

DRENTHE



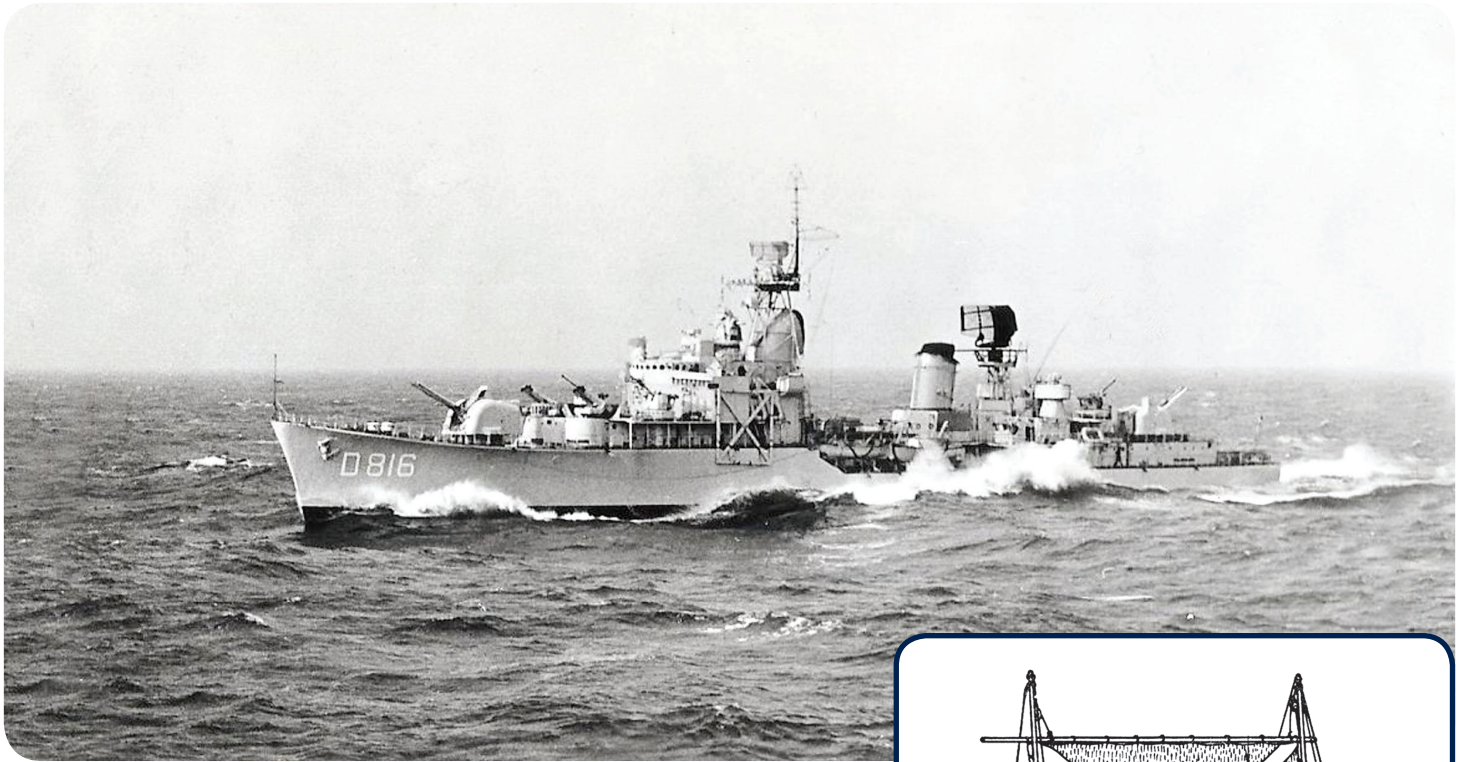
The coat of arms of the ship is similar to the province Drenthe. It is derived from the Landscape Drenthe, a seal that has been known since 1262. Which in turn is based on the Cisterciënzer monastery "Maria in Campis" at Assen. The shield was granted in 1830. The description of 1830 reads: "A shield of gold, laden with a statue of Mary, holding the Child Jesus on the left knee; and crowned of gold, sitting in a Gothic temple with gold. The shield covered with a Ducal Crown."

INTRODUCTION

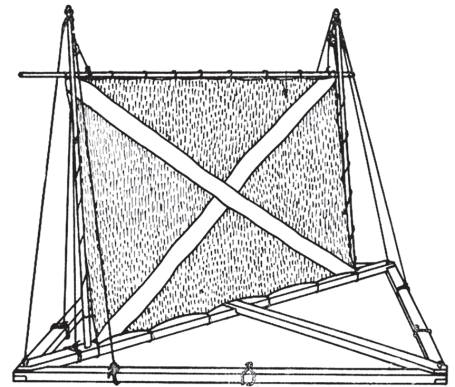
The havoc wrought on the Royal Netherlands Navy and its supporting defence industries by the Second World War was considerable. The necessity of reconstructing the navy in the face of a European political situation which was still far from stable was immediately recognized. The Naval Staff accordingly drew up a new Fleet Plan which aimed at the construction of a new fleet combining the latest theories of naval warfare with the practical lessons learned from the participation of Dutch naval units in the war and the losses experienced.

By 1950 authorization had been given for the construction of twelve large ASW destroyers. Until these ships could be completed the navy would use its motley collection of prewar Dutch- built and wartime British-built vessels to build up the expertise of its seamen, particularly in the new specialization constituted by ASW operations





An early picture with a battle practice target tied to forward superstructure below the bridge.



Gunnery training

Used in naval gunnery training, weapons testing and ship command and control assessments. It was just set adrift in the sea. It could only be used for visual contact, since the radar did not pick up the wooden structure. Therefore it was later replaced by the metal splash target that was towed behind another craft.



RAS S (solids) with HNLMS Poolster required distance 90 feet. Day-mark displaying shapes ball-diamond-ball to indicate "I am restricted in manoeuvring".

Rotterdam (D 818) and Friesland (D 812) side by side during Navy days.

In July 1956, in the Cold War, the Netherlands Task Group visited for the first time since 1914 the city of Leningrad (St. Petersburg). The brandnew Friesland, was one of the units.

The difficulties inherent in the implementation of the Fleet Plan were two-fold: the lack of experience in designing and building ships as a result of the German occupation had taken its toll of the design teams of the Netherlands United Shipbuilding Bureaux. The near-total destruction of the Dutch defence industries caused inevitable delays in the construction and

fitting out of the vessels. In particular, the decision to develop a home-based electronics industry capable of supplying all the necessary radars and fire control systems resulted in a number of ships being completed with empty mast platforms. The problems involved in designing a ship on the basis of predicted antenna dimensions and weights supplied by HSA while the radars concerned were still at the development stage will be self-evident to the reader. Nevertheless, the decision to develop a Dutch defence electronics industry rather than rely on the purchase of US or RN equipment has been a great success, not only in terms of the quality of the equipment produced, but also because of foreign sales.

The design problems involved in the re-establishment of the navy during the immediate postwar period were eased by close co-operation with British naval constructors, who provided particular assistance in the layout of the new destroyers.

Trials of Drenthe. Note the absence of air warning (LW-02) radar antenna.



The name

The destroyer was named after the Province Drenthe, the 9th largest province of the Netherlands situated in the northeast. The name Drenthe is said to stem from thrija-hantja meaning "three lands". Drenthe has been populated since prehistory. Artifacts from the Wolstonian Stage (150,000 years ago) are among the oldest found in the Netherlands. In fact, it was one of the most densely populated areas of the Netherlands until the Bronze Age. The most tangible evidence of this are the dolmens (hunebedden) built around 3500 BC. 53 of the 54 dolmens in the Netherlands can be found in Drenthe, concentrated in the northeast of the province.

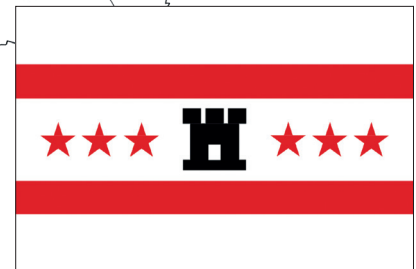
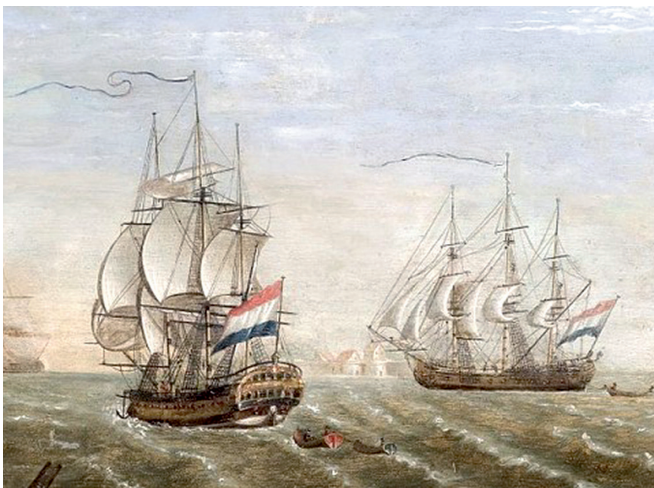
Predecessors of Drenthe

1. 1639-?

Frigate of 16 guns. In the Eighty Years War (Dutch Independence War) the ship was in the fleet in Battle of the Downs, when the Dutch Admiral Tromp attacked the Spanish fleet, under the command of Don Antonio de Oquendo, as it lay off the south coast of England between Dover and Deal. The Dutch destroyed a considerable proportion of the Spanish and Portuguese ships and asserted a naval superiority over the Spanish which was to last for the rest of the century. The English were cowed to watch this violation of their neutrality.

2. 1646-1648

Yacht of the Amsterdam Admiralty. In 1646 she captured a frigate near Dunkirk. Reports state that the ship was in 1648 in Brazilian waters.



Coat of arms and flag of Province Drenthe. All the ships of this class used the province flags as their ships flag.

3. 1782-1784

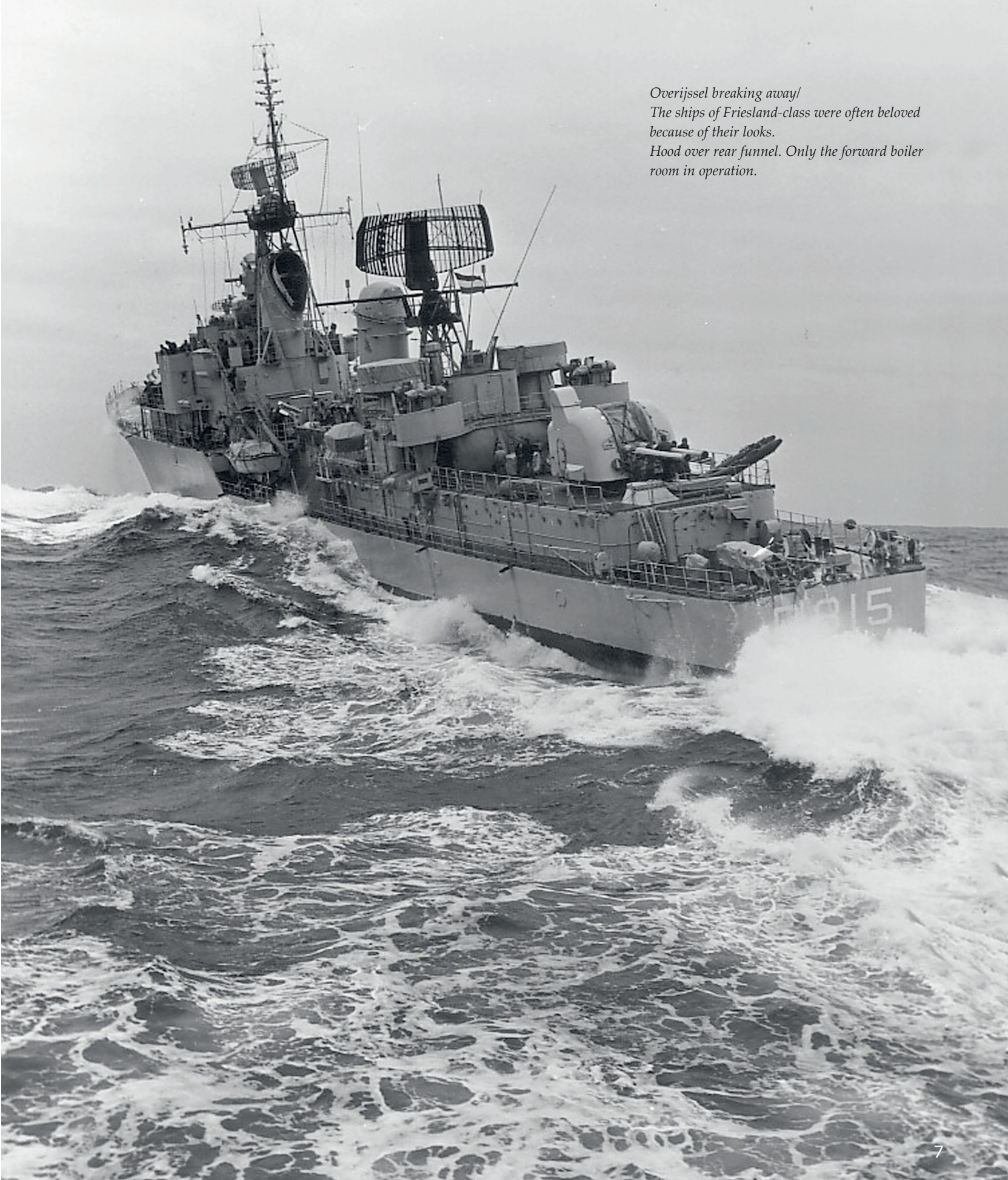
Amsterdam Admiralty 64 gun ship of the line, launched in 1782 as *Groningen* and renamed. When in December 1783 the fleet (Vadm P.H. Reynst) left for a showing-the-flag voyage in the Mediterranean, Drenthe was among them. Near the Balearic Islands the ships ran into a heavy storm where the unfortunate Drenthe capsized and sunk. Captain B.C. Smislaert and 450 of his crew found a seaman's grave near isle Minorca.

4. 1802-?

A transport in the fleet. Sailed via Cape of Good Hope to Dutch East Indies.

5. 1954-1984

Anti submarine destroyer. Subject of this book.



*Overijssel breaking away/
The ships of Friesland-class were often beloved
because of their looks.
Hood over rear funnel. Only the forward boiler
room in operation.*

DEVELOPMENT

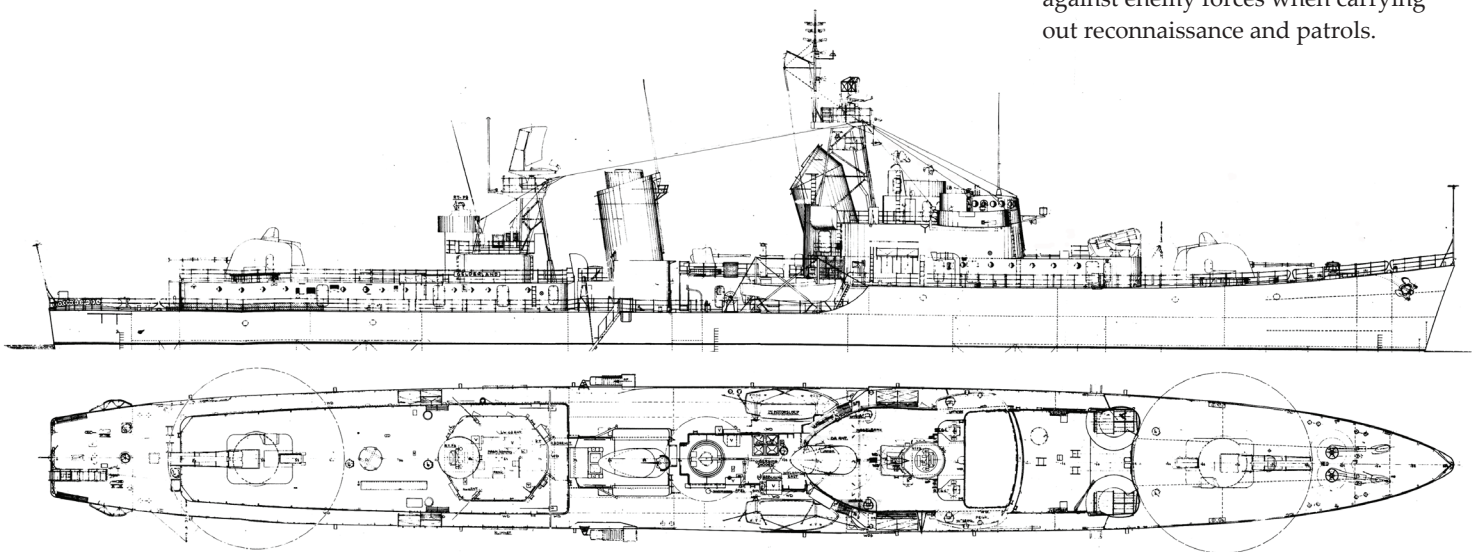
After World War II, the high speed of the new submarines required increased speed in ASW-ships. In the Netherlands the project 'Onderzeebootjagers 1947' (anti-submarine destroyers 1947) started already shortly after the war. The design of the A-class engine room was based on the internal layout of British engine rooms and machinery. One of the developments in WWII was ships had to be gastight. Another was electric welding of the hull.

These completed turbines were destined for the first group of anti-submarine destroyers.

In 1948 the navy announced the construction of eight new ships of a modified design, the B-class. For these destroyer's new 60.000 shp turbine sets had to be ordered.

When the Navy Construction Department started to prepare designs for these two classes the Naval Staff had formulated the staff requirements as follows:

1. To afford protection to friendly naval forces, merchant ships or convoys against enemy submarine attack;
2. To track down and destroy enemy submarines single-handed or in cooperation with other naval, air and sea forces;
3. To assist the air defence of naval forces and convoys
4. To assist in the defence of naval forces and merchant ships or convoys against attack by light enemy surface forces.
5. Capable of holding own ground against enemy forces when carrying out reconnaissance and patrols.



HNLMS Holland was the first of the Type 47A destroyers and in 1954 commissioned. She was the first Dutch contribution to STANAVFORLANT in 1968. Below: A photo taken in 1973 by an American plane underway to the United States.

The construction of the four ships of A-class suffered serious delays mainly caused by lack of funding. Furthermore, there were serious doubts about the stability of the design. This was solved by substituting aluminum for steel in the superstructure and masts. Moreover during the war, the German Navy had ordered the Netherlands industry to build four turbine sets in behalf of destroyers to be constructed in Germany and although work on these turbines was seriously delayed, they were virtually completed at the time the Netherlands were liberated. As they proved to be in excellent condition the navy was happy to allocate these 45.000 shp. turbines to be installed in the Type 47A destroyers.

