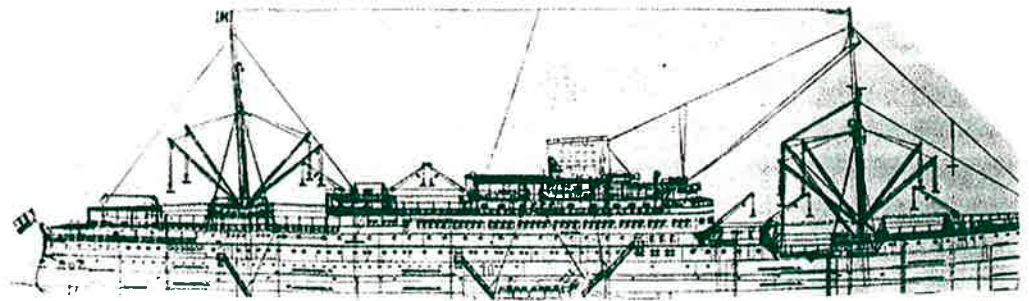




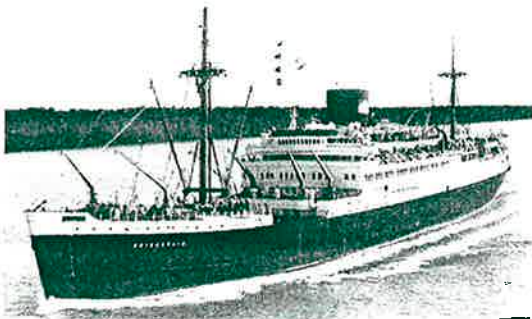
Noordzee Modellen

schaal 1:1250

made in Holland



Nz 30 m.v. Boissevain, Koninklijke Pakketvaart Maatschappij (KPM), Batavia. Situation 1938



Nz 30A m.v. Boissevain, Koninklijke Java China Pakketvaart Lijn (KJCPL), also called Royal Inter-Ocean Lines, Batavia, Situation 1950



Nz 31 m.v. Boissevain, in charter by BMWT. Situation 1943

Builders Blohm & Voss, Hamburg (510). Sisterships : m.v. *Tegelberg* built by the Nederlandsche Scheepsbouw Maatschappij, Amsterdam, (243). M.v. *Ruys* built by Koninklijke Maatschappij "de Schelde, Flushing. (204).

Tonnages: 14,134 GRT. 8,669 Net RT

Dimensions: 170,5 x 22,0m

Propulsion: 3- De Schelde-Sulzer single acting, two stroke cycle, 8 cyl. Diesel engines, (triple screw),
Normal output per motor 3,600 B.H.P. All motors in the three ships were identical.

Speed: Speed on trial 18.36 knots. Service speed 16 knots

Passengers: 82 first, 72 Intermediate, 634 Steerage. Total 768

Crew: 231

Cargo capacity: General cargo: 526,000 cu.ft. Refrigerated cargo: 21,000 cu.ft. Palm oil tanks 20,000 cu.ft

Launched: June 3, 1937. (*Tegelberg*: July 10, 1937 and *Ruys*: September 1937).

Maidentrip: January 1938

Fate: Broken up in Kaohsiung, Taiwan, July 1968.

The *Boissevain* and her three sister ships were named after the three founders of the company (1892)
The design was prepared by the chief naval architect of the company, Mr M.A. Cornelissen

Apart from maintaining an extended and frequent service network to and between the Islands of the Dutch East Indies, KPM started a new line in 1931, which connected Far Eastern ports, including Shanghai and Hong Kong, and South Africa via the Dutch Indies. By 1935, five vessels were employed in maintaining a growing schedule in this Orient-Java-Africa line. All three ships entered the line directly after their maiden trip.

Boissevain and her two sister ships were the largest ever built for the KPM.

In 1937 the Dutch government ordered, that in all large packet ships to be built from that moment, provisions for gun foundations had to be included, to enable the use as auxiliary cruisers in case of war. As the construction of the *Boissevain* was well underway at that time, this could not be implemented. However, in both *Tegelberg* and *Ruys*, gun foundations were made. This may well be the reason why *Tegelberg* and *Ruys* received more and heavier armament during WWII and have been actively taking part in Mediterranean landing operations.

In August 1940 *Boissevain* was transferred to the Java-Australia Line of the company. On February 1942 *Boissevain* left Australia and arrived via the Panama canal in Glasgow to be converted into a troop ship. Her armament consisted of 1-4", 3-12 pdr, 10-20mm Oerlikon. The masts were topped and both forward cranes removed. She could take 3000 troops.

From April 1943 up to March 1946 *Boissevain* sailed in Charter by BMWT. During those three years she Carried 73,987 troops and passengers. On January 10, 1946 she was back in Batavia. Nine days later she left for Amsterdam with 1834 Released Allied Prisoners of War and Intemees. (RAPWI). On March 13, 1946 she was released by BMWT.

From that moment on she was chartered by the Dutch Government. She brought Dutch troops to Java and took Dutch refugees and Intemees back home.

This charter ended mid 1947. She left Batavia for Hong Kong, where she was restored in her old glory by Taikoo Dockyard Co. (July 1st to September 30, 1947). Her gross tonnage was now 14,285. Passengers: 115 (131) I, 84 II, 179 III.

As by that time it was inevitable that the Dutch East Indies would become independent in the near future, the three sister ships were sold to the 'Koninklijke Java China Pakketvaart Lijn', which had taken over the Orient-Java-Africa Line from KPM. Together with m.v. *Tijtjalenska* the ships sailed again in that line, which now was extended to the East Coast of South America.

On June 29 1968, on her way to Kobe, *Boissevain* collided with ms *Kokko Maru* (325 GRT). The ship went down but the crew was saved.

That same year her career ended in Taiwan when she was sold for BP 203,000 to Shin Fa Steel Manufacturing Co., to be broken up.

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Apeldoorn, May 2003