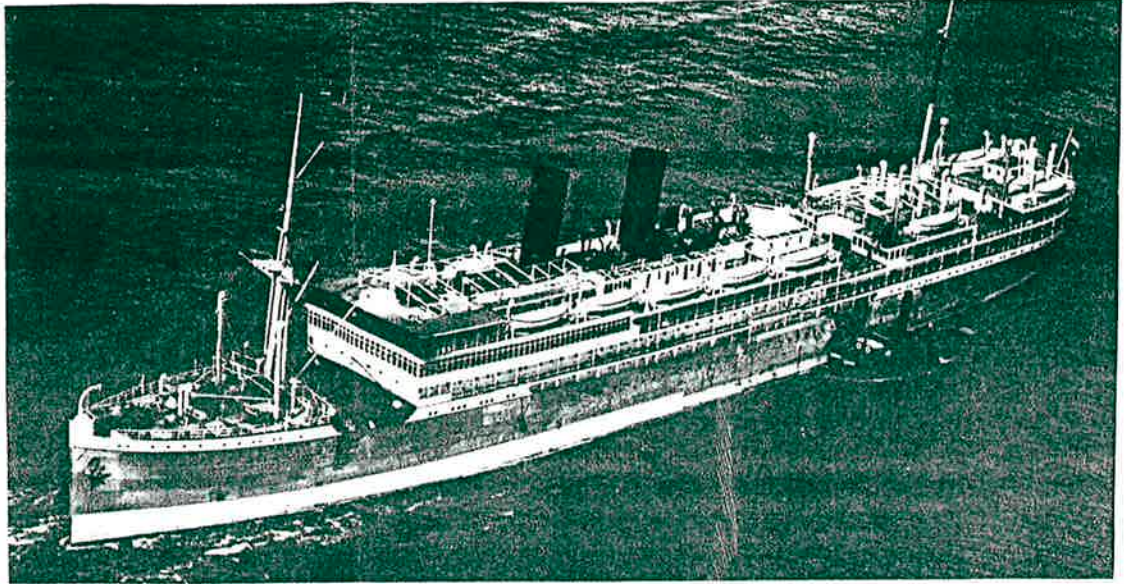




Noordzee Modellen

schaal 1:1250

made in Holland



Nz 20 d.s.s. Slammat, 1924, Mail ship of the Rotterdamsche Lloyd, Rotterdam.

Builders: Scheepsbouw Maatschappij "De Schelde", Flushing, The Netherlands, yard number 176, Originally named *Papandajan*. Name changed into *Slamat* on August 18th, 1921.

Tonnages: 11,406grt, 6866g, 9800d.

Dimensions : 147,14m x 18,88m x 8,78m

Propulsion : Two geared turbines, Parsons/De Schelde 8000 pk

Service speed : 15 kn

Passengers : 139 I, 158 II, 69 III, 32 IV.

Maiden trip: April 19, 1924

Fate: Sank by German aircraft in Greek waters near Nauplia on April 27, 1941

The order to build the *Papandajan/Slamat* was given on February 25th, 1921. In the same year, the d.m.s. *Kedoe*, (see Noordzee Model Nz 32), was purchased in Denmark, with the objective to gain experience with diesel combustion engines in intercontinental traffic. Therefore, the new ship was designed to be propelled by oil fired steam turbines.

The *Slamat* was the first ship of the Rotterdamsche Lloyd to exceed 10.000 g.t. After the naming ceremony on October 27th, 1923 and after the ship had been taken over by the Lloyd on April 12th 1924, the *Slamat* made her maiden trip to the Dutch East Indies one week later and entered in the weekly mail service between Europe and the island Java.

By the end of the twenties, the competition in both freight and passenger traffic to Asia was fierce. Many ships were temporarily laid off. It led also to the shortening of the passage over sea by using ports in southern France, where freight and passengers, arriving by rail were taken on board.

Mail ships like the *Slamat* with a service speed of 15 knots could no longer keep up with the new combustion motor driven ships of the competitors. Therefore, the Lloyd contracted Wilton-Fijenoord to replace the straight bow with a Mayer bow and contracted Maatschappij "De Schelde" to increase the performance of the turbines.

On July 3rd, 1931, the *Slamat* entered dock in Rotterdam. The first 27 ft of the forecastle were cut off and replaced by a 42 ft Mayer bow. The output of the turbines

was increased to 9200 pk, resulting in a service speed of 17 kn. The passenger capacity was increased to 411. On August 1st, 1931 the *Slamat* left dock and entered the service again on October 7th, 1931.

When the Netherlands were forced into the war in May 1940, the *Slamat* was in the Dutch East Indies and given in bare-boat charter to the British Ministry of War Transportation. (BMWT). The *Slamat* was converted into a troop transport in Sydney in a record time of three weeks!

After completing several round trips from Australia to various Pacific destinations, *Slamat* was ordered to sail to Port Said, where she was assigned to convoy AG 14. It was one of the convoys ordered to evacuate British troops from Greece. The Greek shores were 400 miles away from the nearest British military airbase, implicating the absence of allied air cover and therefore local German air superiority.

Slamat was already hit by an aircraft bomb and had two near misses on the way to Greece, but was still seaworthy. On April 27th at 07.00 hours, on the way back from *Naupila* to Egypt, *Slamat* was again hit by a bomb, which fell directly after the bridge. The resulting fire could not be extinguished, as the water supply was out of order as a result of the hit. The destroyers *Diamond* and *Wryneck* were ordered to pick up survivors. On their way to join the rest of the convoy at *Soeda bay*, both destroyers were attacked again and received direct hits. Both ships sank immediately. The total number of survivors from the *Slamat*, *Diamond* and *Wryneck* was 52. (One naval officer, 41 ratings and 8 soldiers). Only 10 of the *Slamat* crew survived.

Sources:

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"Rotterdamsche Lloyd", by B.W. Scholten en F.M.E.W. Haalmeyer, De Boer Maritiem, Houten, 1988 Uniboek bv, Houten.

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Apeldoorn, February 2002