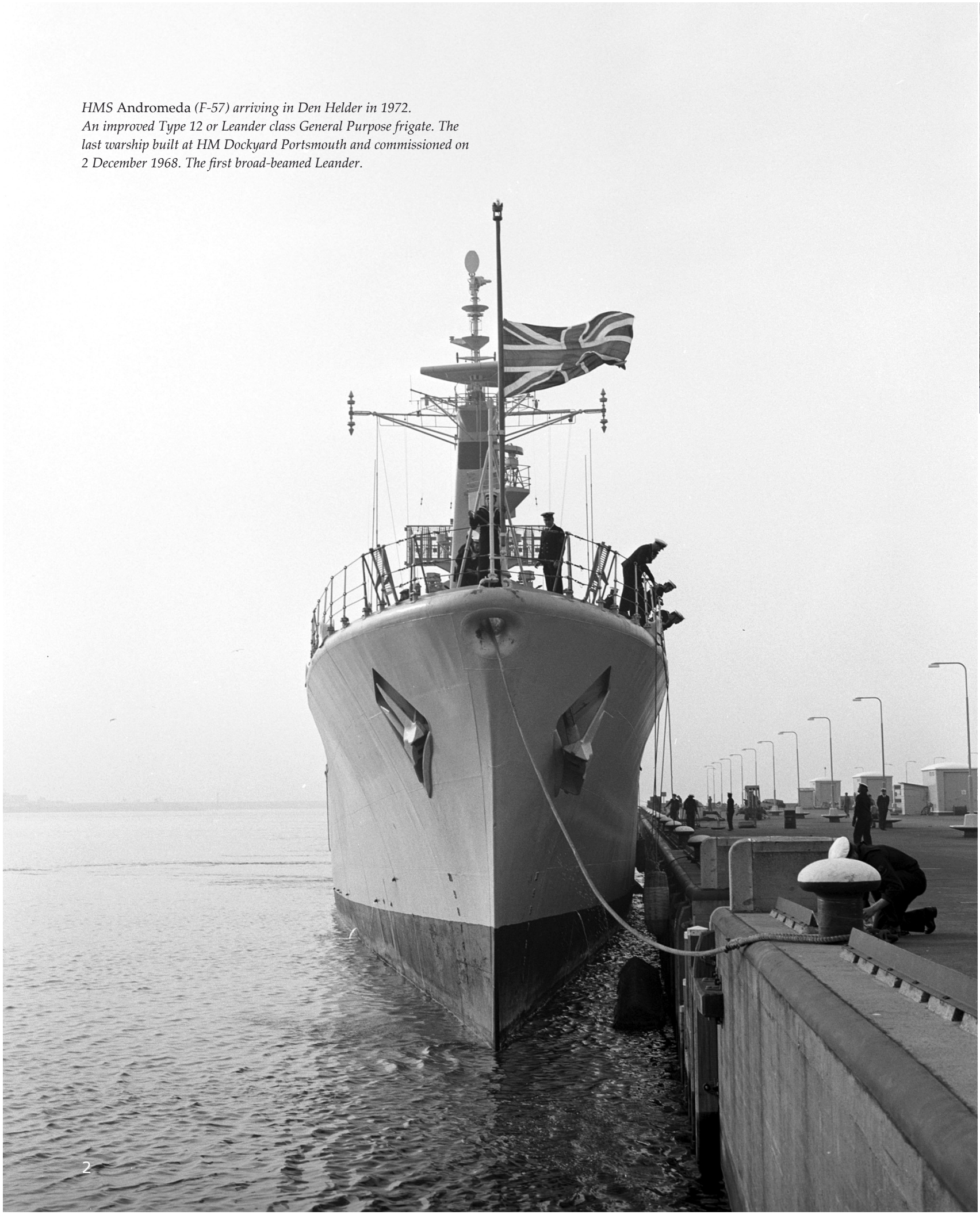
DUTCH LEANDER FRIGATE VAN SPEIJK

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.



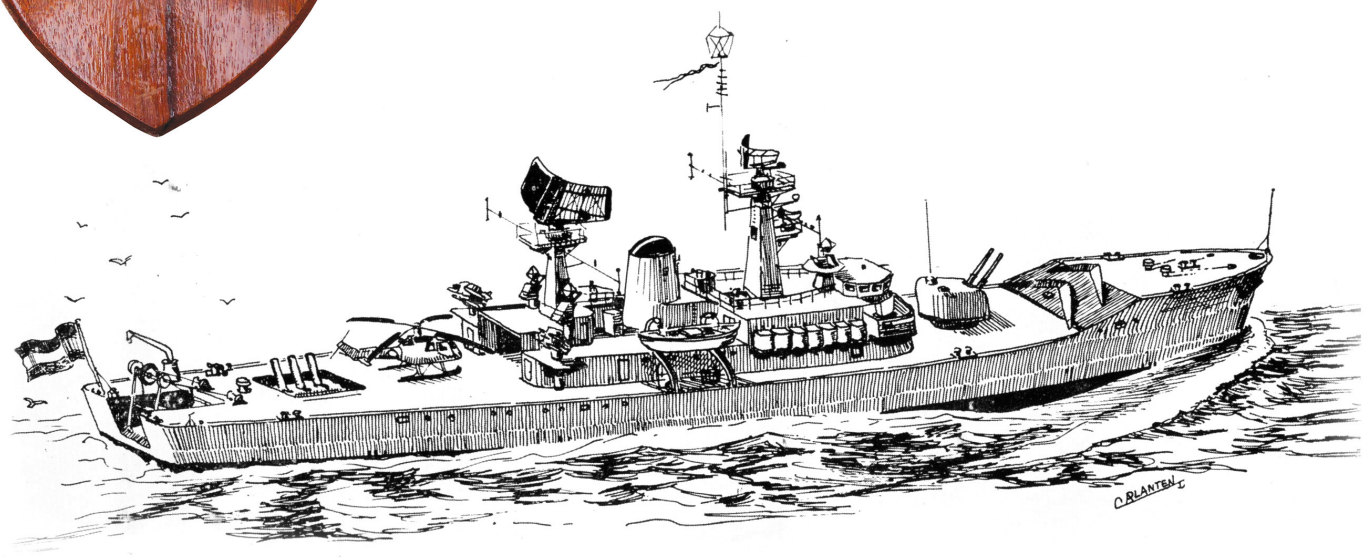
VAN SPEIJK

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.

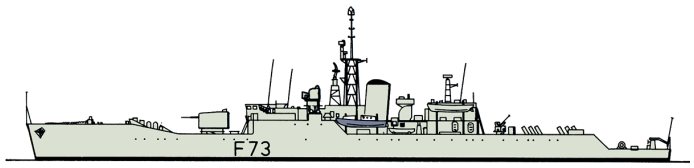


BRITISH LEANDER CLASS FRIGATES

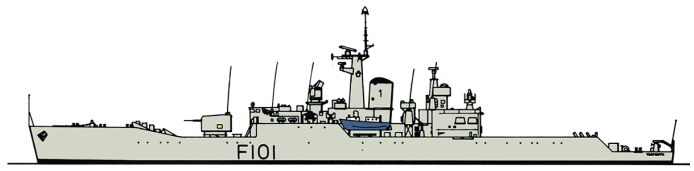
The Leander Class was a development of the Type 12 frigate. In total 41 Type 12's, including 26 Leanders, were built for the Royal Navy. They formed the backbone of the post-war RN and were true maids of all work.

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

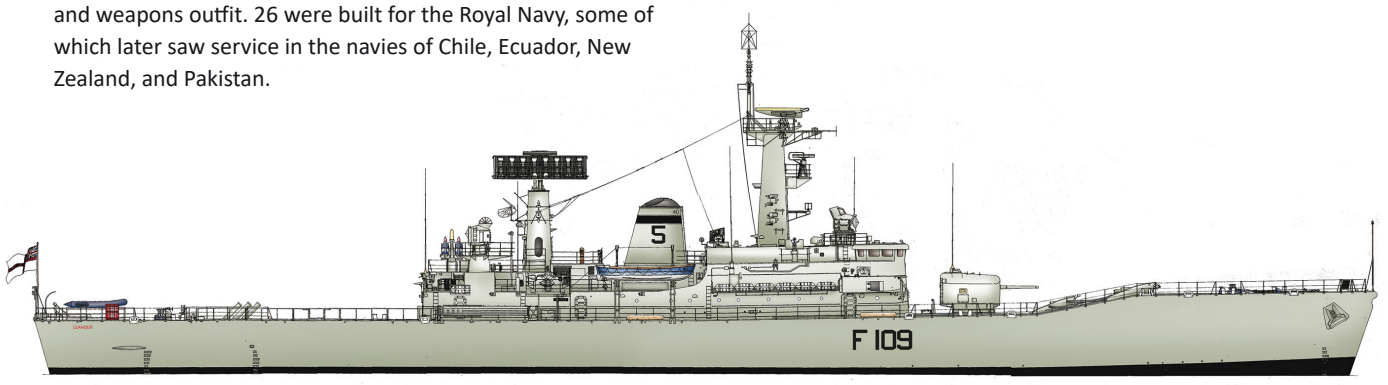
1. The first Type 12 frigates, designed as 1st rate AS (convoy escorts), later named the Whitby class. Six operated in the Royal Navy, with one loaned to the Royal New Zealand Navy, and two built for the Indian Navy.
2. The design of the Type 12 Modified (Type 12M) or Rothesay class was optimised towards 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.