



**FRIGATE
HNLMS JACOB VAN HEEMSKERCK**



Jacob van Heemskerck

Jacob van Heemskerck was born in Amsterdam on 13 March 1567. As a young man he attended classes in the art of navigation. At 28 he got the opportunity as cargo superintendent for the States General to make a voyage of discovery to find another way to the East Indies. This voyage failed. In 1596 the city of Amsterdam paid for a new expedition by two ships to find a Northern route to the Indies. This voyage has become famous for the wintering of Willem Barentsz on Nova Zembla. In spite of the failure of this voyage Jacob van Heemskerck was sent to the Indies as an Admiral. On the return voyage he captured a rich Portuguese prize.

In 1607 he commanded a fleet of 26 ships to inflict as much damage as possible on the Spanish fleet. Although the 21 heavily armed Spanish ships were anchored in the Bay of Gibraltar under the protection of the guns of the fortress he decided to attack. A shot from the second round from the Spanish Admiral's ship killed him.

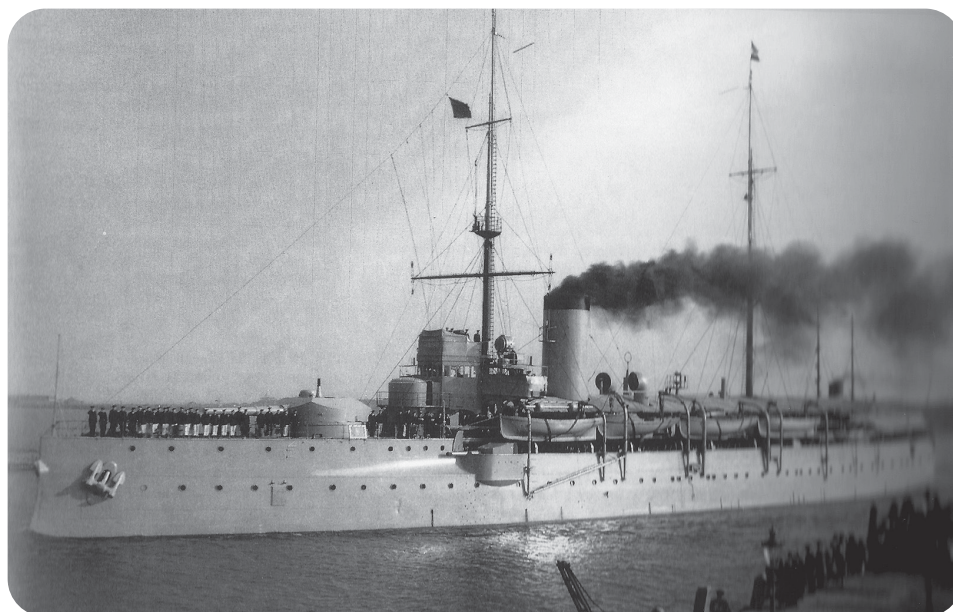
In spite of that the Spanish fleet was defeated. The body of the Admiral was taken to Amsterdam, where he was buried in the Old Church with much pomp and circumstance on 8 June 1607.

SHIPS WITH THE NAME JACOB VAN HEEMSKERCK

The first ship with this name was the yacht on which Abel Tasman sailed when he discovered the island which he called Van Diemensland which later became Tasmania.

During this voyage he also discovered New Zealand in December 1642, the Fiji Islands and the Friendship Islands in 1643. This *Heemskerck* is considered to be a merchant vessel and therefore not included in the number of navy ships named after Admiral J. van Heemskerck.

The third Jacob van Heemskerck was a coast defence ship built by the Rijkswerf in Amsterdam.





Flotilla leader (light cruiser) Jacob van Heemskerck. During the war the crew felt that their ship was blessed and gave her the nickname Oude Jacob (Old Jacob). She received the reputation that not a single convoy ship would be lost when she was on duty.

Jacob van Heemskerck was baptized by Mrs. J.G. Peijnenburg-Broekhuizen, wife of the Secretary General of Defence. After the launching ceremony yardnumber 362 was moored alongside the fitting-out berth.

In the first week of July 1985 the ship made her first trial runs in the North Sea off the English east coast. Once returned Jacob van Heemskerck prepared for a nine weeks shake down cruise.

On November 4 1985 the frigate left harbour for trials in warm weather conditions. She paid a visit to Lisbon before setting course to Dakar testing all systems in a tropical environment. Just to conclude that Jacob van Heemskerck matched all expectations. While Jacob van Heemskerck carried out its trials in tropical waters, Witte the With executed its trials in cold weather conditions in January 1986.

On 15 January 1986 HNLMS Jacob van Heemskerck was commissioned in the Royal Netherlands Navy.

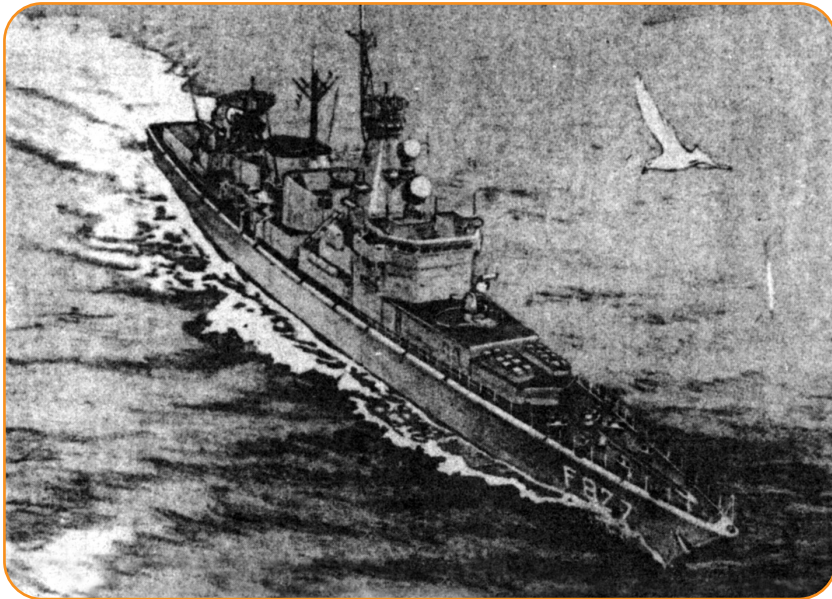
The second *Heemskerck* was a schooner built in 1803 which served as flagship for admiral VerHuell and operated against Dunkirk. It was broken up in 1821.

The third *Heemskerck* was a heavily armed coastal defence ship launched in 1906. In 1908 she took part in operations against Venezuela. At the start of the First World War she remained in the Caribbean because of the presence of the German cruiser *Karlsruhe*. At the outbreak of the Second World War she served as 'battery ship' in the harbour of IJmuiden and was scuttled by her crew. She was raised after the war. In 1948 she was commissioned as accommodation ship *Neptunus* at Den Helder.

The fourth *Jacob van Heemskerck* was second in class after flotilla leader *Tromp* (Warship No. 01) and launched in September 1939. The unfinished ship escaped the country in May 1940. *Jacob van Heemskerck* managed to get away with her decks crammed with miscellaneous equipment hurriedly loaded before leaving the shipyard. In Great Britain it was decided to equip the ship with British armament and to convert her to an anti-aircraft cruiser. The ship was deployed in the Indian Ocean and the Mediterranean. In 1945 she was the first RNLN ship that returned to the Netherlands after the war. She was decommissioned on 20 November 1969 and broken up in 1970.

The last *Jacob van Heemskerck*, call sign F 812, was one of the building program of Dutch S-frigates. Two of these frigates were sold to Greece. The Dutch government therefore decided to substitute these two by ships of the same design but with a different task. They became air defence frigates with different armament and command facilities. *Jacob van Heemskerck's* sister ship was *Witte de With* (F 813). The construction of both air defence frigates went well. The keel was laid on January 21 1981 and on November 5 1983.





Left:
The initial plan was to equip the air defence frigates with VLS (Vertical Launching System) Sea Sparrow missiles. In later ships the VLS would be the standard, because of simpler maintenance and faster rate of fire.

Below:
The main feature of the L-class FF's is the installation of a Mk. 13 mod 1 launcher for the Standard MR missile system instead of helicopter deck / hangar of the S-class.
(Photo: NIMH)



DEVELOPMENT OF THE L-FRIGATE.

Towards the end of the seventies of the previous century the older four 'A'- and eight 'B'-destroyers had to be replaced. First it was considered to modernize the frigates of the *Van Speijk*-class, but in the framework of the broader cooperation within NATO and the changed demands with which the frigates had to comply, it was decided to design an entirely new ship. At first, talks with the UK took place, but this consultation ran foul because the Royal Navy rejected to fit Dutch equipment on their ships.

Consultation with the Americans about their Patrol Frigate did not lead to agreement with the demands and the cost control which the steering committee had been given.

In the end it was decided to carry on and developing indigenous design. The result

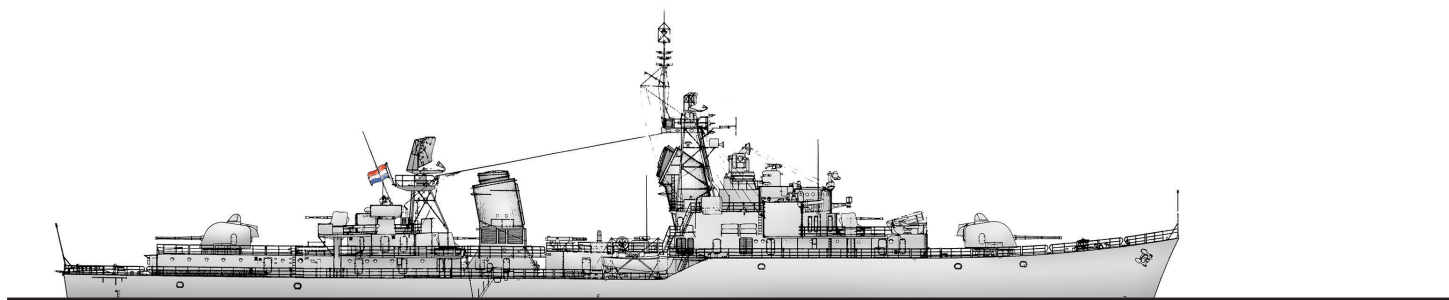
was the Standard frigates with propulsion and machinery based on the larger 'Tromp' class. The gas turbines giving the kind of manoeuvrability and acceleration that are vital when hunting fast nuclear-powered submarines. The building costs were estimated at 208 million Dutch guilders each. On 13 August 1974 the contract for building four frigates was signed, with an option for another four ships. ,

Meanwhile this design attracted interest by Germany, Portugal and Greece. The 'S-frigate' design was used by the Bundesmarine as a blueprint for eight 'Bremen' or 'Type 122' -class ASW frigates, and was stretched and modified to produce the subsequent 'Type- 123' or 'Deutschland' class.

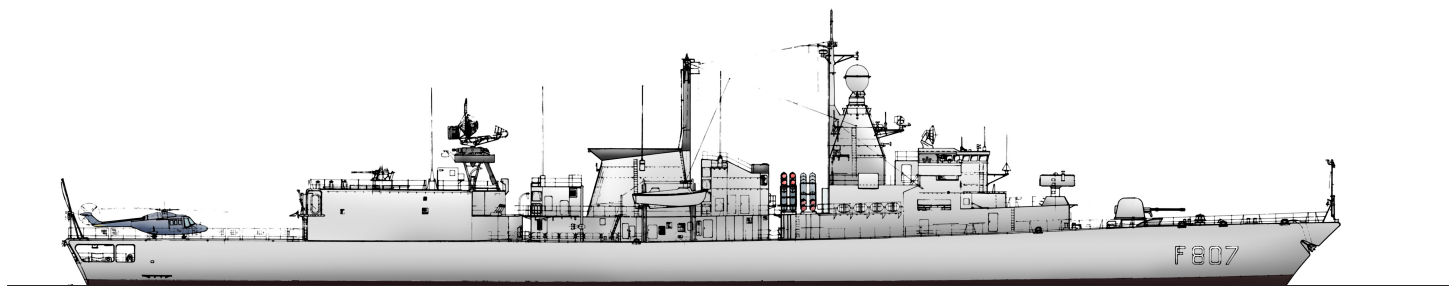
During the construction the Greek government ordered two frigates; number six and seven were sold.

The changing situation within NATO and developments in ship design offered opportunity to build two frigates with a different task and function. So the L-class was developed.

(L standing for "Luchtverdediging" = air defence). These ships were characterised by the lack of a helicopter deck and other armament but with added command facilities for a task group. These were named *Jacob van Heemskerck* and *Witte de With*.



In the early postwar years two series of anti-submarine destroyers were built. Armed with automatic twin 4.7 inch guns and two quadruple 375 mm Bofors rocket launchers. These ships were the first of indigenous design after WW2. Above the larger 'Type 47B'.



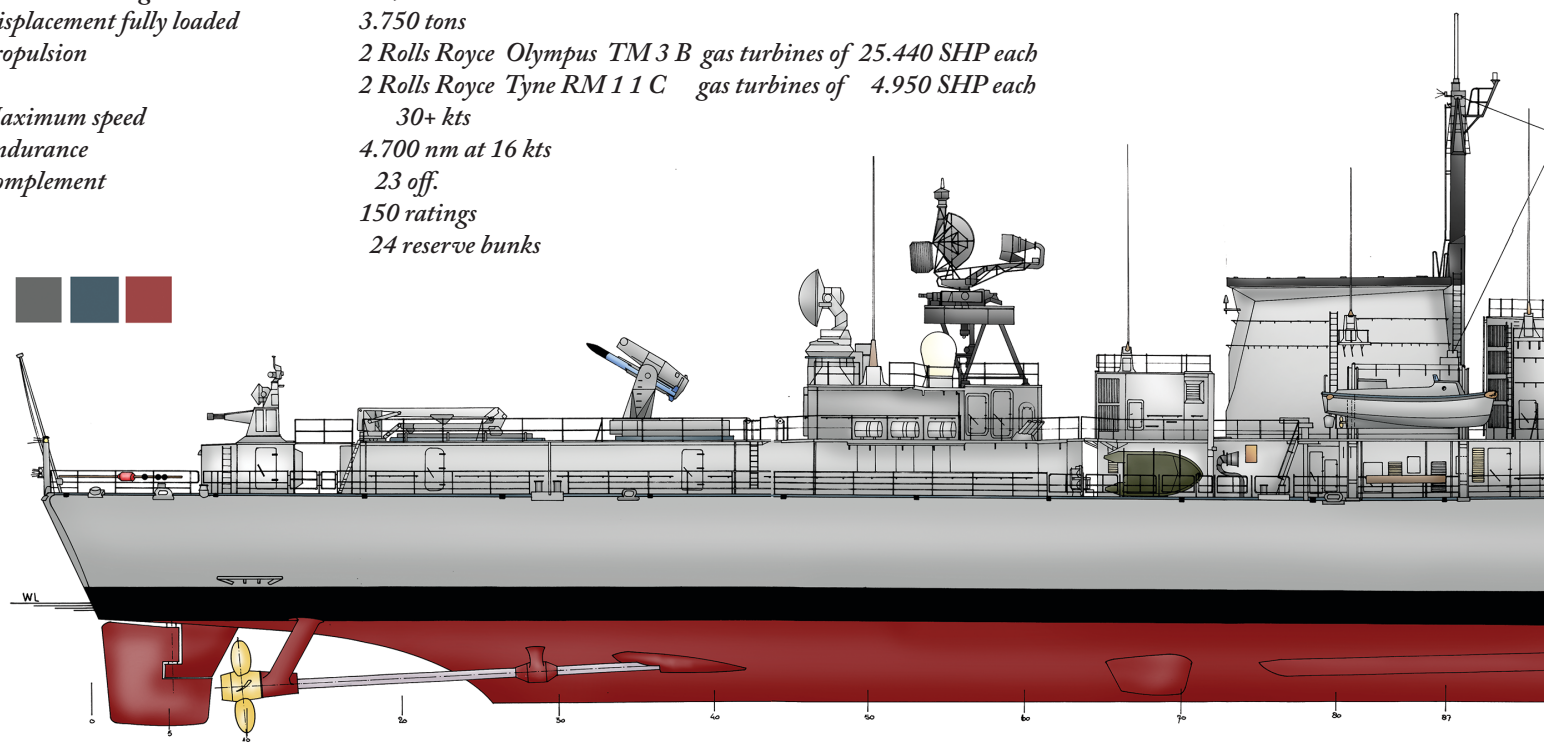
The S-frigate (Standard Frigate) was designed as a general purpose frigate; able to deal with all surface threats. Twelve ships were built between 1978 and 1982. Only ten served with the Royal Netherlands Navy: two were sold to Greece while still under construction.

These frigates did not receive substantial upgrades through their career. A new fire-control system was planned, but cancelled. The major weakness was its AAW kit. The class is only equipped with one octuple Mk. 29 launcher, which fires short-ranged Sea Sparrow missiles. The Standards do remain, though, capable in ASW operations. Although their sonar system is not impressive, the Lynx helicopter is competent. Hangar suitable for two Lynx helicopters.

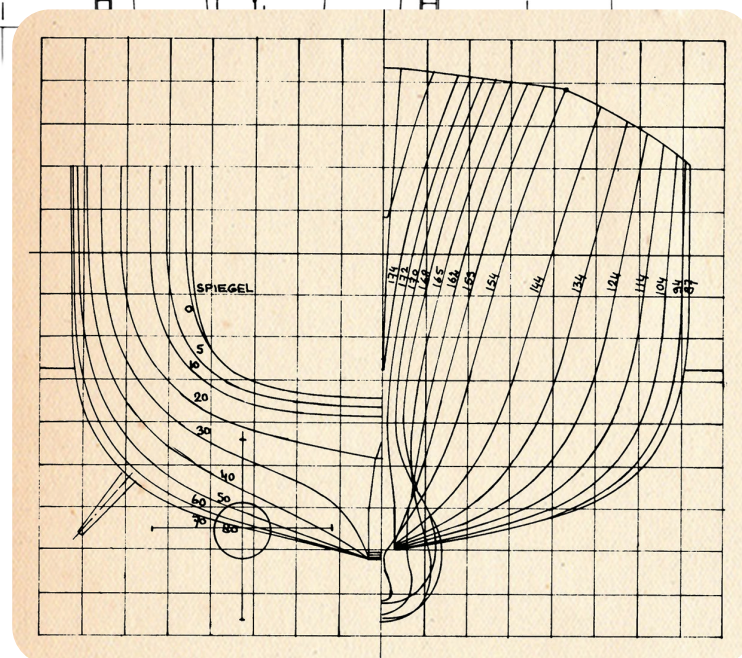
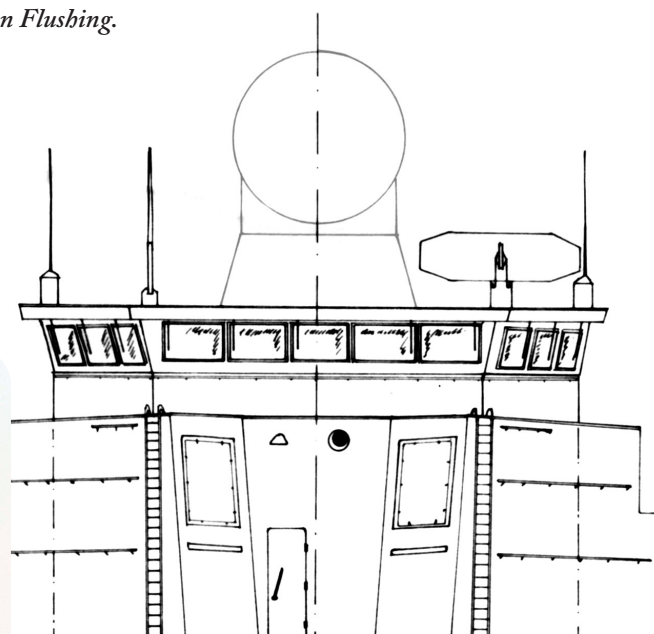


Some data

<i>Length o.a.</i>	<i>130,5 m.</i>
<i>Beam</i>	<i>14,6 m.</i>
<i>Maximum draught</i>	<i>4,4 m.</i>
<i>Displacement fully loaded</i>	<i>3.750 tons</i>
<i>Propulsion</i>	<i>2 Rolls Royce Olympus TM 3 B gas turbines of 25.440 SHP each</i> <i>2 Rolls Royce Tyne RM 11 C gas turbines of 4.950 SHP each</i>
<i>Maximum speed</i>	<i>30+ kts</i>
<i>Endurance</i>	<i>4.700 nm at 16 kts</i>
<i>Complement</i>	<i>23 off.</i> <i>150 ratings</i> <i>24 reserve bunks</i>



Building yard: Koninklijke Maatschappij "De Schelde" in Flushing.
Yard number: 362
Laid down: 21 January 1981
Launched: 05 November 1983
Christening: 05 November 1983
Commissioning: 15 January 1986
Decommissioning: 02 December 2004
Transferred: 16 December 2005
Visual Callsign: F 812



In front of the bridge the magazines for NATO Sea Sparrow.

