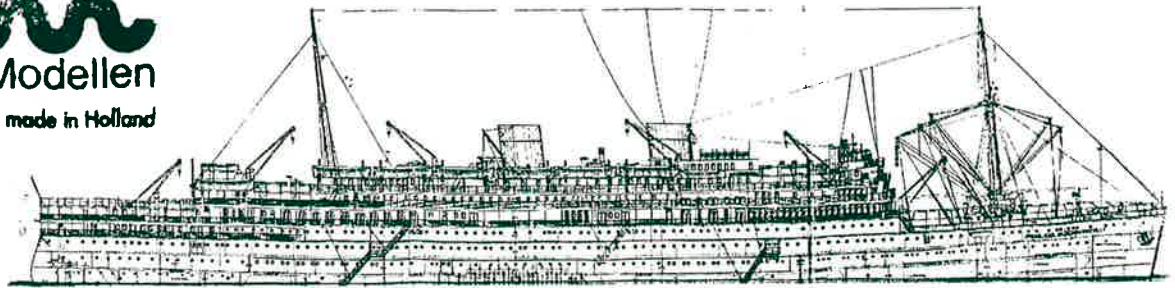




Noordzee Modellen

school 1:1250

made in Holland



Nz 63 m.s. Johan van Oldenbarnevelt, Stoomvaart Maatschappij "Nederland", Amsterdam. The ship model depicts the situation in 1934.

Nz 64 m.s. Johan van Oldenbarnevelt, as Troop ship in charter to the British Ministry of War Transport (BMWT). Situation 1944

Nz 68 m.s. Johan van Oldenbarnevelt, Stoomvaart Maatschappij "Nederland", Amsterdam. Situation 1959.

Nz 69 m.s. Lakonia, Greek line, Situation 1963.

Builders: Nederlandsche Scheepsbouw Maatschappij, Amsterdam. Yard number 194

The 1st class sports deck on top of the engineer's deckhouse, comparable to the one on the Marnix van St Aldegonde, was added in 1932.

Tonnages: 1930: 19,428 GRT, 11,650 nett, 10,955 deadweight. 1937: 19,429 GRT 1951:19,787 GRT, 1959: 20,314 GRT, 11.471 nett, 8562 deadweight.

Dimensions: 185.4 x 22.8 x 12.09 m.

Propulsion: Two 10 cylinder two stroke cycle, single acting Sulzer Diesels, totaling 14,000 b.h.p., driving twin screws, service speed 16.75, max 19 kn.

Passengers: 1930-1951: 324 1st, 38 1st or 2nd, 269 2nd, 10 2nd or 3rd, 64 3rd, 48 4th class.

1951-1959: 1414 single class. 1959-1963: 1186 single class

Troop capacity during WWII: max 5200

Loading gear: 4 derricks of 6 tons, one of 30 tons, 12 cranes of 3 tons.

Cargo is only stowed in number I and II holds. The holds III-VII are reserved for luggage and stores.

Crew: 361

Maiden voyage: May 1930

Armament in 1944: one 4" LA, three 12 pounder HA, two 40 mm Bofors in single mountings, twelve 20mm Oerlikons in single mountings, two "Pigtroughs".

Sister ship: The "Marnix van St. Aldegonde". See Noordzee model Nz 70.

After the economic crisis in the beginning of the twenties, the "Nederland" started again to give out new orders for passenger ships for the East Indies line in 1925. The "P.C.Hooft" (1926) met 14,640 GRT, the "Christiaan Huygens" (1928) 16,280 GRT, and in 1929 two identical ships of about 16,000 GRT were ordered. The design was by Ir.H.N.Prins, who also signed for the two earlier mentioned liners.

The "Nederland" spent NLG 2 million (1929 value!) on the interior decoration of both ships. The designs were by C.A.Lion Cachet. and the many sculptures by L.Zijl. It was an artful mixture of art déco and Indonesian culture, mixed with themes from the Dutch Golden Age (17th century). The "Johan" was to become another very luxurious Dutch liner. The ship was named after a famous Dutch statesman (1547-1619), a contemporary of Willem van Oranje (William of Orange).

The maiden trip started off badly. A fully loaded 4000 GRT freighter sheered out of line in the Noordzee canal and crashed into the port side of the "Johan", about 20 meters from the bow. The "Johan" was hauled back to Amsterdam for repairs and departed again with a delay of 3 days.

A voyage to the Dutch East Indies took about 29 days. Passengers disembarked in Tandjong Priok, the harbour of Batavia. Also the mail and most of the cargo was unloaded there. The ship would continue without passengers but with cargo along the Java coast to Soerabaja, where the crew would be given a short rest. Then back to Tandjong Priok and departure to Holland, in all three weeks after her arrival from Europe. In Amsterdam, the ship would lay 14 days between sailings, to enable for painting and repairs and to enable crew holidays. Normally, the "Johan" would call on the following ports: Southampton, Algiers,(roads), Villefranche,(roads), Genoa, Port Said,(roads), Colombo, (roads), Sabang, (roads), Belawang Deli,(roads), Singapore, (roads), Batavia, (Tandjong Priok harbour).

From 1932 to 1935, because of the economic situation, departure frequencies were reduced, thus enabling short cruises to Scotland, Norway, and the Mediterranean.

Until the outbreak of WWII, the "Johan" completed 42 trips, including 3 cruises and one charter for the HAL to New York. Trips number 41 and 42 departed from and ended in Genoa because of the U-boat threat.

During the second half of 1940, the "Johan" was in Hoboken, to be converted to a troopship. Also degaussing cables were installed and gun foundations made. However, the actual armouring took place in Canada. The "Johan", with her Dutch crew was given in charter to B.M.W.T. and was classified as H.M. Transport no 32.

During the following years, the "Johan" sailed between England, British bases in East and West Africa, South Africa, Singapore, Ceylon, India, Aden, Suez, Australia and New Zealand with troops and equipment. Sometimes in convoy, sometimes alone. Sometimes she sailed in the company of her sister ship or other ships of the "Nederland". Nearly always there were Dutch ships in the convoy or in the ports of destination.

The many days at sea with no time for maintenance, always heavily loaded and nearly always sailing at top speed, took their toll. On June 5th 1943, the "Johan" was docked in Liverpool with serious motor trouble. The British yards were not equipped to repair the Swiss (metric)build motors. It took 11 months before she could sail again.

In 1944, when the "Johan" took to sea, the war situation had changed. She could now sail to the Mediterranean area without escort. The ship made seven more trips until the end of the war. On August 4th 1945, the "Johan van Oldenbarnevelt" was released from BMWT and returned to Holland.

Between 1946-1950, the "Johan" shipped military personnel of the Dutch expeditionary force from Holland to the Dutch East Indies and returned with families and military personnel who had been in Japanese prison camps. In December 1949, Indonesia became independent, meaning that there were no more military transports on the outbound voyage. However, at the same time, emigration to Australia and New Zealand became very popular. Therefore, Sydney became the main new port of destination. On the way back, emigrants from Indonesia boarded in Jakarta, as Batavia was called now.

Basically, the accommodation on the "Johan" was still that of a troop ship and a technical overhaul was long past due. From June 1951 to February 1952, the "Johan" was in dock; the machinery taken apart, repaired and put together again, the old furnishings restored, and the huts modernised to accommodate 1450 passengers in one class.

In 1958 the charter contract with the Dutch Government ran out and in September 1959 the last outbound sailing with emigrants to Australia took place.

The management of the "Nederland", confronted with the fast growth of air traffic and the loss of the regular passenger service, had for many years looked for economic solutions to the changing situation. In 1958 the "Koninklijke Rotterdamsche Lloyd" and the "Scheepvaart Maatschappij "Nederland" decided on a pooled 80 days around the world cruise schedule with three ships. (the "Willem Ruys", the "Oranje" and the "Johan") In December 1959 a 4 million Guilder costing technical overhaul and renovation of the accommodation of the "Johan" started. The silhouette of the ship changed because of the lengthening of the funnels, the removal of the rear mast, and the placing of a signal mast on the bridge deck house in combination with the topping off of the fore mast. The colour of the hull was changed from black to light beige.

Thirteen round the world cruises were made. Because of subsidised competition from the UK, the economic exploitation quickly dropped below an acceptable level and it was decided to sell the "Johan". The buyer was Ormos Shipping Co., a daughter company of the Greek Line.

At the Officine Mariotti yard in Genoa, mostly cosmetic adjustments were made in order to please even the most spoiled cruise passenger.

In April 1963 the cruise program from Southampton to the Canary Islands started. Seventeen cruises were planned until December, when a necessary technical overhaul was foreseen to extend the certificates. These were actually obtained and on December 19, 1963 the Lakonia sailed with 700 passengers on what was to be her last voyage. On the 22nd, close to Madeira, at 22.00, a fire on the upperdeck was reported. At 23.30 the order to abandon ship was given. The fire had meanwhile spread to other decks and there was a lot of smoke. Too many things went wrong during the evacuation of the ship. Although the ship did not sink until seven days later, 130 persons lost their life. On December 29th, in tow to Gibraltar, the list over starboard suddenly increased and the Lakonia sank on 35°56'North and 10°00' East.

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