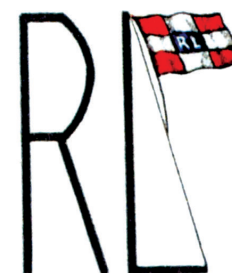


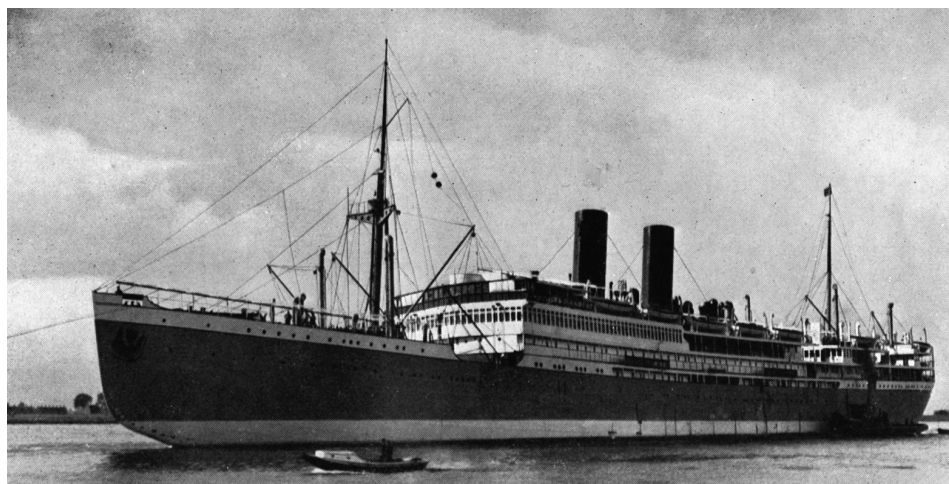
LINER DMV WILLEM RUYSS

INTRODUCTION

The Stoomboot - Rederij "Rotterdamsche Lloyd (steam shipping company "Rotterdam Lloyd") was founded in January 1875. Managed by Wm Ruys and I.G.N. Hoven. The company changed its name in 1883 into Naamloze Venootschap "Rotterdamse Lloyd" (RL) Ltd "Rotterdamse Lloyd". From 1884 the company cooperated with the Stoomvaart Maatschappij Nederland "Nederland" (SMN) (Steam shipping Company Nederland) which had been founded in Amsterdam in 1870.



First ship of the Rotterdamsche Lloyd: sv Groningen. Built in 1874, taken into service 1875, wrecked 1876. (Ill.: G.J. Frans Naerebout)







ss Slamta (1924-1941; 11.406 gross). Docked in 1931 and fitted with a new 42 foot bow. Served as a troop transport in WW2. Was in 1941 attacked near Crete by German planes and set on fire. 193 men died in this attack.

From 1870 a steamship sailed for the Netherlands Indies on a weekly schedule either from Rotterdam or Amsterdam. This cooperation would later develop into Nedlloyd Lines. The mail contract with the Dutch government in the late 19th century stipulated that both companies had to sail with fast ships.

Just before the turn of the century RL and SMN divided their fleets of liners in a freight service and one especially for passengers.



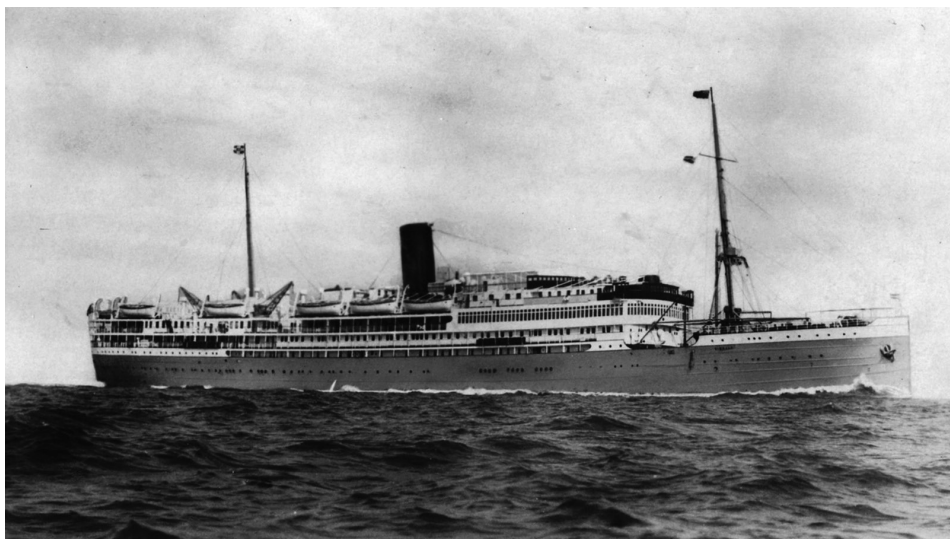
ss Indrapoera (1926-1956; 10.825 gross). In 1932 lengthened at the Schelde dockyard and equipped with diesel engines. Her beautiful interiors were destroyed in 1940 when she became a troop transport. In 1949 converted into a freight/passenger ship.

-  1924 Slamta
-  1926 Indrapoera
-  1928 Sibajak
-  1930 Baloeran

At the end of the 1930ties the Rotterdam shipping company Rotterdamse Lloyd had five large passenger liners at their disposal exclusively for the Dutch Indies lines. These five had a combined capacity of 18.744 passengers. However annually only about

12.500 passengers were transported. So in fact there was no necessity for a new ship. However the company foresaw a fleet renovation by 1941. They were urged on by the initiatives of other Dutch shipping lines.

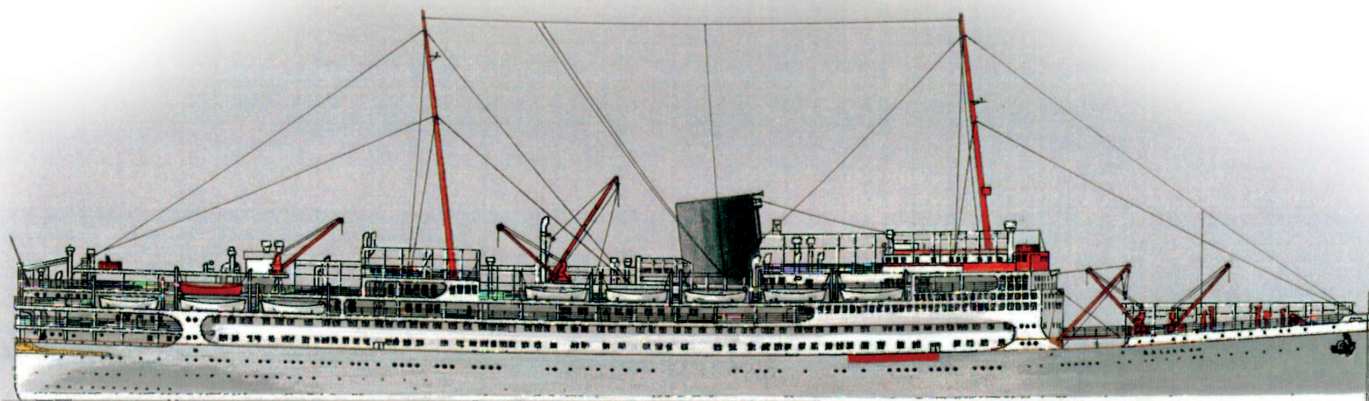
The Holland-Amerika Lijn had left the economic crisis behind with the majestic ss *Nieuw Amsterdam* followed by mv *Oranje* of Stoomboot Maatschappij "Nederland" from Amsterdam.



ss Sibajak (1928–1959; 12.040 gross). In Allied service in 1941. The interior converted for troop transport use in Singapore. Back under the company flag converted into emigrant ship.

On 16 July 1938 the Rotterdam Lloyd launched its plans to build a large passenger liner. The engineering department expressed this aspiration through the “Begrooting 3086a”. ‘Estimate 3086a’.

On the 12th of September of that same year the commission to build the ship was granted to the yard that up to then had built nearly all passenger liners for the shipping company. Royal dockyard “De Schelde” in Flushing. On 25 January 1939 the keel was laid under number 214.



Sister ships m/v Baloeran (1930–1943; 17.001 gross) and m/v Dempo were RL's last new great passenger ships before the outbreak of the Second World War. Both ships would be destroyed during the war. Baloeran hit a mine after she had been commandeered by the

occupying forces and converted to a hospital ship. She was grounded 1.3 miles from the Northern Pier at IJmuiden and destroyed by British planes. Remains of the wreck are still there.

(Drawing: D. Borchert)

The designs for Baloeran / Dempo are exactly ten years earlier than those of Construction number 214.

Both ships could be distinguished as ships from the 1920ties. They could among other things be recognized by the straight stem and cruiser stern.



M/v Dempo (1931–1944 16979 gross) She was converted for the transport of 2000 soldiers immediately at the outbreak of World War II. Deployed at the landings in Italy. Torpedoed on March 17 1944 on the coast of North Africa near Algiers. All those on board were safely put ashore.