

Nz 32 m.v. Kedoe, N.V. Rotterdamsche Lloyd, Rotterdam.

Builders: Burmeister & Wain, (B. & W.), Copenhagen, Denmark. Yard number 317, launched 14-09-1921.

Tonnages: 3,714 gross, 2,254 net, 6,561 deadweight

Dimensions: 115.22 o.a.l. x 15.70 x 6.87m.

Ship type: Shelterdeck, no funnel. The two motor exhausts ran parallel to the 3rd mast, to just over the cross-tree.

Propulsion: Two 6-cylinder 4 stroke B. & W. diesel engines. Cylinder diam. 590 mm, stroke 900mm, 2,2700 I.P.K., 2,030 A.P.K each. Twin screw, 140 r.p.m., 11.5 kn. Fuel consumption at full speed 8,75 ton per day.

Sister ships: "Suecia" (3,730 grt), yrd nr. 285 B. & W.; "Pedro Christopherson", (3,725 grt), yrd nr. 286 B. & W.; "Kronprins Gustav Adolf" (3,702 grt), yrd nr 289 B. & W.; "Kronprinsessan Marhareta" 3,739 grt), yrd nr. 290 B. & W.; "Pacific" (3,731 grt), yrd nr. 297 B. & W.; "San Francisco" (3,707 grt), yrd nr. 298 B. & W.; "Valpareiso" (3,762 grt), yrd nr. 311 B. & W.; "Lima" (3,764 grt), yrd nr. 313 B. & W.; "Santos" (3,840 grt), yrd nr 144 Kockums M.V.

All these ships were owned by Nordstjernan Rederi A.B., Stockholm, Sweden and delivered between 1912 and 1925 ("Santos"). The ships were identical except for motor output; all had B. & W. diesel engines, except "Santos", in which a Kockum-MAN diesel engine was installed. Fuel capacity: 1,220 ton, providing a range of 140 days at full speed.

Capacity: for dry cargo: 356,500 ft³, grain: 387,200 ft³. Eight 3-ton and two 5-ton electrical winches.

Passengers: 2, after reconstruction in 1935, 15.

Maiden voyage: 30-11-1921 from Rotterdam to Tandjong Priok (Dutch East Indies). The first inbound trip was made with an average speed of 10.498 miles.

Although in 1921 the world economy was in a slump, the Rotterdamsche Lloyd (R.L.) bought the m.v. "Kedoe" from Rederi Nordstjernan when it was still on the slipway. So far, the R.L. had gained some experience with marine diesel combustion engines in small ships and for short runs. Now, it wanted to experiment with diesel motor propulsion in intercontinental service as soon as possible.

The "Kedoe", (pronounced kædu), was the first diesel engine motor ship for intercontinental service in Holland and the first and only ship with that name in the fleet.

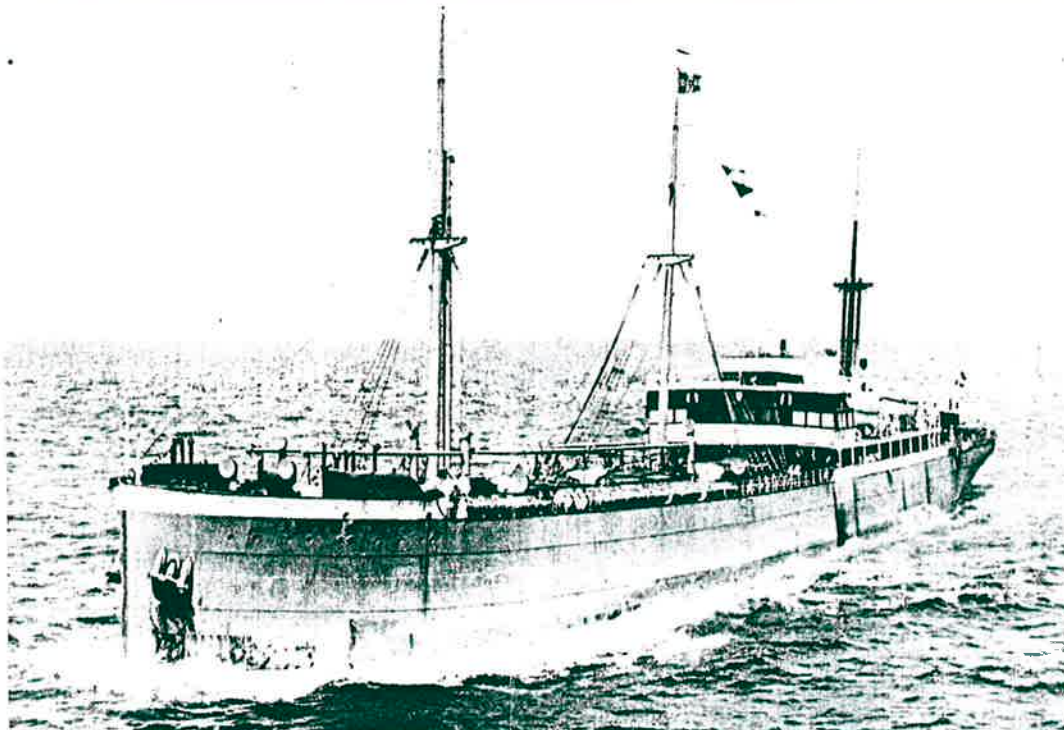
At the time, discussions were going on about the pros and cons of steam versus combustion propulsion. The deadweight tonnage of the "Kedoe" was only 66.8% of the water displaced tonnage, while in most comparable steam driven vessels, this was now > 70%. However, as the necessary fuel capacity for intercontinental distances in motor ships is less than that in steam driven vessels, the net cargo capacity is larger. In case the diesel engine proved to be reliable, it would be the propulsion of choice for the future.

When in 1922, the "Kedoe" had sailed more than 62.000 miles without engine trouble and with a very good return on investment, the R.L. placed the first order for a motor passenger ship. (m.v. Indrapoera with Scheepsbouw Maatschappij "De Schelde", Flushing, Holland).

Before and after the second world war, the "Kedoe" sailed between Rotterdam and Tandjong Priok in the regular service.

At the outbreak of the second world war, the "Kedoe" was laying in Gibraltar, fully loaded with cargo from the Dutch East Indies, from where she had departed on 13-04-1940. Orders were given to unload in London, after which she was given in time charter to the British Ministry of War Transport.(B.M.W.T.)

During the war, she first sailed between the Dutch East Indies and S.Africa. On 27-01-1942, when the Japanese invasion of the Archipel had started, the "Kedoe" was ordered to sail to Sydney (NSW) Australia. During the remaining part of the war, she sailed mostly in Australian waters. A number of times she was under attack by Japanese submarines and planes, but stayed unharmed.



During her entire service for the R.L., only two repairs of the diesel engine were necessary. One in 1933, when she was on an outbound voyage, 15 miles from Port Said, (spare parts were sent and she could continue her voyage), and in 1950, when she had to be towed to Hamburg for repairs.

In March 1954, the "Kedoe" was taken out the regular service and laid up. In October of that year she was sold to N.V. Holland in Hendrik Ido Ambacht to be scrapped, but was resold to Cargo Shipping Co.S.A., Panama/Cuba. and renamed "Havana". The Cuban owners had some alterations carried out, (amongst others a funnel was placed!) which changed the tonnages to 3,694 grt, 2,178 net. The "Havana" took to sea in 1955.

In September 1960 she was laid up at Antwerp, Belgium and finally sold to be scrapped to Van Heijghen Frères Scheepssloperij in Brugge, Belgium on 25-05-1961.

Sources:

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HET SCHIP, issue 1922, further data unknown.

Drawing page 1 from **HET SCHIP**.

Picture from **ROTTERDAMSCH E LLOYD**, page 69.

May 1998