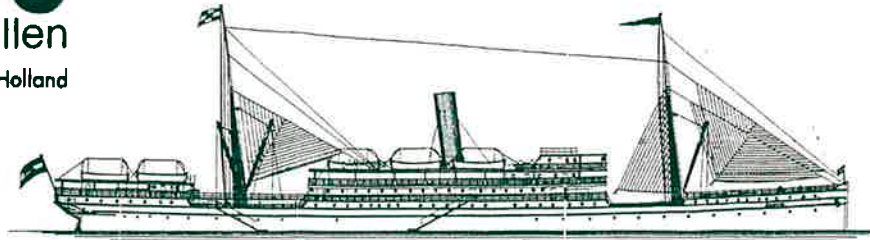




Noordzee Modellen

schaal 1:1250

made in Holland



Nz 71 s.s. Sindoro, 1900, Rotterdamsche Lloyd N.V., Rotterdam, Holland.

Nz 72 s.s. Sindoro, 1917, Rotterdamsche Lloyd N.V., Rotterdam, Holland. Hospital ship used for the exchange of sick and wounded German and British prisoners of war.

Builders: Koninklijke Maatschappij "de Schelde", Vlissingen, Holland. Yard number 90. The contract price was NLG 1 375 000,- concluded on June 9, 1898. Keel laid down on February 2, 1899, launched on March 22, 1900. The sister ship s.s. Goentoer" carried yard number 94 and was ordered in November 1900, keel laid down on February 26, 1901 and launched on January 11, 1901.

Tonnages: Sindoro: 5471g., 3396n., 5000d. Goentoer: 5891g., 3706n., 5160d.

Dimensions: Sindoro: 129,32 x 15,71 x 8,75m. Goentoer: 129,85 x 15,25 x 7,45m.

Propulsion: Sindoro: "de Schelde" built quadruple 2 x 4 cyl, 4000 hp., twin screw, 14 kn. The Goentoer had the same engines but these gave 4300 hp and had a single screw. Service speed 14 kn.

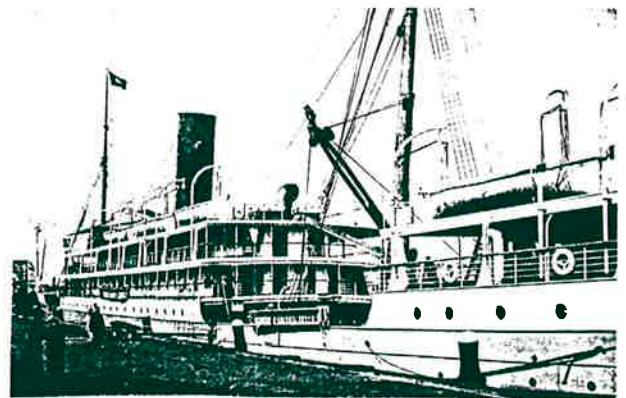
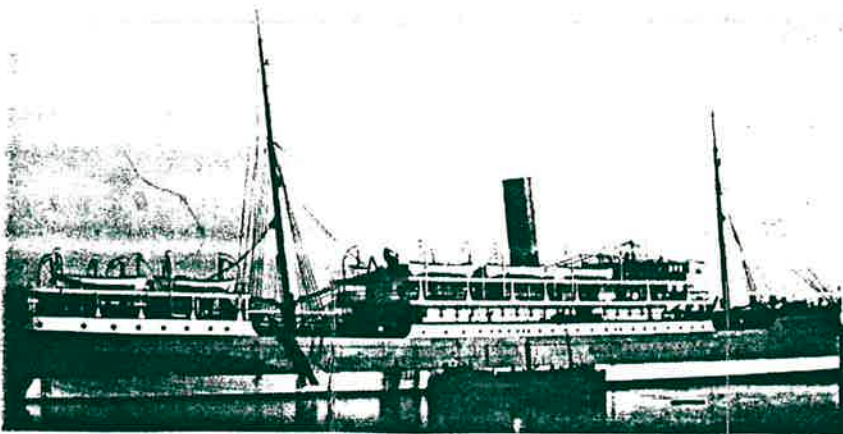
Passengers: Sindoro: 80 first, 38 second, ? third and troops. Goentoer: 81 first, 421 second, 24 third.

Loading gear: three derricks and two cranes, all operated by hydraulic power.

Maiden voyage: Sindoro April 4, 1900, Goentoer: May 3, 1902.

Fate: s.s. Sindoro was sold to Cia.Nacional de Nav. in Portugal in July 1922 and renamed "Pedro Gomez". In January 1932 sold to Japan to be scrapped in Kobe.

s.s.Goentoer was sold in June 1925 to N.V Scheepssloperij C.H.C.Sunderman in Zwijndrecht, Holland, to be scrapped there.



During the years between 1895 and 1898, the management of the Line struggled with the question whether to maintain the separate mail- and cargo service between Rotterdam and the Dutch East Indies, or combine the two in one type of ship.

The decision taken in 1898 was to maintain separate type of ships and negotiations were opened to have a new and modern steamer built for the mail service.

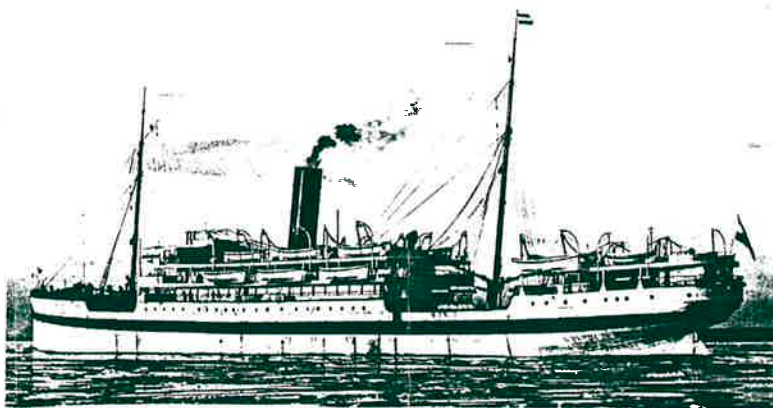
The s.s."Sindoro" was to be about double the size of their present time mail ships in the fleet and she was the first of a long list of steamers, which had the same basic design.

The "Sindoro" was in two aspects an innovation for the fleet of the Rotterdamsche Lloyd, in that it was the first twin screw vessel of the fleet and that the first class accommodation was situated amidships and the second class in the poop. The ship was also equipped with bilge-keels and to proof its stability at sea, a billiard table was installed in the first class smoking room.

The passengers were enthusiastic about the spacious single berth cabins and the wide promenade decks. However, there were also complaints. About the hot and stuffy atmosphere in the bathrooms and toilets, the cold draft over the wide promenade decks when the ship was still in Nordic waters and about strong vibrations that would come and go.

It seemed, that the two engines were difficult to synchronise. When the somewhat larger sister ship "Goentoer" came into service, the ventilation problems were solved. There was no vibration problem anymore, as the "Goentoer" had only one screw.

During the first World War, the passage to Asia went from Rotterdam around the British Isles and via the Cape. When the total U-boat war was declared, most ships of the line were laid up.



On request of the Dutch Minister of Foreign Affairs, negotiations were opened to allocate three ships for the exchange of wounded and sick prisoners of war. On December 31, 1917 an agreement was reached. The Lloyd designated the Sindoro and the "Stoomvaart Maatschappij Zeeland" the paddle steamers "Zeeland" and "Koningin Regentes" to be converted to hospital ships. The Lloyd also prepared a large cargo shed for the Red Cross, where 792 persons could be temporarily bedded.

The Sindoro made 27 round trips, carrying a total of 10 341 soldiers from Rotterdam to Boston (Lincolnshire, England) and back.

The Sindoro was taken out of the regular service in 1922, when bigger, faster and more luxurious ships were taking over. The Sindoro was sold to Cia. Nacional de Nav. in Portugal and renamed "Pedro Gomez". The ship was sold to Japan in 1932 to be scrapped.

Sources:

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