

DAGELYKS NIEUWS

SUNRISE 6:34 AM
m.s. VEENDAM
EASTERN CARIBBEAN CRUISE

SUNSET 8:15 PM
FORT LAUDERDALE, FLORIDA
SATURDAY, JULY 6, 1996



TOT ZIENS!

From the Navigator

After leaving the Bahama Islands last night we crossed the Straits of Florida on a westerly heading. We will arrive at the seabuoy of Port Everglades early this morning to pick up the pilot. Continuing to sail between the breakwaters, we will line up in the turning basin and back up the ship to berth 26. On behalf of the Deck Department, we hope this Eastern Caribbean Cruise will hold fond memories for you in your hearts

The Navigator's Lament

It's not my job to run the ship,
The horn I cannot blow,
It's not my job to say how far,
The ship's allowed to go,
It's not my job to throttle down,
Or even clang the bell,
But let this "damn" ship hit a rock,
And see who catches hell!

Mileage For This Cruise

(Nautical Miles)

Fort Lauderdale - Nassau.....	175 miles
Nassau - San Juan.....	777 miles
San Juan - St. John.....	72 miles
St. John - St. Thomas.....	11 miles
St. Thomas - Fort Lauderdale.....	980 miles
TOTAL DISTANCE.....	2,015 miles

1 nautical mile = 1.15 statute miles.

As this Eastern Caribbean Cruise draws to a close we all hope that it has been a memorable vacation for you, and that the m.s. Veendam will hold a special place in your memories for a long time to come. Captain Jonathan Mercer, Hotel Manager Willem Cruijsberg, Cruise Director Chris Jurasas, the Officers, Staff and Crew of the m.s. Veendam wish you a pleasant and safe journey home and we look forward to seeing you again.

DISEMBARKATION INFORMATION!

PLEASE READ THIS CAREFULLY.

Baggage

Color coded luggage tags for you to attach to your luggage have been delivered to your cabin. These have been issued in response to the Disembarkation Questionnaire which you returned to the Front Office. They will make it easier for you to identify your bags on the pier, as luggage will be unloaded and placed in corresponding color coded areas.

Please have your bags packed, tagged and placed outside your cabin before you retire on Friday night. Check all closets and drawers in your cabin. Holland America Line cannot be held responsible for any articles left on board. DO NOT PACK medicines, passports, airline tickets, or tour vouchers. DO NOT place open shopping bags outside your cabin, you are advised to carry such items off the ship yourself. Shoreside Union Regulations do not permit crew members to carry any baggage off the ship.

Disembarkation Procedures

Do not pack your Customs Form, Guest Identification Card or Disembarkation number. Disembarkation will commence after all baggage has been placed under the respective colors in the "Baggage Claim Area" in the terminal.

Consequently, for your comfort and convenience, we recommend that you relax in one of our public lounges. Please DO NOT sit on the stairs.

You may disembark when your disembarkation number is called over the public address system.

On the Gangway and Pier

Your Holland America Guest Identification card and disembarkation number will be collected at the gangway, so please have it available.

You will then be directed into the terminal building and into the Baggage Claim Hall. Look for the colored banner which corresponds to the color of your luggage tag. Directly under that banner you will find your bags.

Porters and Holland America Line Shore Staff are in the Baggage Hall to assist and direct you. After claiming your baggage you will pass through the FINAL U.S. CUSTOMS CHECK at which time your baggage may be searched. Holland America Line Shore Staff will direct you to your onward transportation.



Power and Propulsion

The basic principle of the Veendam's propulsion system is that the ship's controllable pitch propellers are turned by electric motors. Five large generators provide the entire electrical energy supply for the ship which is divided into two main areas: Hotel Consumption and Propulsion Consumption. The generators supply electrical power to a Main Switchboard to which all "consumers" (from the Main Engines to your electric toothbrush) are connected one way or another. The number of generators in use at any given time can be varied in accordance with demand. This also means that maintenance can be carried out on a generator/diesel engine while the ship is sailing on four or less units. The generators receive mechanical power from 5 diesel engines, and they convert this into electrical energy of 32MW-6.6 kV/60 Hz.

With a diesel electric system of this kind - the diesel engines are smaller but more numerous than the previous generation of propulsion systems, and so consequently there is much less vibration. Most importantly, with diesel electric, the diesel part of the propulsion system is not mechanically connected to the propeller shaft and so can be positioned remotely with its generator and mounted on rubber cushions.

The total power of one propulsion electromotor unit turning one of the Veendam's two propellers is 12,000 kW, which means that the total propulsion power of the ship is 24,000 kW and that's equal to 32,000 bhp. The speed of the propellers is controlled by a frequency converter and can be adjusted from 0 rpm to 140 rpm. The propeller turns in the same direction all the time. The blades of the propeller can be trimmed by controls on the Navigation Bridge to increase the "cut and thrust" in the water, and so increase speed or else trimmed to "reverse thrust" to stop the ship and make it go backwards. An emergency stop from full speed can be achieved within the length of the ship!!

The "banana" design of the propeller blades is similar to that of a submarine with the object of reducing cavitation - a major contributor to vibration.

The m.s. Veendam's fuel consumption is about 55 gallons of heavy fuel oil to the mile!!

Tonnage Of Ships

The fact that there are at least three kinds of measurements of vessels of tonnage is apt to confuse the travelers who obtain their impression of the size of a vessel by the tonnage given them. Gross and net tonnage measurements are recognized by law. The gross tonnage of a vessel is its entire internal capacity measure in tons of 100 cubic feet. The net tonnage is measured by subtracting from the gross tonnage all space used for accommodation of officers and crew, for certain gear in the working of a ship and, if a steam vessel, includes boiler and engine. Displacement tonnage means the weight of the water displaced by a ship and her cargo floating in it.

Did you know?

Many everyday expressions originated from Nautical terms:

ALOOF: From the old Dutch word *loef*, meaning windward. It was adopted by English sailors in the 16th and 17th centuries, and in books of old voyages it is written variously as *aluffe*, *a-luff* and *aloof*. Describes a vessel which is sailing along a lee shore with her head pointing into the wind to prevent her being set inshore; also said of a vessel amongst a fleet of ships which sails higher into the wind so that she draws apart. Thus it has come to mean "one who stands apart".

BITTER END: The name given to the innermost end of the anchor rope, so called because it was secured to a set of 'bitts' or large pillars of oak bolted and fixed upright to the deck. In controlled circumstances an anchor rope is allowed to run out a measured amount until the anchor hits the sea bed, whereupon it is checked. However, if the water is a lot deeper than expected or things go wrong, then the rope will keep running unto the bitter end. After that there is nothing left.

FLOGGING A DEAD HORSE: A "dead horse" was the seaman's term for the first month at sea - a month for which they would have been already paid and spent the money very quickly afterwards. So it seemed to them, with the money all gone, that the first month was spent working for nothing. To mark the end of the "dead horse" month the crew would make an effigy of a horse and parade it around the decks.

I'M ALRIGHT JACK: The ultimate in self-consideration. In complete form the expression is 'Blow you Jack, I'm onboard' and comes from the standard joke that the first liberty man to climb the ship's side from the boat pulls the rope ladder up behind him.

**GOOD BYE
TOT ZIENS
AU REVOIR
PAALAM
SELAMAT JALAN
AUF WIEDERSEHEN
SHALOM
SLAN ABHAILE
ADIOS**

**PLEASE LEAVE
YOUR ROOM KEY
IN YOUR
STATEROOM.
THANK YOU**

U.S. Customs

All Heads of Households, regardless of nationality, are required to complete a Customs Declaration Form. If your family has exceeded the allowance, only the HEAD OF THE HOUSEHOLD should present the completed form, all receipts and I.D. to the Customs Officials in the Card Room. Please attend Pre-Customs formalities only when it is announced over the Public Address System.

U.S. Customs

If you are a citizen of the United States, your Customs exemption is \$600.00 per person plus an additional \$600.00 of purchases made in the Virgin Islands. You are also allowed to take back into the U.S. 1 carton of cigarettes (plus 4 cartons purchased in the Virgin Islands), 50 cigars, and 1 liter of alcohol (plus 3 purchased in the Virgin Islands and 1 additional if it is made in the Virgin Islands).

Canadian Customs

Canadian Residents returning home are allowed to import \$500 (Can) worth of goods free of duty. This includes 50 cigars; 200 cigarettes; 400 grams of tobacco and 40 oz. of alcoholic beverage.

Settling Your Account

If you have already submitted your credit card for Express Checkout, a copy of your final account and copy of your credit card voucher will be delivered to your cabin after 7:30 am on SATURDAY. Otherwise you may settle your account at the Front Office from 6:30 am - 8:00 am with cash, travellers cheques or a personal check.

Lost and Found

For guests who have lost articles on board, please inquire at the Front Office on Promenade Deck as items may have been turned in during the evening.

The History of Holland America Line

The 16th century, the era of Rembrandt and exploration was known as the "golden age". During this time the Dutch were in the forefront of ship design. This continued for the next two centuries. The invention of the steam engine changed world exploration and trade completely.

In 1871 Holland America began its history as the Nederlandsche - Amerikaansche Stoomvaart Maatschappij, and it was conceived not because of a grand vision of future business and profit, but out of jealousy and rivalry towards Amsterdam. As an international shipping line was based at the well-known port of Amsterdam, so why shouldn't Rotterdam have one as well? In 1872 the company's first ship, named the "Rotterdam" sailed on October 15 to New York. The ship had been built in England and with a length of 82 meters (269.03 feet) and a tonnage of 1,694, she carried 294 passengers, and was considered to be of a reasonable size for those days. An average trans Atlantic crossing took between 10 and 15 days and that depended on the weather.

Within a short time everyone was talking about the new "Holland to America" shipping line so persistently that the name caught on.

The official year of the founding of the Holland America Line was 1873.

Until then it had just been a small corporation of some men loosely working together. Even though the company was still fighting against competitors from Amsterdam, it grew rapidly and by 1882 had more than ten ships at sea! It was corporately strong enough to fight against those already well established shipping lines such as Cunard and the big German shipping lines.

These were exciting days. In 1886 "luxury" in the form of electricity entered the competitive world of shipping. The s.s. Rotterdam was commissioned with electric lights on board - a great step forward.

Holland America Line extended its trade to South America, and apart from regular passenger and immigrant trading on the North Atlantic, the Company tried its first "cruise". In June 1895, the Rotterdam departed on a 10 day excursion for the opening of the Kiel Canal.

Today as the m.s. Veendam, flagship s.s. Rotterdam and the rest of the Holland America Line fleet sail the world's seas and oceans, we strive to maintain the atmosphere of leisure and elegant ocean travel of that glorious age of trans Atlantic crossings and luxurious ocean liners.

Making Waves

Sea water is rarely still: it's usually moving in waves, tides or currents. Waves are caused by wind blowing across the surface of the ocean. The height of a wave is determined by the wind speed, the time the wind has been blowing, and the distance the wave has travelled over the ocean. The highest wave ever recorded had a height of 34m (116 ft), although usually they are much smaller. Waves play a very important role in the shaping of coastlines. Water does not move along with the waves. Instead the water changes shape as a wave passes, moving in a roughly circular motion, rising towards a wave crest as it arrives and falling as it passes. This motion can be seen by watching a boat: the boat bobs up and down as the wave moves past it, but does not move along with the waves. There is another type of wave in the ocean, which is not generated by the winds. These are called "Tsunami". They are also popularly called tidal waves, but this name is quite wrong because they are not caused by tides. Tsunami are due to earthquakes or the eruption of undersea volcanos, which move a large amount of water rapidly, disturbing the sea surface and creating waves that travel away from the area of the earthquake or volcano. Tsunamis travel at very high speeds, around 750 km/h (470 mph). However, in the open ocean they cause little damage because their wave height is very low, usually less than 1m (3.25 ft), but in shallow water they slow down and their height increases to 10m (33 ft) or more, and they can cause extensive damage when they hit a shore.

Last Minute Photographs

All guests can make last minute cash purchases from the Photo Shop on Promenade Deck from 7:00 am - 9:00 am.

**HOLLAND AMERICA
LINE CRUISES
FUTURE CRUISE
PLANNER IS
AVAILABLE AT THE
FRONT OFFICE.**

**THANK YOU
FOR COMPLETING
OUR SURVEY
FORM.**

Vital Statistics of the m.s. Veendam

Gross Registered Tonnage: 55,451 tons	1 Atlas speed log DOLOG.
Length: 719.8 feet	2 Anschutz gyro compasses.
Breadth: 101.6 feet	1 Magnetic compass.
Overall Breadth at the Lido Deck: 110 feet	1 Anschutz nautoplotting table.
Height above waterline: 159.4 feet	1 Magnavox mx 200 GPS (Global Positioning System).
Draught: 25 feet approximately	1 Racal mns 2000 Integrated Positioning System working on GPS, Loran, Omega, Decca and Satnav systems.
Trial Speed: 22.6 knots	1 Anschutz integrated autopilot.
Service speed: 20.0 knots	3 KaMeWa joystick controls.
Decks: 13	Passenger accommodation
Bow Thrusters: 2	*1 Penthouse suite
Stern Thrusters: 1	*28 deluxe suites
Main Propulsion: 2 Electric Motors	*120 mini suites
Propellers: 2 variable pitch	340 Standard outside staterooms
Electric Generation:	144 Standard inside staterooms
5 GMT Sulzer Diesel engines	Outside stateroom ratio 77%
3 x 8 cyl ZAL 40S	
2 x 12 cyl ZAL 40S	
Total 33.6 MW	
Rudders: 2 flap type	Maximum passenger capacity: 1,498
Stabilizers: 2 Sperry.	Maximum crew capacity: 618.
4 Atlas 9600 automatic radar plotter aids.	
1 Atlas navigation command system	
NACOS 25	

Consumption of Food and Beverages this Cruise

Here's just a few items of interest:

Beef	4,599 lbs
Veal	260 lbs
Pork	1,247 lbs
Lamb	1,023 lbs
Chicken/poultry	2,524 lbs
Caviar	24 lbs
Fish/ Seafood	4,991 lbs
Eggs	13,680 pcs
Cheese	800 lbs
Milk & other dairy products	1,148 gal
Ice cream	420 gal
Fresh vegetables	15,674 lbs
Fresh fruit	14,000 lbs
Rice	2,500 lbs
Beer	5,788 btl
Wine	688 btl

Recipe of the Cruise: The Famous Holland America Bread and Butter Pudding

Serves four
 9oz. (240ml) milk,
 9oz (240 ml) double cream,
 3 fresh Vanilla beans (sticks) open face,
 Salt to taste,
 5 Eggs,
 5oz. (150gr.) sugar,
 1 White loaf of bread (no crust),
 3 oz. (75gr.) butter,
 1 oz. (25gr.) raisins soaked in water,
 1 teaspoon cinnamon.

Bring the milk, cream, butter, salt and vanilla beans to a boil. Mix eggs and sugar together, add simmering milk mixture and pass it through a sieve. Cut the bread into thin slices. Arrange bread layers in a buttered oven proof dish. Put the soaked raisins between the bread layers and cover with the milk mixture.

Place the oven proof dish with the raw pudding in a roasting pan filled with 1/3c of water to prevent the pudding burning and to give it some moisture. Bake at a moderate heat for 40-45 minutes, till golden brown. Sprinkle with cinnamon sugar. Serve with Vanilla Sauce.

For the Newlyweds, try:

The Honeymoon Salad

Lett-uce Alone,
 No Dressing,
 Serves 2!

Breakfast Hours

Lido Restaurant
 6:00 am - 8:30 am
 Rotterdam Dining Room
 6:30 am - 8:00 am

