



**DUTCH LEANDER FRIGATE
VAN SPEIJK**

*HMS Andromeda (F-57) arriving in Den Helder in 1972.
An improved Type 12 or Leander class General Purpose frigate. The
last warship built at HM Dockyard Portsmouth and commissioned on
2 December 1968. The first broad-beamed Leander.*





VAN SPEIJK

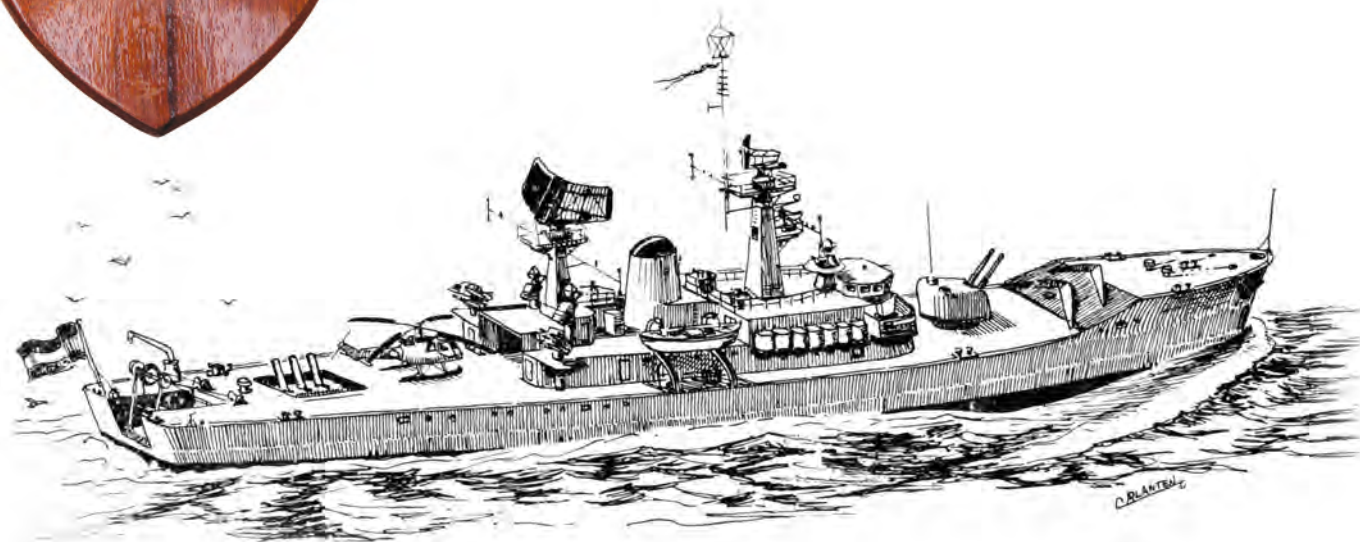
Bottom: An impression of the new frigate by C.A. Planten (1916-2003).



INTRODUCTION

The British Leander class has been one of Britain's most successful warship designs with 26 units built for the Royal Navy, two for the Chilean Navy, six for the Indian Navy, two for the Royal New Zealand Navy, two units for the Royal Australian Navy's 'River' class and six for the Koninklijke Marine - the Van Speijk class.

Van Speijk class of the Royal Netherlands Navy emerged in the early 1960s from a need to replace the six Van Amstel (ex-US Cannon) class frigates. The British design was chosen in order to enable rapid construction. The Van Speijks were ordered in two batches; four in October 1962 and two in 1964. Orders were placed with the Nederlandsche Dok en Scheepsbouw Mij. in Amsterdam and Koninklijke Maatschappij De Schelde, Flushing, three ships each. All launched in a period of only two years - March 1965 to March 1967.



BRITISH LEANDER CLASS FRIGATES

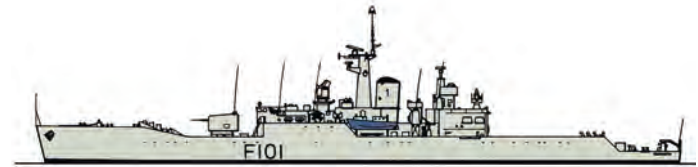
The Leander Class was a development of the Type 12 frigate. In total 41 Type 12's, including 26 Leanders, were built for the Royal Navy. They formed the backbone of the post-war RN and were true maids of all work.

Type 12 refers to classes of the Royal Navy designed and built in the fifties and sixties until 1973 (*Ariadne* F 72):

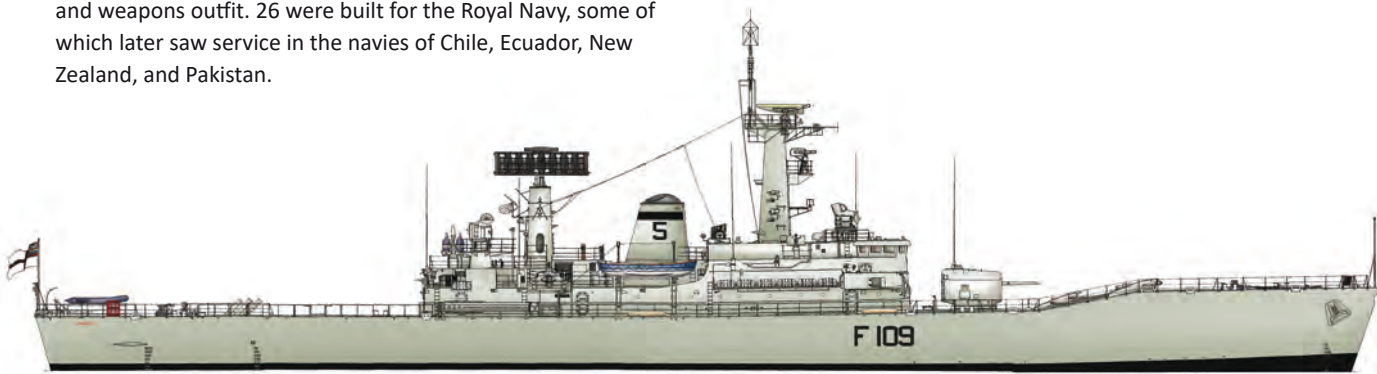
- 1 The first Type 12 frigates, designed as 1st rate AS (convoy escorts), later named the Whitby class. Six operated in the Royal Navy, with one loaned to the Royal New Zealand Navy, and two built for the Indian Navy.
- 2 The design of the Type 12 Modified (Type 12M) or Rothesay class was optimised towards anti-submarine warfare and fleet escort duties. Fitted with the Seacat missile system. Nine were built for the Royal Navy, two for the Royal New Zealand Navy, and three (as the 'President class') for the South African Navy.
- 3 The third class, designed as general-purpose warship, was known as the Type 12 Improved (Type 12I) or Leander class. This class was made up of three 'batches'; the main differences between each batch being variations in propulsion machinery and weapons outfit. 26 were built for the Royal Navy, some of which later saw service in the navies of Chile, Ecuador, New Zealand, and Pakistan.



The Type 12 or Whitby class frigates were a six-ship class of anti-submarine frigates of the Royal Navy, which entered service late in the 1950s.



The Type 12M or Rothesay class. Twelve frigates were ordered, with the lead ship being laid down in 1956, two years after the last Whitby. The last three laid down were completed as improved Type 12 (Leander class).



The 1963 edition of Jane's Fighting Ships described Leander class as a "mainly anti-submarine but flexible and all-purpose type"

Leander class (in 1963)	
Displacement	Tonnages: standard/full load 2,380/2860
Dimensions o.a.	Length: 113.4 metres (372 ft) Beam: 12.5 metres (41 ft), broad-beamed 13.1 metres (43 ft) Draught: 5.5 metres (18 ft) full load
Machinery	2 Babcock & Wilcox oil-fired boilers, geared steam turbines, 22,370 kilowatts (30,000 shp), 2 shafts
Max. Speed	29 kts
Complement	260
Armament	2 × 4.5-inch guns (1 × twin mounting Mk6) 1 × Seacat surface-to-air missile launcher 2 × 20mm guns (single mountings) 1 × Mk. 10 Limbo AS mortar

The Leander class have the same hull and substantially the same steam turbine machinery as the Whitby class, but are a revised and advanced design and did fulfil a composite anti-submarine, anti-aircraft and aircraft direction role.

The difference between the Leanders (Type 12I) and the Whitbys (Type 12) was most obviously that the stepped quarterdeck of the Type 12 had been done away with, resulting in a flush deck, with the exception of the raised forecastle. The superstructure had been combined into a single block amidships and a new bridge design gave improved visibility. A hangar and flight deck were provided aft for the Westland Wasp light anti-submarine helicopter, which was still at the prototype stage when the first ships were ordered. The ship was air conditioned throughout and there were no portholes in order to improve nuclear, biological and chemical defence. The ships were all given names which had previously been given to Royal Navy cruisers, mostly of characters from classical mythology, the exceptions being Cleopatra and Sirius.



HMS Andromeda (F-57) arriving Den Helder in 1972. The Leander class was built in three batches between 1959 and 1973. It had an unusually high public profile, due to the popular BBC television drama series Warship. The Leander silhouette became synonymous with the Royal Navy from the 1960s until the 1980s.

Centre:

The ships of the Van Speijk class were easy to recognize by their silhouette. The raised fore castle and their typical Signaal type of radar antenna made them quite distinctive

The Van Speijk class frigates originated from the English series of Leander class frigates. In detail, the layout was greatly changed, whereby the electrical and electronic part was entirely of Dutch origin and the fire control of the armament was partly of Dutch manufacture. Many smaller tools were also manufactured or built under license in the Netherlands. The hull construction, on the other hand, was largely unchanged and the propulsion system was also recreated in accordance with the English design. In view of the origin of the Van Speijk class frigates and their strong resemblance to the Leander class frigates (see Warship 2).



The Leander class frigates were the last ships in development from the Type 12 frigates with the accumulated sea experience of their predecessors already in service. They were also an important contributor to British export. A great deal of equipment was supplied for ships built abroad and a financial contribution was requested for the design. (For the Van Speijk class frigates, these license fees for the ship design amounted to £50,000 per ship and for the engine room design £20,000 per installation.)



Amsterdam 1978. HNLMS Isaac Sweers (F 814), Evertsen (F 815) and HMS Ariadne (F 72). The ships were assigned to STANAVFORLANT, the NATO multi-national squadron. Note the differences between the frigates. (Coll. Jt. Mulder)



Jan Carel Josephus van Speyk
(31 January 1802 - 5 February 1831).
Miniature painted by J.A. Pluckx.



Knight's Cross
(4th class) of the Order
of Willem.

Model of
Gunboat Nr. 2 in
Rijksmuseum.



The name “Van Speijk” is a remembrance dedicated to a young officer.

The frigate was named after Jan Carel Josephus van Speyk (also written Van Speijk). He was a naval lieutenant who became a hero in the Netherlands for his opposition to the Belgian Revolution. Born in Amsterdam on 31 January 1802, Van Speijk was orphaned only a few weeks after his birth. When he was 18 years old, he joined the Royal Netherlands Navy and served in the Dutch East Indies from 1824 to 1828. He was involved in operations against illegal miners digging tin on the island of Bangka. This earned him the nickname “Scourge of the bandits”.

When the Belgian rebellion commenced, he was commanding a gunboat. Van Speijk despised the Belgian independence movement, and he said he would rather die “than become an infamous Brabander”. In October 1830 during “The bombardment of Antwerp” the beleaguered troops in the Citadel were supported by a squadron of gunboats. In November Lt. Van Speijk and some other gunboat captains were awarded the Knight's Cross (4th class) of the Military William Order. Belgians stormed his ship, demanding to haul down the Netherlands ensign. Rather than to surrender, he fired a pistol (some versions say he threw a lighted cigar) into a barrel of gunpowder in the ship's magazine. According to legend, he shouted: “*Dan liever de lucht in*” (“I'd rather be blown up”). The number of Belgians killed is unknown, though it probably numbered in the dozens. Twenty-eight of his 31 crew also perished in the blast.

Eight days after his death, the Netherlands declared a period of mourning. He was buried in the Nieuwe Kerk in Amsterdam, where the remains of Dutch naval hero Michiel de Ruyter are also interred. Van Speijk is regarded as naval hero in the Netherlands. This resulted in a Royal Decree (Koninklijk Besluit) number 81, 11 February 1831, issued by King William I pronouncing that as long as the Dutch Navy exists there will always be a ship named ‘Van Speijk’ to preserve his memory.* Legend has it that the mast of Van Speijk's ship is preserved at the ‘Koninklijk Instituut voor de Marine’ (Royal Netherlands Naval College).

A national memorial in his honour is located at the J.C.J. van Speijk lighthouse in Egmond aan Zee.

Page right:
Painting by J.J. Eeckhout and E.K.G. Wappers.

* In 1832 before the launch of the corvette *Argo* (800 tons) the name was changed in “*Van Speyk*”.





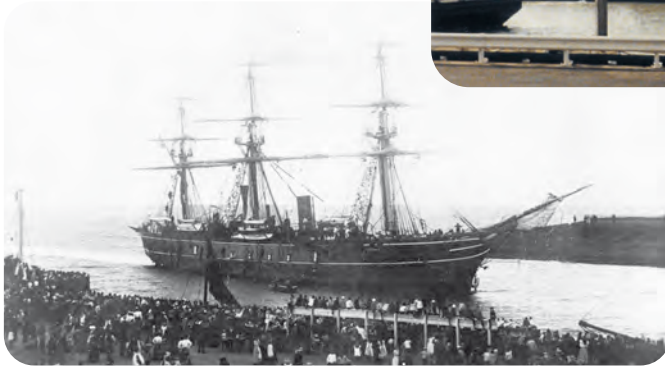
Named *Van Speijk*

1 1832 - 1837

Corvette *Argo* (800 tons - 28 guns) was laid down in 1827. Name changed before the launch in 1832 in *Van Speijk*. Employed in the East Indies and transferred to the "Koloniale Marine" (regional navy) in 1837, new name *Medusa*. Acted for many years as a receiving/station ship at Surabaya.

2 1841 - 1878

Corvette *Medusa* (900 tons - 26 guns) laid down in 1838 also in Amsterdam. In 1841 allocated the name *Van Speijk* and launched in 1843. In 1868 transferred to the "Koloniale Marine", duties as receiving/station ship, stricken in 1878.



Moored alongside jetty 4 Den Helder. Flaghoist = Code (Interco) Q D 1 = My engines are turning ahead.

3 1882 - 1940

Screw steam vessel 1st class, wooden clad, iron hull, 3575 tons 2900 hp = 14 kts. Launched 1882; Between 1887 - 1897 *Van Speijk* made several terms to the East Indies. Dismantled; in 1904 adapted and furnished as accommodation hulk for stokers in training until 1940.

4 (1940) 1946 - 1960

Captured Gunboats *K 1 - K 2 - K 3* served in the "Kriegsmarine". After the war *K 3* was commissioned as frigate *Van Speijk*. Sold for scrap in 1960.

5 1960 - 1965

Accommodation vessel *Van Speijk (ex-Flores)*, in Vlissingen.

6 1965 - 1986

Frigate and subject of Warship 14

7 1986 - 1994

Former minesweeper/hunter *Dokkum* decommissioned in 1983. In 1985 experimental vessel for diesel research (burning low grade fuels). Allocated visual callsign Y 8001.



8 1994 - 2021

Van Speijk (F 828) last M-(multi purpose) frigate of class of 8 ships. Full load 3320 tons- L: 122.3 m (401.1 ft) L: 1994 Comm. 1995 Modernized 2011 (new mast). As West Indies guardship scored many tons of cocaine. Laid up in 2021 due to staff shortage.

ETERNAL NAME

A proposal by Prince Frederik (Willem Karel), the second son of the king, led to a proclamation.

By Royal Decree dated 11 January 1831 nr. 81:

There always will be a ship of our navy carrying the name *Van Speijk*

After the war gunboat K 3 was refurbished and classified as a frigate. Employed as West Indies Guardship.







On the slipway the first two units Van Speijk (left) and Tjerk Hiddes in Amsterdam-North. (NIMH)

DESIGN AND PLANNING

In August 1959 representatives of the Netherlands Navy visited the Director General Ships in Bath for an exploratory conference about *Leander* class frigates. In

this meeting a timetable was set for preliminary studies, producing design plans and specifications. In view of the need for timely replacement of aging destroyers

and frigates it was decided to build a series of new frigates. To avoid a long lead time and also to take advantage of the adoption of this successful design.

Contracts for four ships were signed 15 January and for another two on 30 December 1963. The cost of each unit amounted about 30 million Dutch Guilders. Delivery of the first ship was set for 1 September 1965 but was delayed to 29 August 1966. Both yards argued they owed the delay to the slow output of the drawing rooms with design specifications arriving overdue in the yard.

Plans

The prototype for Dutch Leanders was *Arethusa*, laid down in September 1962. Building plans and specifications were ordered from the shipyard J. Samuel White at Cowes, Isle of Wight.

- English measures were adapted and translated in the metric system.
- The compartments inside the ship would be arranged in a different way.
- Modified bridge for improved (always important) view.



General management of the project was carried out by the NDSM. For the mechanical equipment, this was carried out by the KMS. N.V. Groeneveld, van der Poll & Co (GROENPOL). was appointed to fit electrical installation in Amsterdam and N.V. van Rietschoten & Houwens in Rotterdam with N.V. Verebus in The Hague as the joint drawing office. Among the many important subcontractors, one can mention Bronswerk N.V. in Amersfoort (air supply and ventilation) and Van der Heem (communication equipment).



NDSM

The Nederlandsche Dok en Scheepsbouw Maatschappij (NDSM or Netherlands Dock and Shipbuilding Company), was a shipbuilding and repair yard based in Amsterdam, existing from 1946 to 1979. In the years 1965-1967 three frigates, *Van Speijk*, *Tjerk Hiddes* and *Isaac Sweers*, were completed.



Yard number 517 (Van Speijk) was launched on 5 March 1965. (NIMH)