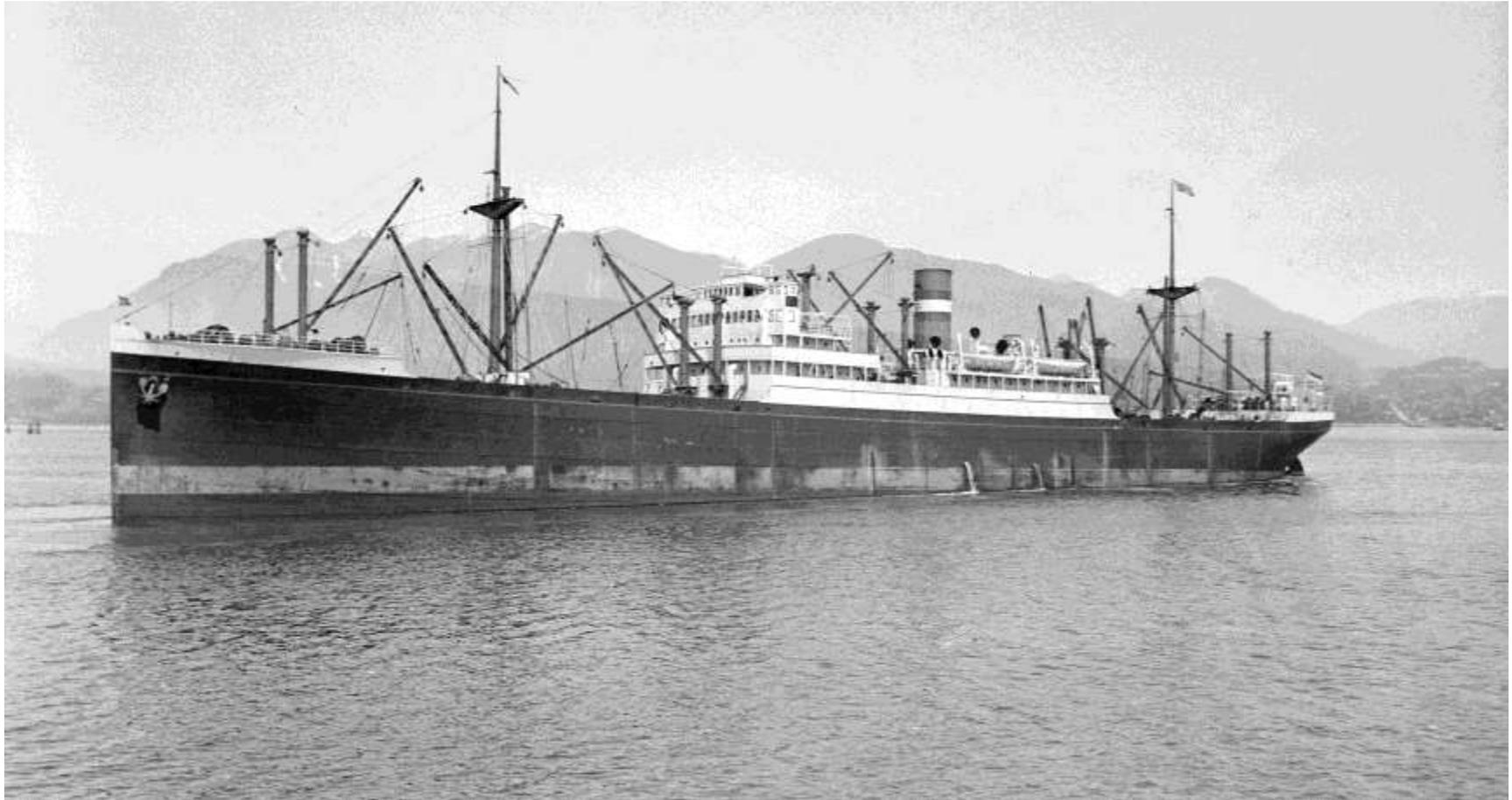
- HAL's 'D' class vessels were combination cargo-passenger liners (so called Combi-Liners) designed and built for the North Pacific Coast service. Accommodating between 18 and 61 passengers, the vessels were all given place names starting with 'D' and ending in 'dyk' and included:
 - Dinteldyk (1) (1922-1946)
 - Drechtdyk (1923-1940)
 - Delftdyk (1929-1952)
 - Damsterdyk (1930-1940)
 - Dalerdyk (former Damsterdyk) (1949-1963)
 - Diemerdyk (1950-1968)
 - Dongedyk (former Delftdyk) (1952-1966)
 - Duivendyk (1946-1959)
 - Dinteldyk (2) (1957-1970)

THE SHIP

- When the Drechtdyk (pictured) departed Vancouver in July 1933, she reportedly left with 2,000 tons of empty space. Normally her holds would have been filled with Prairie wheat but her owners and operators were not inclined to accept the going rate of 10 shillings per ton given that Panama Canal dues and loading costs consumed about 8 shillings per ton, leaving little to pay for fuel, wages, and general operating costs.^{vi}

THE PHOTO

- Drechtdyk riding high on Burrard Inlet as she departs Vancouver with room to fill on Wednesday, July 5, 1933 (Vancouver Archives, CVA 447-2166, Photographer - Walter E. Frost)



M.S. DELFTDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: N.V. Wilton's Machinefabriek & Scheepswerf, Schiedam, Netherlands
- Hull Number: 318
- Tonnage (GRT): 10,220
- Tonnage (NRT): 6,385
- Length: 155.20 m / 509 ft.
- Service Speed: 15.5 kts
- Propulsion: Twin screws; 2 diesel engines; 6,200 apk
- Complement: 54

- Cargo Handling: 2 Masts, 10 Kingposts (K.M.K.K.F.K.K.M.K)
- Grain Cube: 723,000 cu. ft.
- Bale Cube: 676,000 cu. ft.
- Passengers: 50

- Year Delivered: 1929
- Years In Service: 1929-1952
- Year Dismantled: 1966

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- HAL set an extremely high onboard standard on its Combi-Liners, just as it was on their Transatlantic passenger fleet. Passengers could expect excellent service, fine food and the best facilities possible. Unlike on the large liners, there were opportunities to visit the engine room,

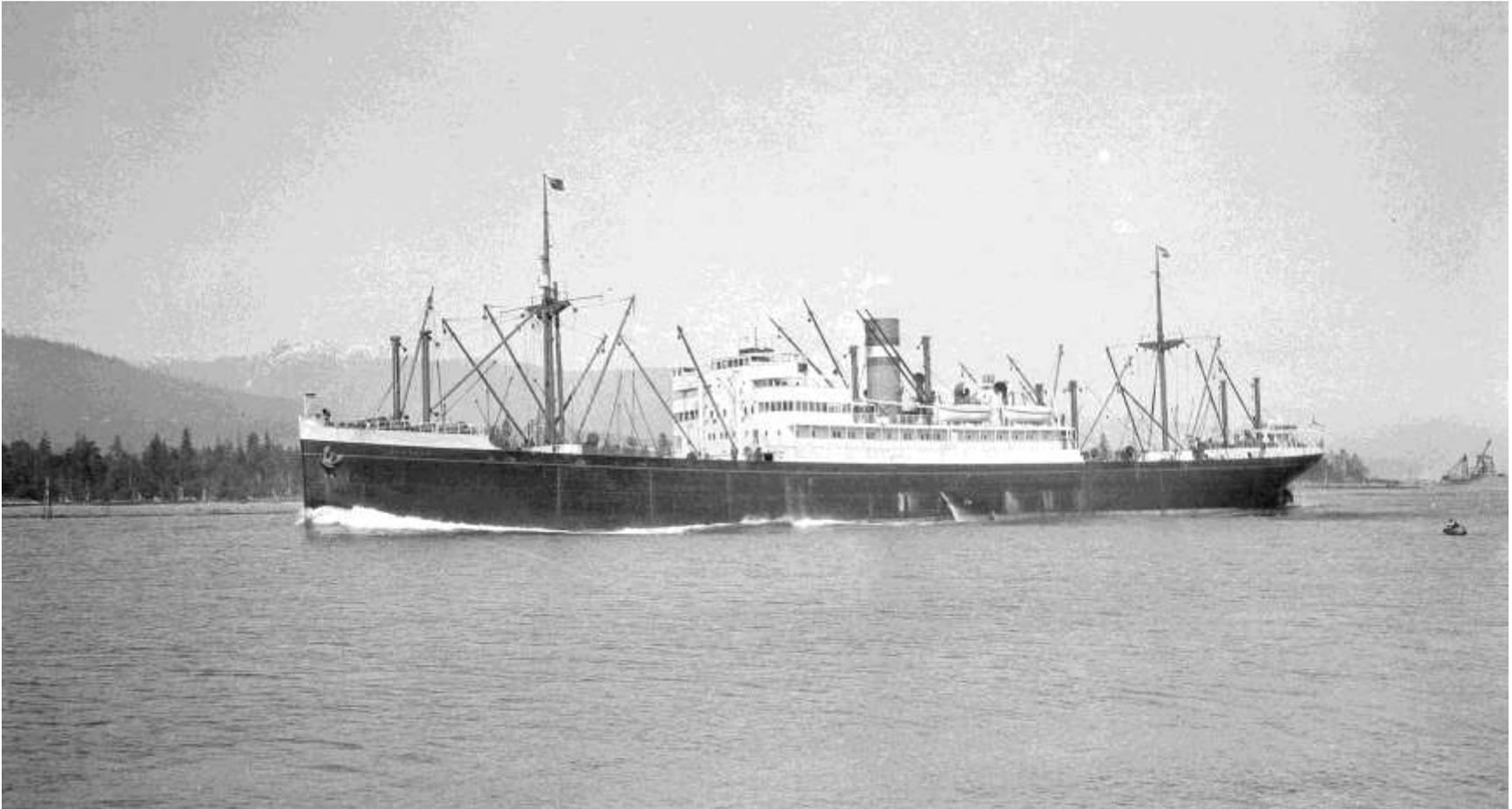
bridge and watch the loading and unloading of cargo. Passengers could dine nightly with the Captain and senior officers. Those who sailed on these ships loved the style of travel, enjoying the quieter life and more intimate surroundings.

THE SHIP

- On her maiden voyage in November 1929, Delftdyk (Capt. L. Rynick) carried a full passenger list as far as Los Angeles and San Francisco. She made passage from London to Los Angeles in 21 days and went from San Francisco to the Race Rocks (near Victoria) in 50 hours, which usually took vessels of this type at least 60 hours.^{vii}
- In addition to having room for 3,000 tons of refrigerated cargo, the Delftdyk featured spacious and comfortable accommodations for up to 30 passengers and set a new mark for luxuriousness on a ship of this type. All rooms had beds instead of regulation steamer berths, comfortable chairs and settees, electric fans, full length mirrors, hot and cold running water, and each room had a private bath and toilet adjoining. The public rooms comprised a large tastefully decorated lounge, a cozy library, a reading and writing room, and wide glass enclosed promenades.^{viii}

THE PHOTO

- After taking on passengers and cargo at Ballantyne Pier, an outbound Delftdyk is pictured approaching the First Narrows from Stanley Park on Friday, June 10, 1932 (Vancouver Archives, CVA 447-2166, Photographer - Walter E. Frost)



M.S. DONGEDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: N.V. Wilton's Machinefabriek & Scheepswerf, Schiedam, Netherland
- Hull Number: 318
- Tonnage (GRT): 10,942
- Tonnage (NRT): 6,385
- Length: 161.24 m / 529 ft.
- Service Speed: 16.0 kts
- Propulsion: Twin screws; 2 diesel engines; 8,400 apk
- Complement: 54

- Cargo Handling: 2 Masts, 10 Kingposts (K.M.K.K.F.K.K.M.K)
- Grain Cube: 723,000 cu. ft.
- Bale Cube: 676,000 cu. ft.
- Passengers: 50

- Year Delivered: 1929
- Years In Service: 1952-1966
- Year Dismantled: 1966

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Until the late 1960s, HAL's Combi-Liners and freighters had crews of 50+ seafarers working in one of three departments:
 - Deck (Dek dienst) - navigation and everything related to it (i.e. sailing the ship safely from one port

to another), handling of cargo; maintaining the ship, loading gear, and instruments; and complying with legal requirements.

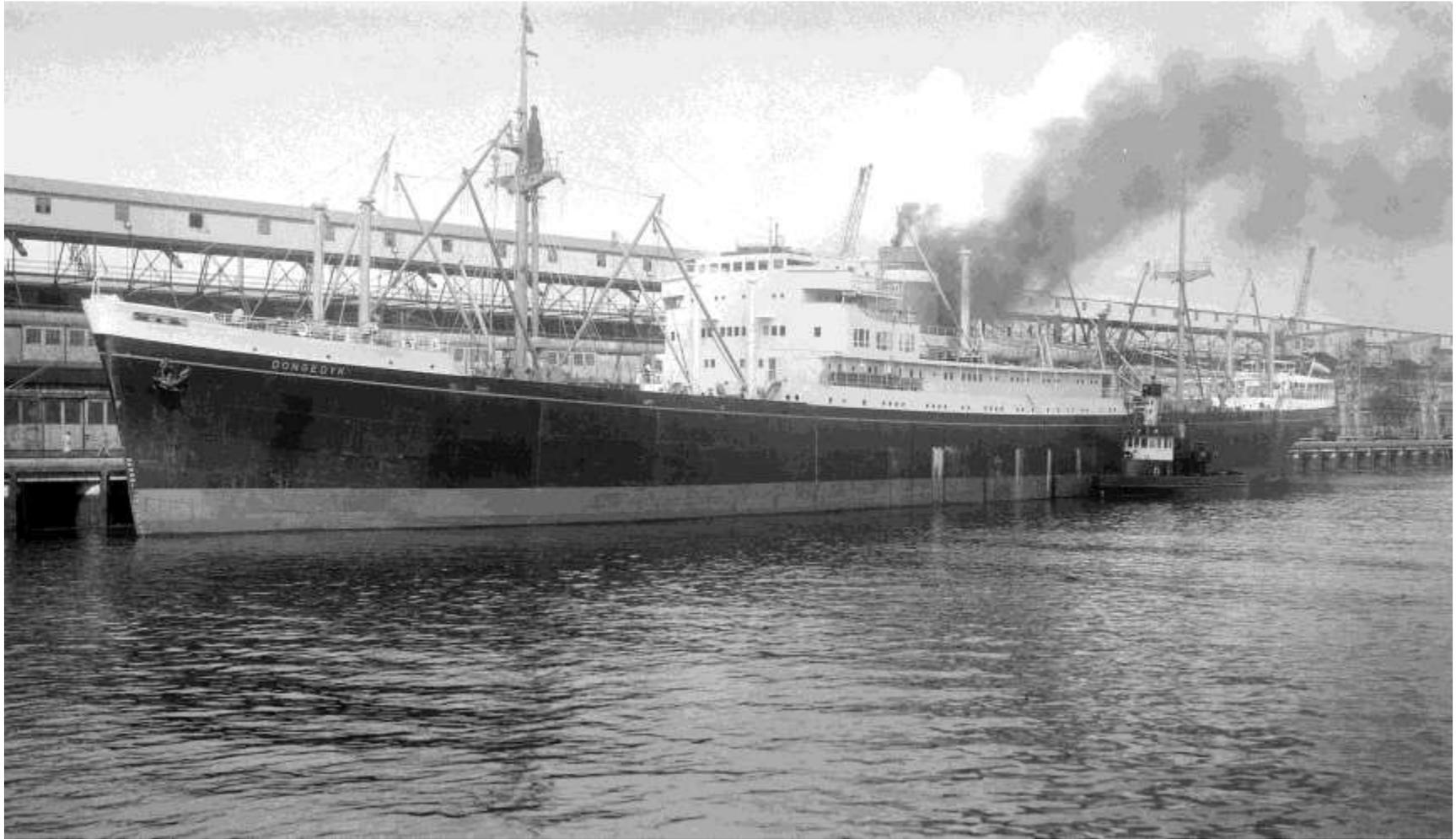
- Technical (Technische dienst) - maintenance and operation of the ship's propulsion system, pumps, power sources and everything related to it.
- Steward (Civiele dienst) - care of passengers and living areas (housekeeping), provisions, meals, drinks, linens, laundry, etc.

THE SHIP

- The Dongedyk (the former Delftdyk) was repaired and renamed after being seriously damaged while en route from Bremen to Rotterdam. On January 24, 1950, the Delftdyk (Capt. H. Oldenburger) struck and detonated a magnetic mine in the North Sea near the German island of Norderney. Fortunately, none of the 68 people on board were injured but the damage required that the ship be taken under tow; first back to Brementhaven and then to Rotterdam, where she underwent repair (modified clipper bow increasing her length, new engines increasing her speed, and lowered funnel updating her appearance).

THE PHOTO

- On her maiden voyage, the Dongedyk (Capt. C. Visser) was photographed at Vancouver's Ballantyne Pier with smoke coming out of Hold No. 3 as the ship's crew and Vancouver firemen battled a 3-alarm blaze below deck on Monday, April 28, 1952. ^{ix} Pictured alongside is Vancouver Fireboat No. 2 (Vancouver Archives, CVA 447-4283.2, Photographer - Walter E. Frost)



M.S. DAMSTERDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: N.V. Wilton's Machinefabriek & Scheepswerf, Schiedam, Netherlands
- Hull Number: 322
- Tonnage (GRT): 10,155
- Tonnage (NRT): 6,337
- Length: 155.20 m / 509 ft.
- Service Speed: 14.5 kts
- Propulsion: Twin screws; 2 diesel engines; 6,500 apk
- Complement: 54

- Cargo Handling: 2 Masts, 9 Kingposts (K.M.K.F.K.K.M.K)
- Grain Cube: 570,787 cu. ft.
- Bale Cube: 676,666 cu. ft.
- Passengers: 30

- Year Delivered: 1930
- Years In Service: 1930-1940
- Year Dismantled: 1963

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Passengers who sailed on these Combi-Liners loved this style of travel, enjoying the quieter life and the surroundings of the ships. Although there were no bands on board, entertainment was one of the crew or even a passenger playing the grand piano in the Lounge. Music would also

be played on the “Gramophone” either as background music during the day, or as dance music in the evening, giving guests an opportunity to make use of the Lounge’s dance floor, or sway out on deck on a warm and balmy evening while sailing through the tropics.

THE SHIP

- Sister of the Delftdyk, the motorship Damsterdyk was another Combi-Liner that was part of the joint service operated by HAL and the Royal Mail. She sailed from Rotterdam on September 13, 1930, on her maiden voyage and arrived in the Puget Sound early in October. Large public rooms with spacious library, an airy lounge with large windows and glass doors opening on a glass-enclosed promenade deck and a well-ventilated dining salon were features included for passenger comfort.^x
- In 1939, the Damsterdyk and Drechtdyk were at the Pool elevator loading a total of 20,000 tons, or three quarters of a million bushels of Canadian wheat destined for Rotterdam. Pointing to the spouts which were pouring golden grain into the ship’s hold, Capt. T.H. Jaske, master of the Damsterdyk said “the potato bread we had to eat in 1918 was a poor substitute for wheat bread. All this wheat is for consumption in Holland.”^{xi}

THE PHOTO

- Headed for Lapointe Pier, the Damsterdyk is pictured entering Burrard Inlet on Wednesday, April 12, 1933 (Vancouver Archives, CVA 447-2148, Photographer - Walter E. Frost)



M.S. DALERDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: N.V. Wilton's Machinefabriek & Scheepswerf, Schiedam, Netherlands
- Hull Number: 322
- Tonnage (GRT): 10,829
- Tonnage (NRT): 6,390
- Length: 155.20 m / 509 ft.
- Service Speed: 15.0 kts
- Propulsion: Twin screws; 2 diesel engines; 8,400 apk
- Complement: 54

- Cargo Handling: 2 Masts, 8 Kingposts (M.K.F.K.K.M.K)
- Grain Cube: 570,787 cu. ft.
- Bale Cube: 676,666 cu. ft.
- Passengers: 48

- Year Delivered: 1930
- Years In Service: 1949-1963
- Year Dismantled: 1963

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Maritime flags flown on HAL ships include:
 - National flag (or Ensign) - the flag related to the country of registration, for HAL typically the Netherlands.
 - House flag - a flag identifying which company owns

the vessel. HAL's initial house flag design consisted of green-white-green horizontal bands with the letters NASM (Nederlandsch-Amerikaansche Stomate Maatschappij or Holland-America Line) in black on the white band.

- Signal flags - a system of international maritime signal flags for each letter of the alphabet, and pennants for the numerals.
- Courtesy flag - flown by a visiting ship in foreign waters as a token of respect.
- "Dressing overall" consists of stringing signal flags and pennants on a ship from stemhead to masthead, from masthead to masthead (if the vessel has more than one mast) and then down to the taffrail. A sign of celebration, dressing overall is done for special occasions, anniversaries, and events.

THE SHIP

- In 1949, the Dalerdyk (former Damsterdyk) completed a comprehensive refit, which gave her more powerful engines, a lowered funnel, changes to her cargo handling equipment, and upgrades of her passenger facilities to a higher and more modern standard.

THE PHOTO

- Dressed overall to celebrate the Coronation of Queen Elizabeth II, the Dalerdyk is pictured ready to take on a load of Canadian wheat at the Vancouver Harbour Commissioners No. 1 Grain Jetty on Tuesday, June 3, 1953 (Vancouver Archives, CVA 447-2463, Photographer - Walter E. Frost)



S.S. ALBLASSERDYK

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Seattle-Tacoma Shipbuilding Corporation Inc., Tacoma, WA, U.S.A.
- Hull Number: 32
- Tonnage (GRT): 8,292
- Tonnage (NRT): 4,914
- Length: 149.96 m / 492 ft.
- Service Speed: 16.5 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 8,500 apk
- Complement: 56
- Cargo Handling: 2 Masts, 8 Kingposts (K.K.M.K.F.K.M.K)
- Grain Cube: 783,000 cu. ft.
- Bale Cube: 711,000 cu. ft.
- Passengers: 12
- Year Delivered: 1943
- Years In Service: 1948-1966
- Year Dismantled/: 1971

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- At the end of the Second World War, only nine of the original 25 ships remained; 116,000 tons out of some 300,000 tons in September 1939. In the next five years, 20

freighters were acquired: two from the Netherlands government, two built by Harland & Wolff and 16 wartime-built ships that were transferred by the U.S. Government to the Netherlands Government after the Second World War and allocated to HAL as compensation under the Merchant Marine Reconstruction Scheme.

- HAL's 'A' class vessels consisted of these wartime American-built freighters that were all given 'dyk' names starting with 'A'.

THE SHIP

- The 8,300-ton Alblasserdyk was one of two US Navy Aircraft Carriers, Escort (CVE) converted to freighters that were allocated to HAL.
- Built as the U.S.S. Bastian (CVE-37), she served as the H.M.S. Trumpeter (D09) in the Royal Navy with a complement of 890 officers and men and 28 aircraft, escorting convoys and conducting anti-shipping operations in the North Atlantic and Indian Ocean. For her actions, she was awarded the Battle Honours: ATLANTIC 1944, ARCTIC 1944, and NORWAY 1945.

THE PHOTO

- After taking on passengers, lumber, and general cargo at CPR Wharf's Shed 5, the Alblasserdyk is assisted by two tugs as she departs Vancouver on Wednesday, July 31, 1963. Next port of call was New Westminster's Pacific Coast terminal followed by San Francisco, Los Angeles and then Europe (Vancouver Archives, CVA 447-3035.1, Photographer - Walter E. Frost)



S.S. AMSTELDYK (2)

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: California Shipbuilding Corporation Inc., Los Angeles, CA, U.S.A.
- Hull Number: V-9
- Tonnage (GRT): 7,648
- Tonnage (NRT): 4,555
- Length: 138.76 m / 455 ft.
- Service Speed: 17.0 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 8,500 apk
- Complement: 49

- Cargo Handling: 3 Masts, 4 Kingposts (M.M.K.F.K.M)
- Grain Cube: 569,000 cu. ft.
- Bale Cube: 493,000 cu. ft.
- Passengers: 0

- Year Delivered: 1944
- Years In Service: 1946-1967
- Year Dismantled: 1973

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- The Victory ship was a class of American cargo ship produced in large numbers by U.S. shipyards during the Sec-

ond World War (534 in between 1944 and 1946) to replace merchant ship losses caused by German submarines during the Battle of the Atlantic. Able to travel at speeds of up to 17 kts, Victory ships were less vulnerable to U-boat attacks. In addition, their built-in masts, booms, and derrick cranes permitted Victory ships to load and unload their own cargo without the need of dock-side cranes or gantries.^{xii}

THE SHIP

- Starting out as the Panama Victory, the Amsteldyk was one of 12 'Victory' ships allocated to HAL as compensation under the Merchant Marine Reconstruction Scheme after the Second World War along with the two converted aircraft carriers.
- Amsteldyk's first voyage began on November 23, 1946, when she departed Rotterdam for New Orleans with ports of call in Cuba and Mexico. She continued on the Gulf Ports service until 1952, and from then on primarily called at ports on the U.S. East Coast. On occasion, the Amsteldyk would steam up the North Pacific Coast.

THE PHOTO

- Amsteldyk preparing to dock at Ballantyne Pier on Wednesday, August 14, 1963, in order to discharge her cargo (Vancouver Archives, CVA 447-3111.2, Photographer - Walter E. Frost)



S.S. AKKRUMDYK

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Bethlehem-Fairfield Shipyard Inc., Baltimore, MD, U.S.A.
- Hull Number: 2445
- Tonnage (GRT): 7,648
- Tonnage (NRT): 4,551
- Length: 138.7 m / 455 ft.
- Service Speed: 15.0 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 6,000 apk
- Complement: 49
- Cargo Handling: 3 Masts, 4 Kingposts (M.M.K.F.K.M)
- Grain Cube: 523,742 cu. ft.
- Bale Cube: 457,510 cu. ft.
- Passengers: 0
- Year Delivered: 1945
- Years In Service: 1948-1962
- Year Dismantled: 1969

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Like much of HAL's fleet, the 'Victory' ships were powered by steam and these vessels had separate engine and

boiler rooms. The Technische dienst on these ships were comprised of a chief engineer (Eerste Werktuig-kundige or 1e WTK), 2e, 3e, 4e and assistant WTKs, electricians, fire/watertenders, oilers, and wipers who were organized into three watches. A WTK, several fire / watertenders and oilers stood watch, four hours on and eight off, round the clock.

THE SHIP

- The Akkrumdyk (former Lake Charles Victory) was specially built to take long journeys without refueling. Her bunkers held about 2,880 tons of fuel oil. Given a daily consumption of about 45 tons, this permitted about 64 sailing or steam days. In peacetime, this large capacity for fuel oil was uneconomic as too much space and weight were used for fuel. Furthermore, there was not much need to take on large amounts of fuel oil given that bunker stations are scattered all over the world. Consequently, the fuel bunkers, now superfluous, were converted into cargo space or water tanks to take on ballast. The latter happens when ships have to steam empty over the ocean, to give them more depth, thus weight.

THE PHOTO

- Akkrumdyk preparing to dock at Ballantyne Pier on Thursday, April 7, 1960, in order to take on a load of general cargo and grain. (Vancouver Archives, CVA 447-3017. Photographer - Walter E. Frost)



S.S. ARKELDYK

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Oregon Shipbuilding Corporation Inc., Portland, OR, U.S.A.
- Hull Number: 1241
- Tonnage (GRT): 7,664
- Tonnage (NRT): 4,652
- Length: 138.76 m / 455 ft.
- Service Speed: 17.0 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 8,500 apk
- Complement: 49
- Cargo Handling: 3 Masts, 4 Kingposts (M.M.K.F.K.M)
- Grain Cube: 569,000 cu. ft.
- Bale Cube: 493,000 cu. ft.
- Passengers: 0
- Year Delivered: 1945
- Years In Service: 1946-1966
- Year Dismantled: 1969

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- The Dek dienst consisted of the master (gezagvoerder), the chief officer (Eerste Stuurman or 1e Stm), 2e, 3e, 4e, and Leerling (apprentice) Stm, a boatswain (Bootsman), a storesman (Kabelgast), a Lampenist, able-bodied seamen

(ABs), ordinary seamen (OSs), and boys (Jongen). A clerk and radio officer (marconist) completed the department plus a doctor if more than twelve passengers could be accommodated on board. A Stuurman, two ABs, and one OS stood each watch. The ABs and OSs also did deck maintenance, operated the various cranes when loading and discharging cargo, and anchored, moored, and unmoored the ship.

THE SHIP

- The Arkeldyk (the former Whitman Victory) carried all manner of cargo. From Europe, she brought Heineken beer, tulip bulbs and Gouda cheese. On the return trip, Arkeldyk's five holds were filled with Prairie wheat, B.C. lumber, eggs, Okanagan apples, and canned wild Pacific salmon. California's record industry sent their discs rocking-and-rolling into Holland and Belgium. Electrical and electronic products also moved across the Atlantic and Caribbean with Phillips radios and vacuum tubes heading west and American hi-fi components heading east.
- Less typical cargo included twin (his and her) Rolls-Royce Silver Cloud automobiles (England-San Francisco)^{xiii} and the trawler 'Geronimo' (Los Angeles-Vancouver).

THE PHOTO

- Arkeldyk (Capt. W.H. van Balen) at Ballantyne Pier on Tuesday, July 31, 1962. On her deck is the 39 ft. wooden trawler 'Geronimo', brought up from Los Angeles with the (unsuccessful) goal of capturing a baby orca whale for the Marineland oceanarium in California^{xiv} (Vancouver Archives, CVA 447-3308, Photographer - Walter E. Frost)



S.S. DUIVENDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: Deutsche Werft A.G., Hamburg, Germany
- Hull Number: 125
- Tonnage (GRT): 8,269
- Tonnage (NRT): 5,018
- Length: 152.26 m / 500 ft.
- Service Speed: 14.0 kts
- Propulsion: Single screw; oil-fired boilers, 4 steam turbine engines; 6,200 apk
- Complement: 71

- Cargo Handling: 2 Masts, 8 Kingposts (K.K.M.K.F.K.M)
- Grain Cube: 490,000 cu. ft.
- Bale Cube: 446,000 cu. ft.
- Passengers: 35

- Year Delivered: 1930
- Years In Service: 1946-1959
- Year Dismantled: 1960

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- On May 14, 1940, the German Luftwaffe bombed Rotterdam. The Holland-America piers and headquarters on the Wilhelminakade experienced severe damage and were left in shambles. Six ships were either burned at the pier, set-

led to the bottom, or seized for German use.^{xv}

THE SHIP

- The Duivendyk was built in 1930 and was originally the German ship Vancouver. Walter Frost photographed her several times while she steamed under that name. When the Second World War began in September 1939, the Vancouver was in Curacao where the Dutch interned her. When the Netherlands was invaded in May 1940, the Dutch seized the ship and she sailed for the British government. After the war, the Netherlands government turned her over to the Holland-America Line as compensation.^{xvi}
- On January 16, 1954, the Duivendyk (Capt. J.P. Dekker) lost her propeller about 600 miles west of the Azores. After two days rolling in calm seas, the Dutch tug Zwarte Zee stationed in the Azores, reached the ship, and proceeded to tow her 2100 miles to Newport News, Virginia. Here, the spare propeller and shaft that she had onboard were installed in drydock; the shaft being extracted from her hold through a large hole cut in her hull with acetylene torches, subsequently welded closed. This 'surgical' procedure avoided the long and costly procedure of removing the tons of cargo from the holds above where the shaft was stored.

THE PHOTO

- The Duivendyk departing Vancouver on Saturday, June 23, 1951, after taking on passengers, grain, and general cargo at Ballantyne Pier (Vancouver Archives, CVA 447-4327, Photographer - Walter E. Frost)



M.S. SCHIEDYK (2)

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Harland & Wolff Ltd., Queens Island, Belfast, Great Britain
- Hull Number: 1366
- Tonnage (GRT): 9,592
- Tonnage (NRT): 4,253
- Length: 150.41 m / 493 ft.
- Service Speed: 17.0 kts
- Propulsion: Single screw; 1 diesel engine; 10,400 apk
- Complement: 53

- Cargo Handling: 2 Masts, 6 Kingposts (K.M.K.F.K.M)
- Grain Cube: 613,111 cu. ft.
- Bale Cube: 550,832 cu. ft.
- Passengers: 12

- Year Delivered: 1949
- Years In Service: 1949-1968
- Year Lost: 1968

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Nautical instruments^{xvii} on HAL ships include:
 - Radar - used in poor visibility or fog to prevent collisions with other ships.
 - Depth sounder - used to indicate depths of the waterways and shallows.

- Radio transmission system - short, medium, and long wave. Long wave Morse code transmissions could reach the Rijkskuststation (Netherlands national coastal radio station) Scheveningen Radio (call sign PCH) from around the world.
- Regulations also required that the entire crew be able to leave a cargo ship from either the port or starboard sides. Consequently, vessels on the North Pacific Coast service were each equipped with four lifeboats of which two were motorboats; total capacity was 152 people.

THE SHIP

- On Wednesday, January 3, 1968, the pulp-carrying Schiedyk (Capt. A. van Dijk) departed Gold River on Vancouver Island's west coast for Portland, Oregon. At about 9:30 p.m., she struck an underwater ledge on the south side of Bligh Island, 20 miles west of Gold River. Three holds and the engine room quickly took on water. After taking to the ship's lifeboats, 34 of the 40-man crew were picked up six hours later at about 4 a.m. by the Canadian Coast Guard icebreaking tender Camsell. Capt. van Dijk and five crew members stayed with the grounded vessel, abandoning ship when all hope of salvaging her vanished. That afternoon at about 2:10 p.m., the Schiedyk slid off the ledge, rolled over and sank into the depths of Muchalat Inlet. She still rests there today.^{xviii}

THE PHOTO

- The Schiedyk is pictured at the end of the Ballantyne Pier on April 23, 1951 (Vancouver Archives, CVA 447-8016, Photographer - Walter E. Frost)



S.S. DIEMERDYK

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: Dok- en Werf Maatschappij Wilton-Feijenoord N.V., Schiedam, Netherlands
- Hull Number: 723
- Tonnage (GRT): 11,195
- Tonnage (NRT): 6,303
- Length: 151.68 m / 498 ft.
- Service Speed: 16.0 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 8,500 apk
- Complement: 64
- Cargo Handling: 2 Masts, 6 Kingposts (K.M.K.F.K.M)
- Grain Cube: 435,000 cu. ft.
- Bale Cube: 387,000 cu. ft.
- Passengers: 61
- Year Delivered: 1950
- Years In Service: 1950 - 1968
- Year Dismantled: 1979

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Distinguishing features of HAL ships
 - Funnels:
 - 1897-1971: yellow w/ green-white-green bands
 - 1971-1983: orange w/ blue-white-blue wave logo

- 1984-present: white w/ blue & white logo
- Hulls - some black, some dove grey, all have gold bands
- Boot-topping – red
- Masts, kingposts, and derricks – golden brown
- Crow’s-nests – white
- Ventilators – buff
- Inside of cowls – red
- Superstructure – white

THE SHIP

- The Diemerdyk, flagship of HAL’s North Pacific Coast service (1950-1957), was the first vessel built in the Netherlands for the Holland-America Line since the Second World War. She replaced the Drechtdyk, which was deemed beyond repair after being seized for wartime service by the Nazis in 1940. Primarily a refrigerated freighter, the Diemerdyk also had spacious and luxurious accommodations for 61 passengers for the West Coast-Europe trade, all in outside staterooms decorated in tasteful pastels.^{xix} Three of the Combi-Liner’s six holds were specially equipped for refrigerated cargo and her passenger sections were air-conditioned.^{xx}

THE PHOTO

- Still on her maiden voyage, the Diemerdyk (Capt. H.H. Dobbings) is pictured reversing from Lapointe Pier on Saturday, October 14, 1950, after taking on passengers, a load of lumber and general cargo (Vancouver Archives, CVA 447-4243.5, Photographer - Walter E. Frost)



S.S. DINTELDYK (2)

TECHNICAL DATA

- Type: Combination cargo-passenger liner
- Shipbuilder: Dok- en Werf Maatschappij Wilton-Feijenoord N.V., Schiedam, Netherlands
- Hull Number: 752
- Tonnage (GRT): 11,366
- Tonnage (NRT): 6,584
- Length: 153.62 m / 504 ft.
- Service Speed: 16.5 kts
- Propulsion: Single screw; oil-fired boilers, 2 steam turbine engines; 8,500 apk
- Complement: 91
- Cargo Handling: 3 Masts, 3 Kingposts (M.M.K.F.K.M)
- Grain Cube: 425,000 cu. ft.
- Bale Cube: 379,000 cu. ft.
- Passengers: 60
- Year Delivered: 1957
- Years In Service: 1957 - 1970
- Year Dismantled: 1979

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- On HAL's Combi-Liners and freighters, the ship's Steward department was under the direction of the purser (hofmeester) and had upwards of 15 members. Provisions were purchased in bulk quantities—sides of beef, bags of

flour, boxes of fruit and vegetables, cases of beer and wine—and transformed into delicious meals by a staff of cooks, bakers, sous-chefs, and utility messmen. Stewards served the passengers' meals restaurant style in the Dining Room and kept the passengers' cabins and officers' and crew's quarters spotless.^{xxi}

THE SHIP

- When the Dinteldyk (2) entered service in 1957, she was appointed flagship of the North Pacific Coast service (1957-1970) and was easily distinguished from HAL's other 'D' class Combi-Liners by her dove-grey hull.
- The Dinteldyk (2) was reportedly capable of carrying 425,000 cu. ft. of general cargo including 111,000 cu. ft. of refrigerated cargo at temperatures from -10 deg. C (15 deg. F) to -20 deg. C (5 deg. F below zero). She also had luxurious accommodations for sixty passengers in air-conditioned outside staterooms with private bath or shower, ample deck space, and graciously appointed public rooms including a lovely, air-conditioned dining room.^{xxii}

THE PHOTO

- The Dinteldyk (2) is pictured at CPR Pier B-C on Tuesday, April 16, 1957, when she was on her maiden voyage. The Combi-Liner would return to the U.K. and the Continent with calls at ports in between after taking on passengers plus a load of lumber, grain, and general cargo (Vancouver Archives, CVA 447-4253, Photographer - Walter E. Frost)



M.S. KORENDYK

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: Lubecker Flenderwerke AG, Lübeck, West Germany
- Hull Number: 508
- Tonnage (GRT): 5,290
- Tonnage (NRT): 2,583
- Length: 140.14 m / 460 ft.
- Service Speed: 16.0 kts
- Propulsion: Single screw; 1 diesel engine; 7,200 apk
- Complement: 55

- Cargo Handling: 3 Masts, 4 Kingposts (M.M.K.F.K.M)
- Grain Cube: 436,000 cu. ft.
- Bale Cube: 385,000 cu. ft.
- Passengers: 2

- Year Delivered: 1959
- Years In Service: 1959 - 1970
- Year Dismantled: 1986

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Three of the 'K' class ships were built in the Netherlands (Kinderdyk (2), Kloosterdyk, Katsedyk) and three in West Germany (Kerkedyk, Kamperdyk, Korendyk).
- Although on the smaller side, the six 'K' class freighters were quick at 16 kts; beautifully proportioned and rigged

with full cargo gear, including 40-ton heavy lift derricks on the foremast and MacGregor hatch covers. ^{xxiii} Their smaller size made them suitable for many services, even for sailing towards the Great Lakes through Canada's St. Lawrence Seaway with its many locks. ^{xxiv}

THE SHIP

- 'K' class ships without passenger accommodations such as the Korendyk had an owner's cabin, located on the deck under the bridge between the captain's cabin and the eerste stuurman (first mate). The owner's cabin was sometimes used to carry 1 or 2 passengers, such as the pilot, but was mostly empty.
- The Korendyk initially worked the East Coast (1959-1966) then the Gulf Ports (1967-1968) and finally the North Pacific Coast (1969-1970).
- The Korendyk (Capt. E.H.J. Cunaeus) was received with a celebration by Morehead City, North Carolina in July 1966, being the thousandth ship to dock since the port's merger in 1953. To commemorate the event, Mayor George Dill presented the Korendyk's master with the key to Morehead City. While in port, more than 1,400 hogsheads of North Carolina leaf tobacco (estimated value = \$1.5 million) were loaded on board the Korendyk, destined for Europe. ^{xxv}

THE PHOTO

- The Korendyk is pictured at Centennial Pier next to Shed 2 on Wednesday, February 26, 1969 (Vancouver Archives, CVA 447-5538, Photographer - Walter E. Frost)



M.S. GAASTERDYK (2)

TECHNICAL DATA

- Type: General cargo ship
- Shipbuilder: De Rotterdamsche Droogdok Maatschappij N.V., Rotterdam, Netherlands
- Hull Number: 304
- Tonnage (GRT): 7,222
- Tonnage (NRT): 3,794
- Length: 162.62 m / 534 ft.
- Service Speed: 17.0 kts
- Propulsion: Single screw; 1 diesel engine; 10,400 apk
- Complement: 52

- Cargo Handling: 5 Masts (M.M.M.M.F.M)
- Grain Cube: 667,943 cu. ft.
- Bale Cube: 613,011 cu. ft.
- Passengers: 0

- Year Delivered: 1960
- Years In Service: 1960-1973
- Year Dismantled: 1985

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Originally built for HAL's Gulf Coast service, the four 7,200 ton 'G' class freighters had their engines aft and capable of achieving speeds of 17 knots. The five-masted motor ships had complete cargo-handling gear, including

two 75-ton heavy lift derricks arranged so as to be able to lift a joint load of 120 tons. Their patented steel MacGregor hatches could be opened or closed in a few minutes – a labour and time saving device. Flush covers in the 'tween decks facilitated the use of fork-lift trucks.^{xxvi}

THE SHIP

- The Gaasterdyk presented a somewhat unusual profile with her engine room, accommodations, and bridge being aft and five cargo holds forward. These design elements were in keeping with the general 'up-to-datedness' as she was also equipped with the latest aids to navigation, e.g., radiographic weather cards and wave-height cards.
- When the Gaasterdyk departed Rotterdam for her maiden voyage on October 30, 1960, she was the first-ocean going ship to put to sea without a conventional wheel. She could steer herself – the steering being controlled by a Sperry tiller pilot on the bridge; very much like the automatic pilot (known as 'George') on aircraft.^{xxvii}
- Special attention was also paid to the accommodation of officers and crew who had their own television sets; specially designed to receive the programmes available in the Continental, UK, and U.S.A. ports.^{xxviii}

THE PHOTO

- The Gaasterdyk is pictured at the end of Ballantyne Pier on Monday, October 4, 1965, taking on a load of general cargo (Vancouver Archives, CVA 447-4699, Photographer - Walter E. Frost)



M.S. PRINSENDAM

TECHNICAL DATA

- Type: Passenger liner
- Shipbuilder: N.V. Scheepsbouwwerf & Machinefabriek 'De Merwede' v/h Van Vliet & Co., Neder-Hardinxveld, Zuid-Holland, Netherlands
- Hull Number: 606
- Tonnage (GRT): 8,566
- Tonnage (NRT): 4,937
- Length: 130.29 m / 427 ft.
- Service Speed: 21.0 kts
- Propulsion: Twin screws; 4 diesel engines; 17,600 apk
- Complement: 181
- Passengers: 446

- Year Delivered: 1973
- Years In Service: 1973-1980
- Year Lost: 1980

INTERESTING FACTS & FIGURES

HOLLAND-AMERICA LINE

- Company advertising slogans:
 - 1929 – 1949 “the Spotless Fleet”
 - 1950 – 1961 “It’s good to be on a well-run ship”
 - 1962 – 1988 “Sail a Happy Ship”
 - 1989 – 2015 “Tradition of Excellence”
 - 2016 – present “Savor the Journey”

THE SHIP

- The Prinsendam (Capt. C.D. Wabeke) was transiting through the Gulf of Alaska, about 120 miles south of Yakutat, Alaska on October 4, 1980, when fire broke out in the engine room at midnight. Unable to bring the fire under control, her master issued the order to abandon ship at 6:30 a.m. Passengers, many elderly, and crew filled her six lifeboats, four life rafts and two motor launches while (Capt. Wabeke, 24 crewmembers and 15 passengers remained aboard the Prinsendam. U.S. Coast Guard (USCG) and Canadian helicopters, aircraft and three USCG cutters responded in concert with other vessels in the area.
- When the supertanker Williamsburgh arrived on scene at about 7:45 a.m., seven helicopters began transferring passengers and crew from the lifeboats to the helipad on her deck. Finally, some 18 hours after the ordeal began, the rescue was over. This event is of particular importance given the vast distance traveled by the rescuers, the coordination of independent organizations and the fact that all 520 passengers and crew were rescued without loss of life or serious injury. Sadly, on October 11th, the Prinsendam capsized and sank while under tow to Portland, Oregon. xxix xxx

THE PHOTO

- The Prinsendam at Pier B-C on Thursday, September 11, 1975, as photographed by 76-year-old Walter Frost (Vancouver Archives, CVA 447-7661, Photographer - Walter E. Frost)

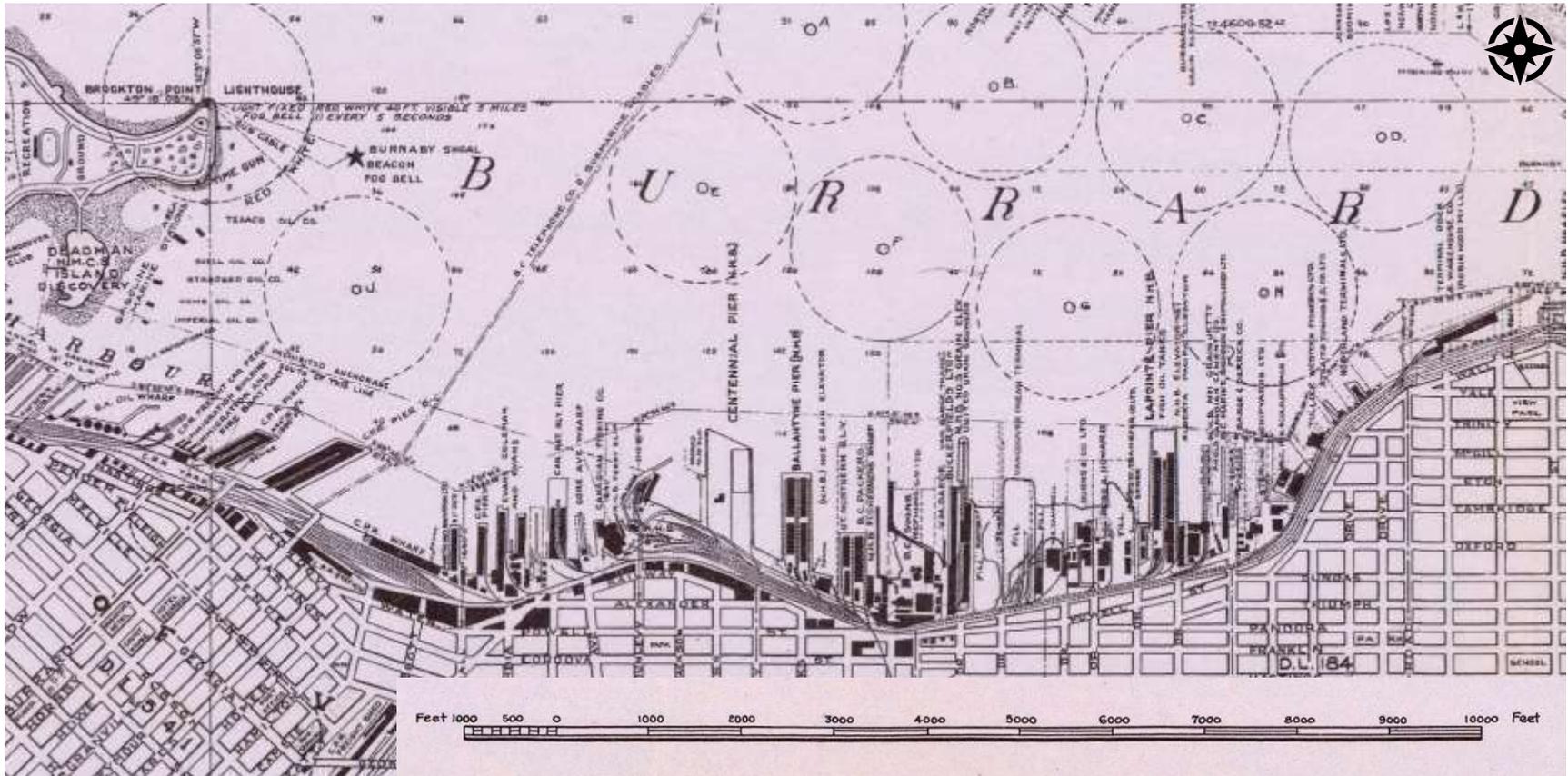


GLOSSARY

- Bale cube - The space available for cargo in bales or on pallets, etc., where the cargo does not conform to the shape of the ship. Measured in cubic meters or feet.
- Ballast - Weight (e.g. sand, gravel, or water) added to the ship's bottom to provide stability and trim, especially when she is without cargo. Most vessels are fitted with water tanks and pumps specially designed for this purpose.
- Boom - a heavy spar for handling cargo; usually attached to the base of a mast or kingpost.
- Boot-topping – the colour of the hull along the waterline.
- Bow - the front portion of the vessel.
- Breakbulk - Breakbulk cargo is commodity cargo that must be loaded individually in a ship's cargo. The goods can be packaged in bags, cases, crates, drums, barrels, or kept together by baling and placed onto pallets. Typical breakbulk commodities include paper, lumber, steel, and machinery.
- Bulk - Bulk cargo is commodity cargo that is transported in large quantities and unpackaged. Typical bulk commodities include coal, chemicals (potash, sulphur), and grain.
- Bunker - a space in which fuel is stowed. The actual fuel itself is usually referred to as bunker fuel. Bunkering is taking fuel on board.
- Bushel - a measure of volume equal to 8 gal (36.4 L), used for dry goods, e.g. grain.
- Cargo Handling – the sequence of cargo handling equipment from bow to stern, e.g. K.M.F.M = kingpost, mast, funnel, mast.
- Complement - the full number of people required to operate a ship. Includes officers and crewmembers; does not include passengers.
- Courtesy flag - national flag of the country which a ship is visiting, flown at the foremast head or on the yard arm as a mark of respect.
- Cowl - a ventilator covering designed to improve the air flow.
- Crow's-nest - a structure in the upper part of the main mast of a ship or a structure that is used as a lookout point.
- Davits - small cranes or apparatus for lifting, swinging out and lowering of ship's lifeboats.
- Derrick - a boom with tackle for handling cargo.
- Dressing overall -. a sign of celebration, done for special occasions, anniversaries, and events. Consists of stringing signal flags and pennants on a ship from bow to stern.
- Ensign – national flag of the port where the ship is registered; it is flown at the stern of a ship.
- Foremast - the mast closest to the bow of a ship.
- Grain cube - the maximum space available for cargoes such as grain, where the cargo flows to conform to the shape of the ship. Measured in cubic metres or feet.
- HAL - Holland-America Line.
- Hogshead - a tobacco-filled wooden barrel weighing 1000 lbs.

- Hold - the space below deck where the cargo is stored.
- Hull - the body of a vessel from the keel to the deck line.
- Kingpost - a short vertical post used to support a derrick boom, typically positioned near hatchways. May also be referred to as short masts. Kingposts might be single, on the centre line of the vessel, kingposts are more commonly in pairs, abreast.
- Knot (kt) - a measurement of speed, one nautical mile per hour.
- Nautical mile (nm) - measure of length equal to 1,852 m (6,076.6 ft.) or the length of arc of one minute of latitude at the equator.
- Mast - a vertical or raked structure used to support cargo derricks, radio antennas, and to a lesser degree for signaling (see courtesy flag), observation (see crow's-nest) or for carrying lights.
- Port - the left-hand side of a ship looking towards the bows, shows a red light.
- Speed - service speed (see knot).
- Starboard - the right-hand side of a ship looking towards the bows, shows a green light.
- Stern - the rear portion of a vessel.
- Superstructure - a structure or structures built above a vessel's hull. Includes pilothouse, bridge, galley house, deckhouses, etc.
- Tonnage - three tonnage figures are commonly used for merchant ships:
 - Deadweight (DWT) - this is the weight in tons of the cargo, stores, fuel, etc. carried by a ship when down to her loading marks. It indicates a ship's cargo-carrying and earning capacity.
 - Gross Register (GRT) - the total cubic capacity of all enclosed spaces at 100 cu. ft. to the ton. It is used for general purposes and in national maritime registers.
 - Net register (NRT) - measured in the same way as gross tonnage, the net register is the capacity of enclosed space less that of the engine and boiler rooms, crew accommodation, stores, and all spaces necessary for the working of the ship. It is the cubic capacity of all earning space and the tonnage figure most used to calculate harbour dues and other charges.
- Twenty-foot Equivalent Unit (TEU) - an inexact unit of cargo capacity often used to describe the capacity of container ships and container terminals. It is based on the volume of a 20 ft.-long (6.1 m) intermodal container, a standard-sized metal box which can be easily transferred between different modes of transportation, such as ships, trains, and trucks.
- Unitized Freight Transportation - the use of standardized boxes, cranes and ships, completely automated general cargo handling, and the intermodal (ships, trains, and trucks) use of containers resulting in an effective door-to-door service. Containerization was such an important technological advance in 1960s world shipping that it has been called "the container revolution".
- VAS - radio callsign of the former Vancouver Harbour Marine Communications and Traffic Services (MCTS) Centre.
- Ventilator - a device for introducing fresh air or expelling foul or stagnant air below deck.
- Watch - a portion of time assigned for continuous duty. Usually 4 hours on then 8 hours off. Watches on ships with reduced manning can be 6 hours on, 6 hours off.

VANCOUVER'S WHARVES & PIERS



Vancouver's wharves & piers in 1960

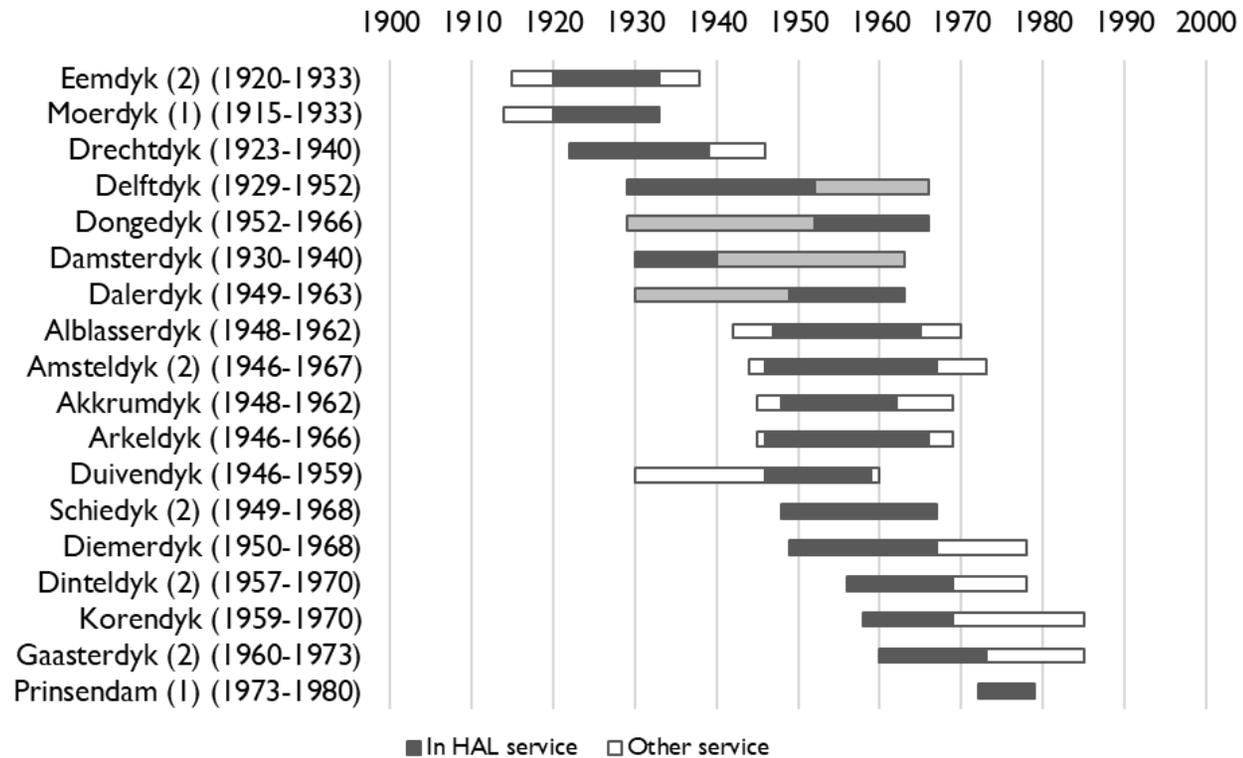
PHOTO CREDITS

- P. ii – 3e Sturman Judicus van Weelderen, Moerdyk (2), 1967 (Source: Judicus van Weelderen)
- P. 2 – Walter Edwin Frost (age 17) at the entrance to the Grandview Methodist Church on Venables Street, 1915 (Source: Vancouver Archives, CVA 447-6)
- P. 3 – Holland-America Line vintage poster (Source: Willem Ten Broek, Haarlem: Joh. Enschede en Zonen, 1936)
- P. 4 – Detail of aerial view of CPR Pier B-C and the M.S. DONGEDYK at the foot of Burrard Street, 1963 (Source: Vancouver Archives, CVA 296-040)
- P. 42 – Detail from Vancouver Harbour (Ottawa: National Harbours Board, 1960) (Source: Vancouver Archives, AM1594-: MAP 436)
- P. 48 – Floris van Weelderen (Source: Bunt & Associates Engineering Ltd., 2018)
- City of Vancouver Archives, CVA 447-xxxx [item number], photographer Walter E. Frost

PAGE	NAME OF SHIP	YEAR DELIVERED	GRT	PIER /WHARF	DATE OF PHOTO	CVA ITEM NO.	PHOTO EXHIBITION
7	Eemdyk (2)	1915	7,600	CPR Wharf	July 21, 2022	CVA 447-2175	+
9	Moerdyk (1)	1914	7,300	Lapointe Pier	May 29, 1930	CVA 447-2463	+
11	Drecht dyk	1923	9,300	Burrard Inlet	July 5, 1933	CVA 447-2166	
13	Delft dyk	1929	10,200	Ballantyne Pier	June 9, 1932	CVA 447-2154	+
15	Dongedyk *	1929	10,900	Ballantyne Pier	April 28, 1952	CVA 447-4283.2	+
17	Damsterdyk	1930	10,200	Burrard Inlet	April 12, 1933	CVA 447-2148	+
19	Dalerdyk *	1930	10,800	VHC No. 1 Grain Jetty	June 2, 1953	CVA 447-4181.4	+
21	Alblasserdyk	1943	8,300	CPR Wharf	July 31, 1963	CVA 447-3035.1	
23	Amsteldyk (2)	1944	7,600	Ballantyne Pier	August 14, 1963	CVA 447-3111.2	
25	Akkrumdyk *	1945	7,600	Ballantyne Pier	April 7, 1960	CVA 447-3017	
27	Arkeldyk *	1945	7,600	Ballantyne Pier	July 31, 1962	CVA 447-3308	+
29	Duivendyk	1930	8,300	Burrard Inlet	June 23, 1951	CVA 447-4327	
31	Schiedyk (2)	1949	9,600	Ballantyne Pier	April 23, 1951	CVA 447-8016	
33	Diemerdyk	1950	11,200	Lapointe Pier	October 14, 1950	CVA 447-4243.5	+
35	Dinteldyk (2) *	1957	11,400	CPR Pier B-C	April 16, 1957	CVA 447-4253	+
37	Korendyk *	1959	5,300	Centennial Pier	February 26, 1969	CVA 447-5538	+
39	Gaasterdyk (2)	1960	7,200	Ballantyne Pier	October 3, 1965	CVA 447-4699	
41	Prinsendam	1973	8,600	CPR Pier B-C	September 11, 1975	CVA 447-7661	

Notes: * - ships on which my father sailed; + - included in the photo exhibition; GRT – Gross Register Tonnage (rounded to the nearest 100 tons); CPR – Canadian Pacific Railway; VHC - Vancouver Harbour Commissioners

LIST OF VESSELS IN ORDER OF FIRST VISIT TO VANCOUVER



ABOUT THE CURATOR

FLORIS VAN WEELDEREN



Floris Judicus Douwe van Weelderen, P.Eng., PE, PTOE, CD is a Senior Transportation Engineer and member of the Senior Leadership Team at Bunt & Associates Engineering Ltd.'s Vancouver office. A graduate of Magee Secondary School (class of 1985), he obtained a Bachelor of Science from the University of Calgary in 1990 and returned to Vancouver with his wife in 1999.

Floris published his first book “Citadels of the West: Military architecture in British Columbia” in 2005 which was inspired by 24 years of military service with Vancouver’s British Columbia Regiment (Duke of Connaught’s Own). He is also a member of the Vancouver Historical Society and recently penned an article entitled “SIXTH REGIMENT WILL INVADE UNITED STATES” which details the travels of the 6th Regiment, Duke of Connaught’s Own Rifles to Seattle’s 1909 Alaska-Yukon-Pacific Exposition.

Floris decided to curate “A LENS ON VANCOUVER’S PAST: Walter Frost’s Holland-America Line (1920-1975)” after stumbling across Walter’s extensive body of work while researching his father’s 1960s adventures as a 3e Stuurman (3rd Mate) onboard Holland-America Line freighters and passenger liners.

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