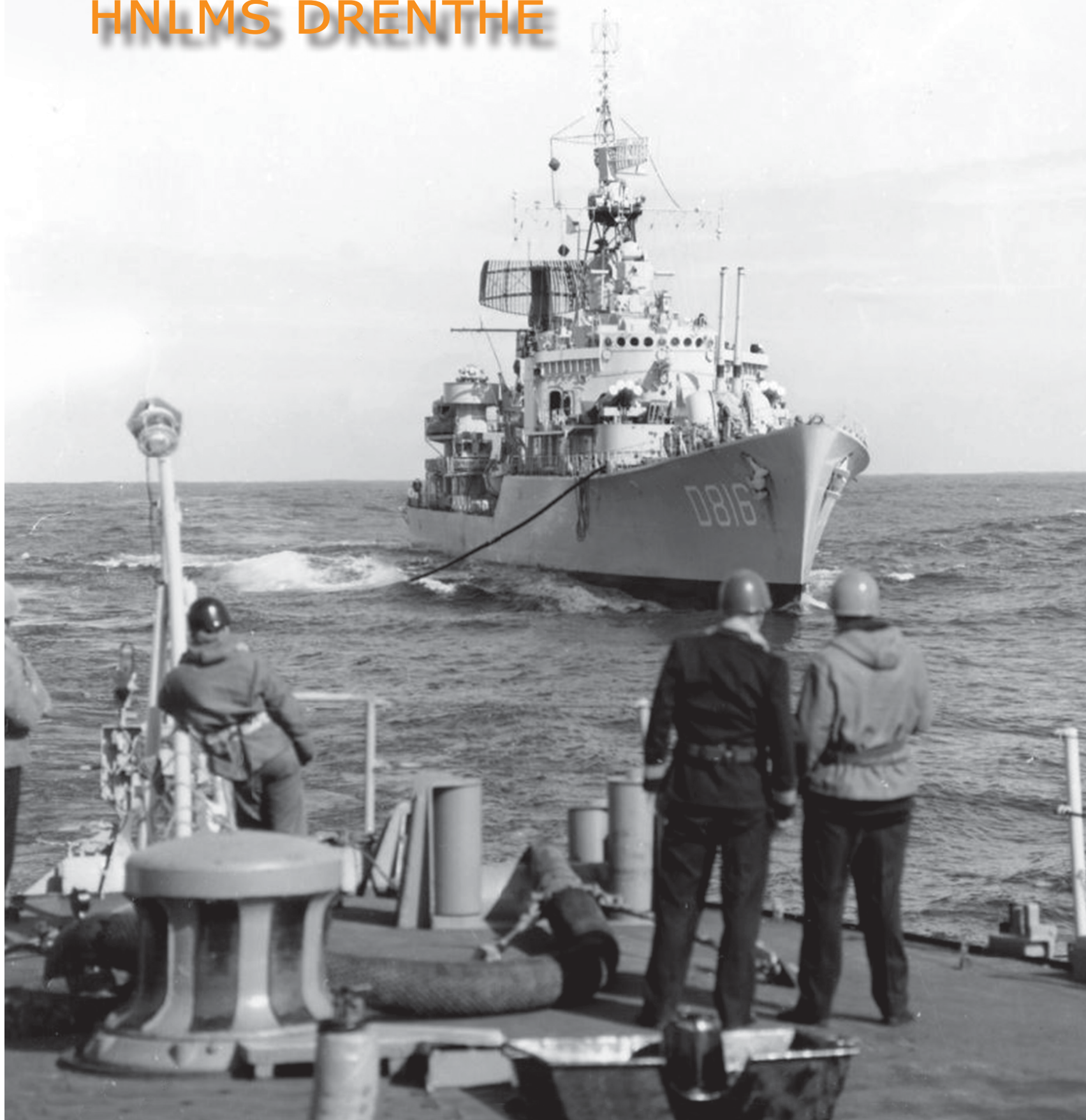
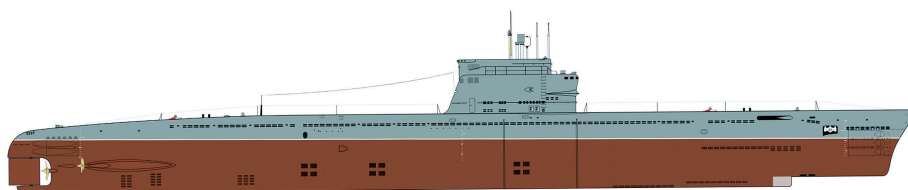
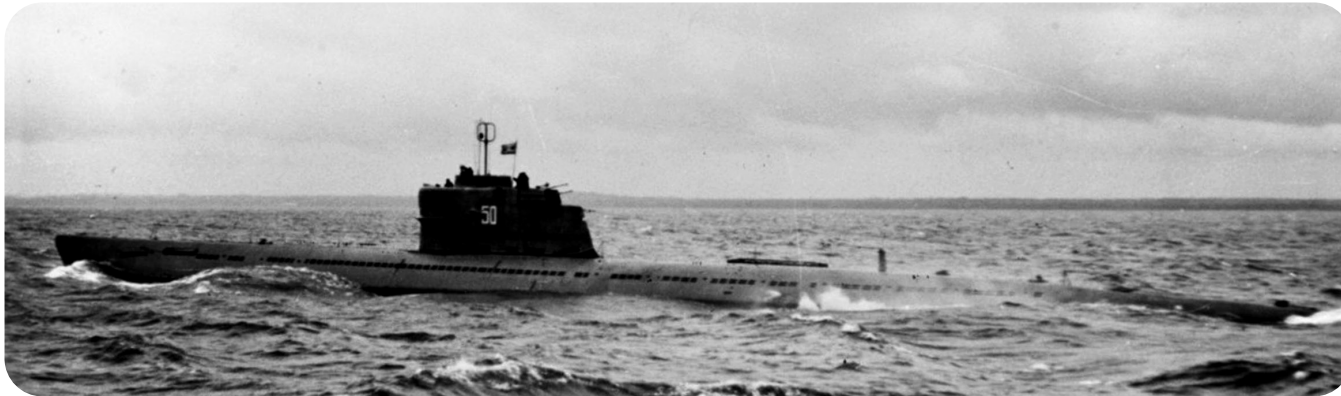


TYPE 47B DESTROYER HNLMS DRENTHE





Soviet Navy's Project 611 Zulu class were one of the first Soviet post-war attack submarines. Like most conventional submarines designed 1946-1960, their design was influenced by the German Type XXI U-boat of the World War II era.

Post WWII Anti-submarine warfare

In the immediate postwar period, the innovations of the late war submarines were quickly adopted by the major navies. The Soviets launched new submarines, the Whiskey and Zulu classes. To deal with these more capable submarines new ASW weapons were essential. This new generation of diesel electric submarine, like the Type XXI before it, had no deck gun and a streamlined sail for greater underwater speed, as well as more storage battery capacity and in addition, they recharged their batteries using a snort and could complete a patrol without surfacing. This led to the introduction of longer-ranged forward-throwing weapons and of improved homing torpedoes. Nuclear submarines, even faster still, and without the need to snort to recharge batteries, posed an even greater threat.

Reliance was placed on electronic warfare detection devices exploiting the submarine's need to perform radar sweeps and transmit acknowledgments to radio messages from home base. As frequency surveillance and direction finding became more sophisticated, these devices enjoyed some success. However, submariners soon learned to maintain strict EMCON policy (emission control). Later messages were transmitted by (submarine) broadcast method. (No acknowledge required). Transmitting in the VLF (very low frequency) spectre, able to penetrate the ocean's surface, to reach submarines wherever their position.



The Foxtrot class was the NATO reporting name of a class of diesel-electric patrol submarines that were built in the Soviet Union. The Soviet designation of this class was Project 641. The Foxtrot class was designed to replace the earlier Zulu class, which suffered from structural weaknesses and harmonic vibration problems that limited its operational depth and submerged speed. The first Foxtrot keel was laid down in 1957 and commissioned in 1958 and the last was completed in 1983.

The Foxtrot class was comparable in performance and armament to most contemporary designs. However, three screws made it noisier than most Western designs. Moreover, the Foxtrot class was one of the last designs introduced before the adoption of the teardrop hull, which offered much better underwater performance.

In service 1958 - 2014.

DRENTHE

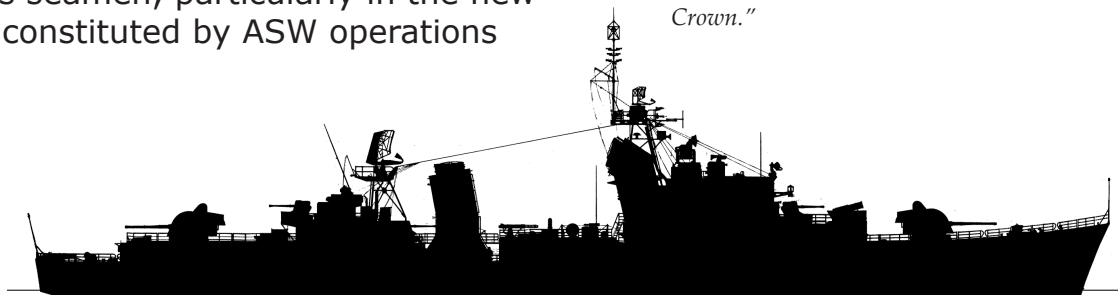
INTRODUCTION

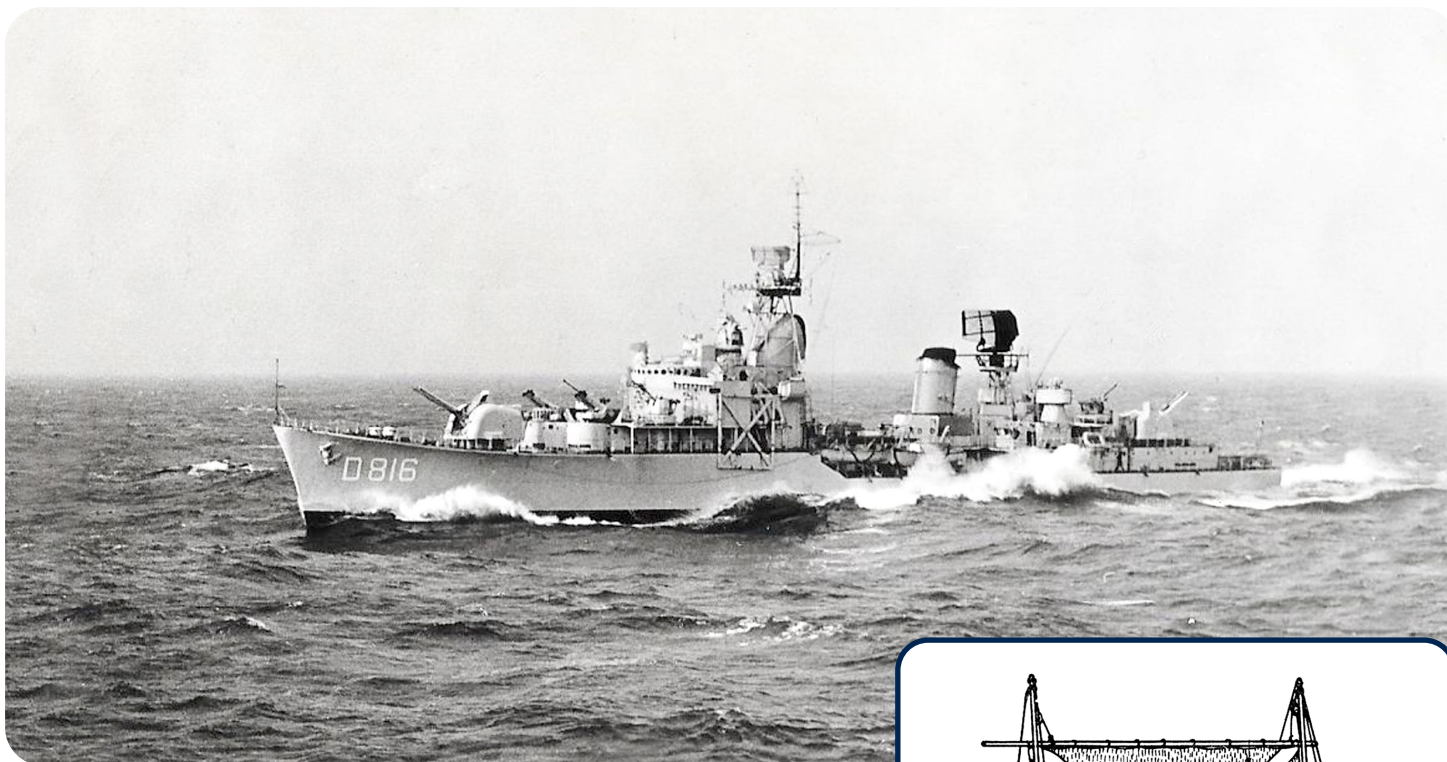
The havoc wrought on the Royal Netherlands Navy and its supporting defence industries by the Second World War was considerable. The necessity of reconstructing the navy in the face of a European political situation which was still far from stable was immediately recognized. The Naval Staff accordingly 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

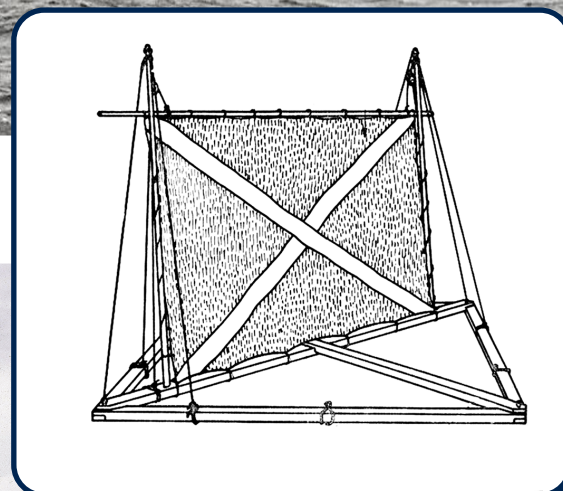


The coat of arms of the ship is similar to the province Drenthe. It is derived from the Landscape Drenthe, a seal that has been known since 1262. Which in turn is based on the Cisterciënzer monastery "Maria in Campis" at Assen. The shield was granted in 1830. The description of 1830 reads: "A shield 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."





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-?

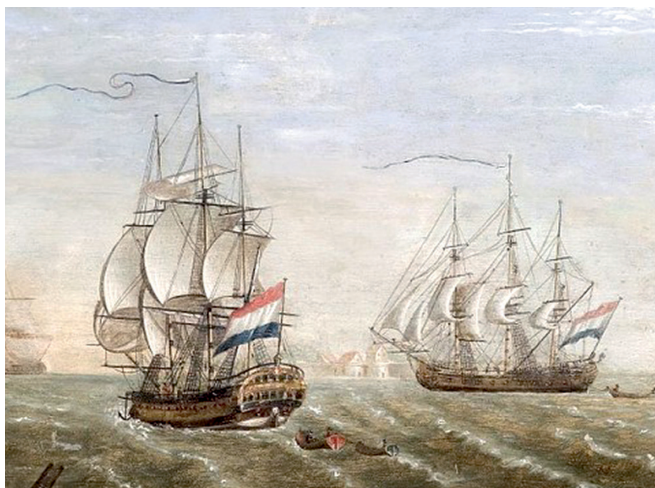
Frigate of 16 guns. In the Eighty Years War (Dutch Independence War) the ship was in the fleet in Battle of the Downs, when the Dutch Admiral Tromp attacked the Spanish fleet, under the command of Don Antonio de Oquendo, as it lay off the south coast of England between Dover and Deal. The Dutch destroyed 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.



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

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.



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.*

