

WARRIORSHIP NO. 01

# CRUISER HNLMS TROMP



Trapped in the far east by the over-run of the Netherlands and by the occupancy of the Netherlands East Indies, Tromp's destiny lay in the Indian Ocean and Pacific onslaughts. The ship became one of the highest decorated Dutch warships of World War 2. Often referred to as The Ghostship, the crew preferred to call her The Lucky ship, since she was no less than five times claimed to be sunk.

CHNLMS Troms  
Cruiser

Warship 01

Photo: NIMA

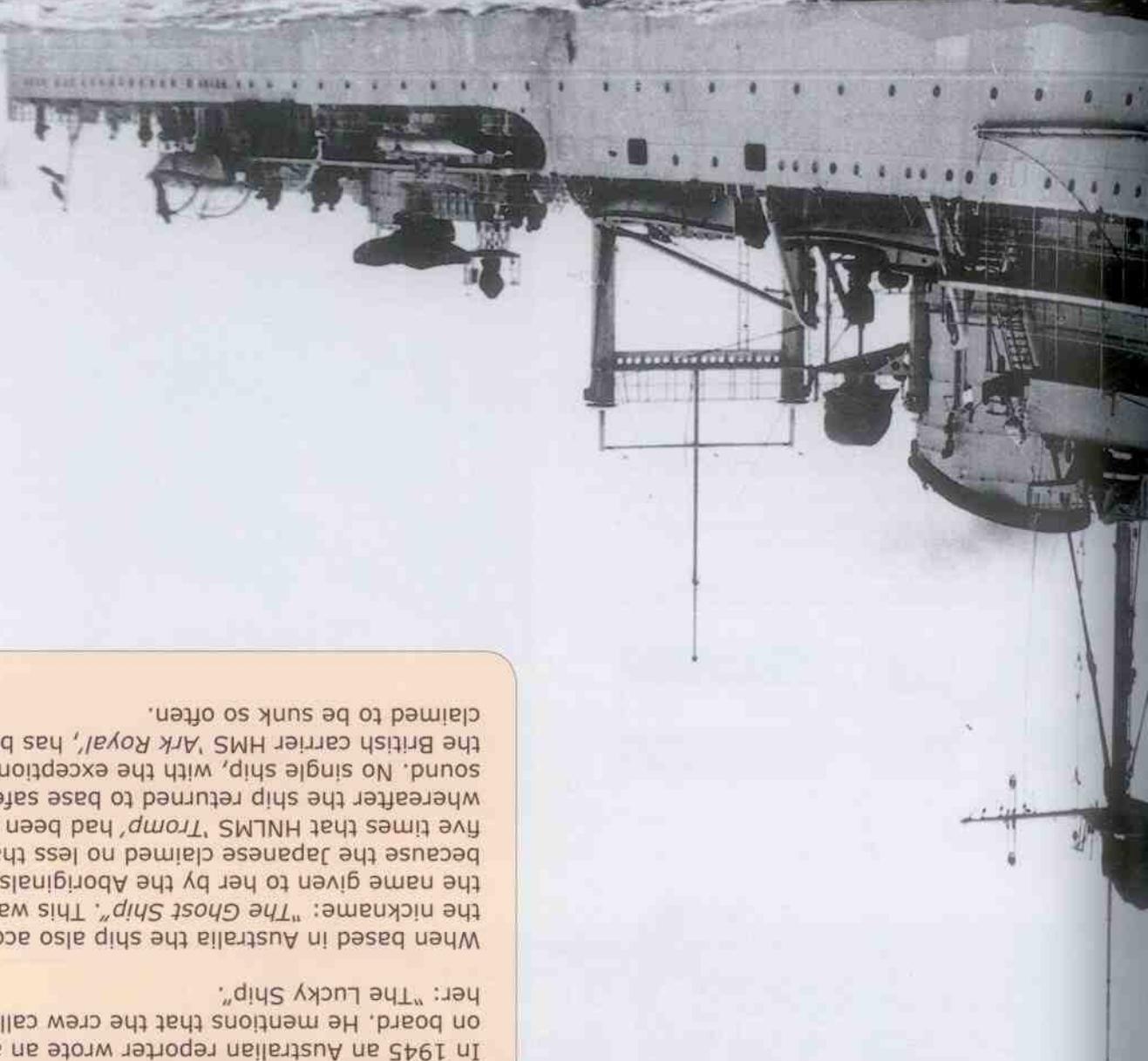
## Introduction



The *Tromp*-class was a class of light cruisers of the Royal Netherlands Navy. Originally the ships could not be called "cruiser" for political reasons. They were designed as "flotilla leaders" and their intended role was to be the backbone of a squadron of modern destroyers that was planned at the same time (only one of those was completed before the war broke out). The ships were ordered in 1935; *Tromp* was launched in 1937, and her sister ship *Jacob van Heemskerck* in 1939.

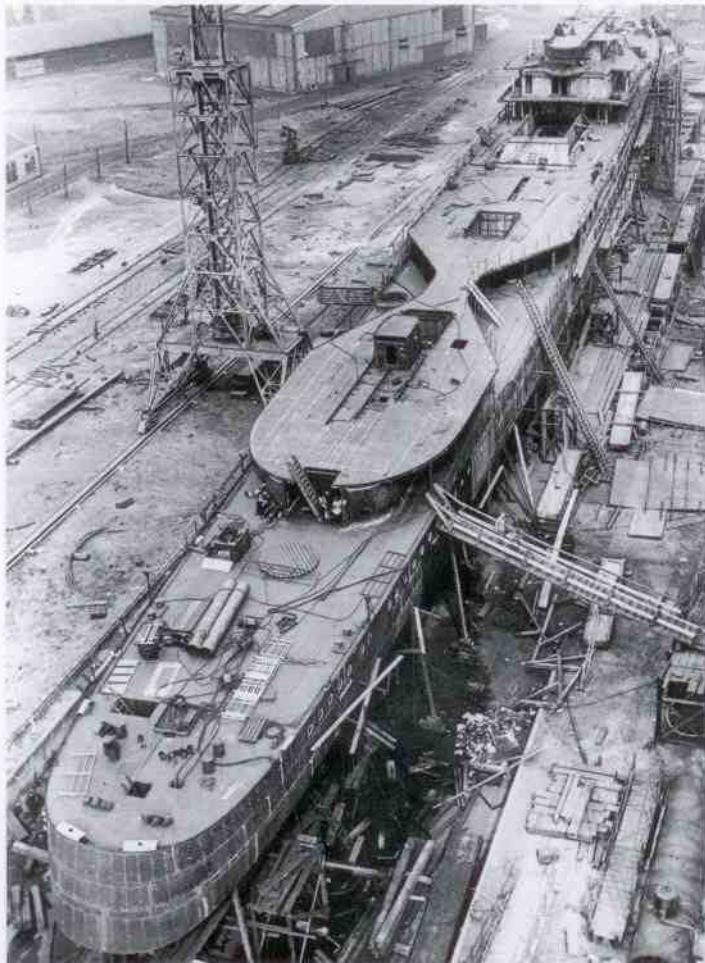
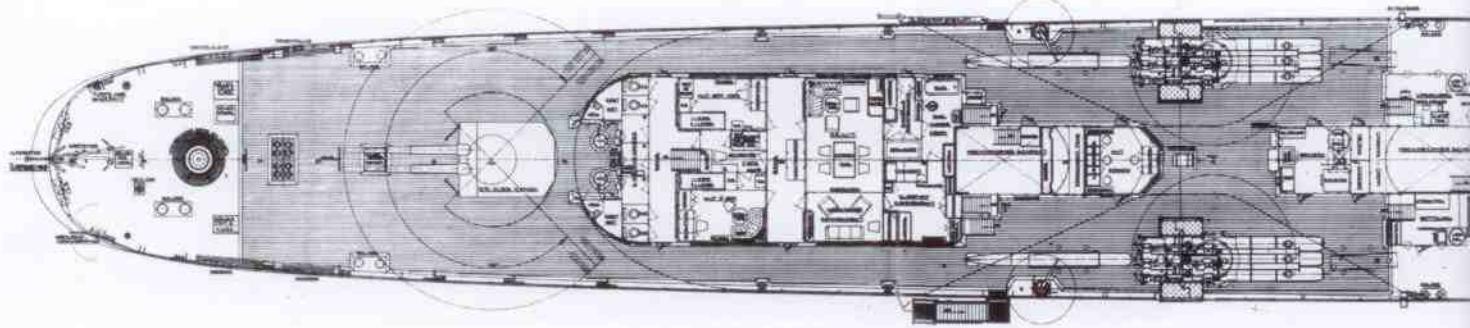


A brand new '*Tromp*' during high speed trials in 1938. (Photo NIMH)



The cruiser *Tromp* was in 1938 the 7th ship of the Royal Netherlands Navy to bear this name. In 1945 an Australian reporter wrote an article on board. He mentioned that the crew called her: "The Lucky Ship". When based in Australia the ship also acquired the nickname: "The Ghost Ship". This was the name given to her by the Aborigines because the Japanese claimed no less than five times that HNLMS *Tromp*, had been sunk, whereas after the ship returned to base safe and sound. No single ship, with the exception of the British carrier HMS *Ark Royal*, has been claimed to be sunk so often.

**7 is the lucky number...**

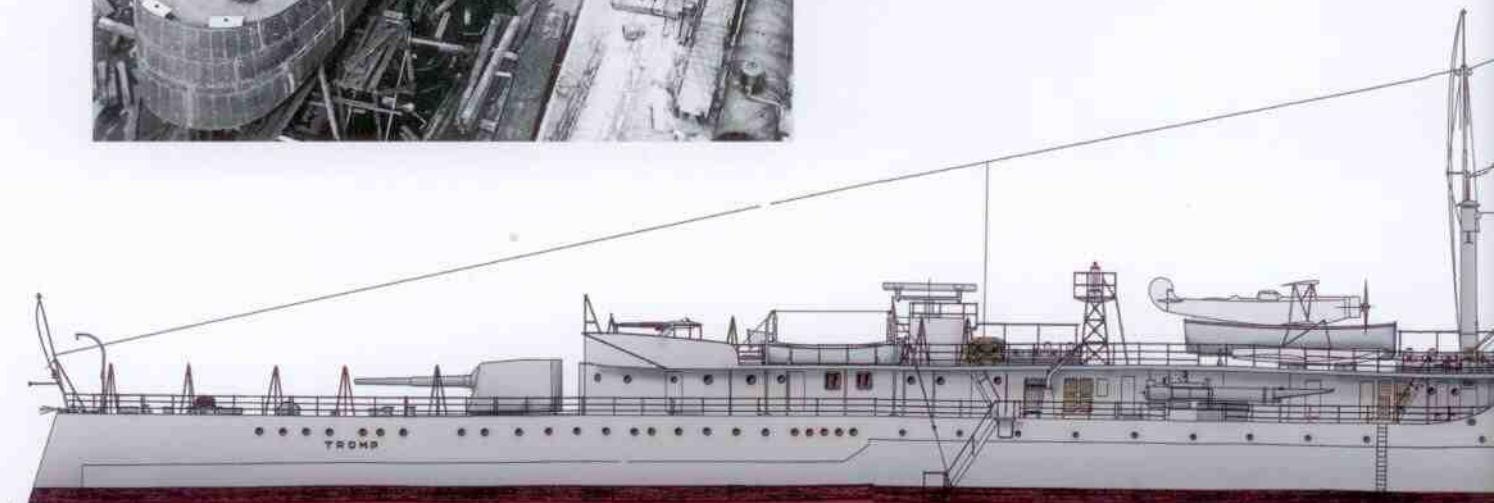


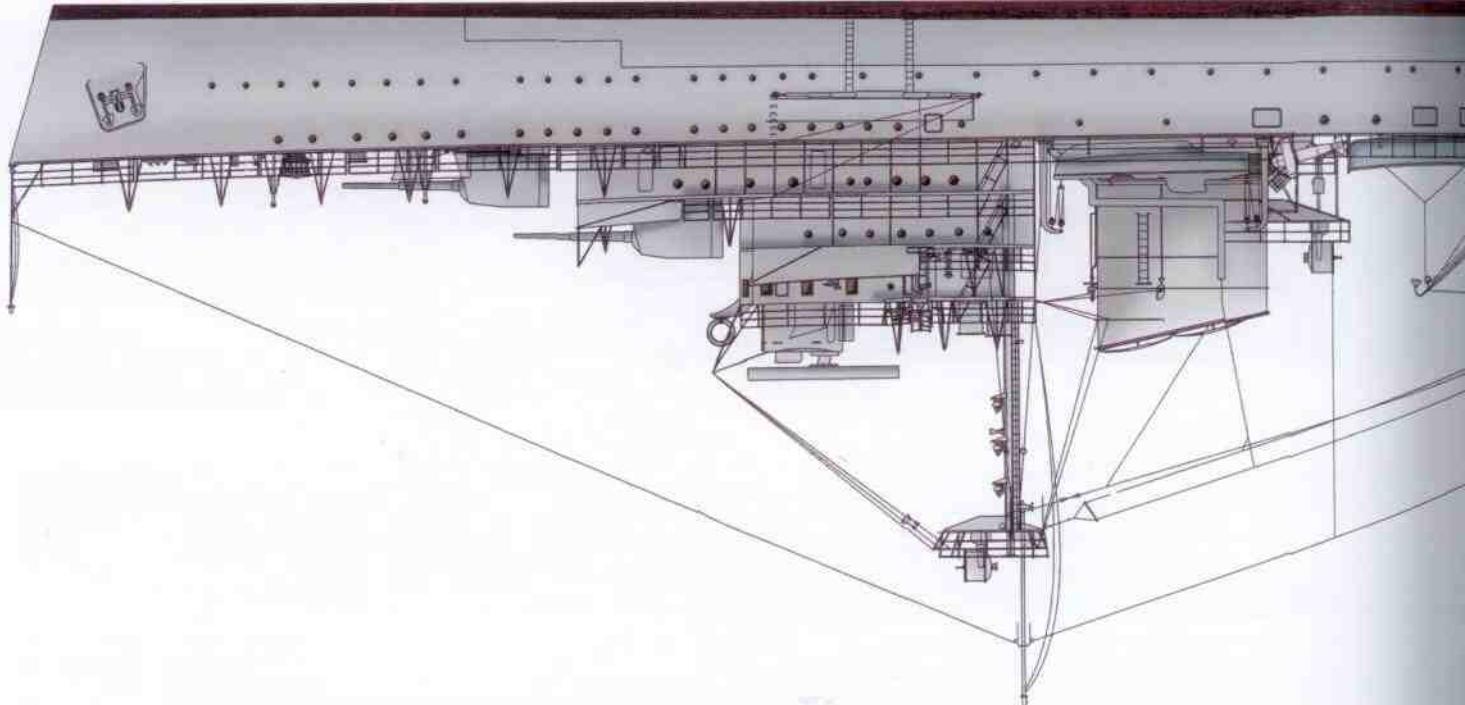
*Left: The national ensign, carried by all ships of the Royal Netherlands Navy. In harbour or at anchor it was customary to be worn at the staff on the quarterdeck, but at sea it used to fly from the mainmast.*

*Right: The jack*

*The commissioning pennant, worn from the day a ship commissions until she is de-commissioned.*

*Tromp was build at The Netherlands Shipbuilding Company in Amsterdam. (Photo NIMH)*



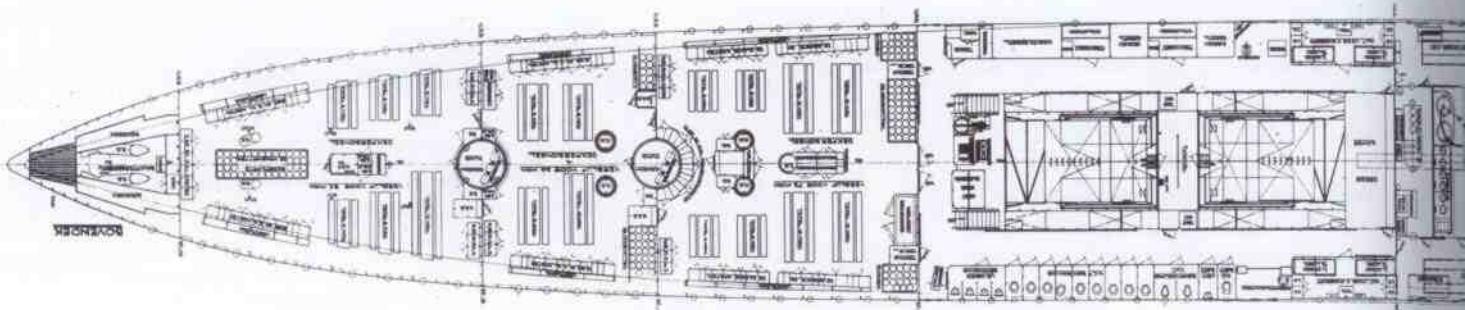


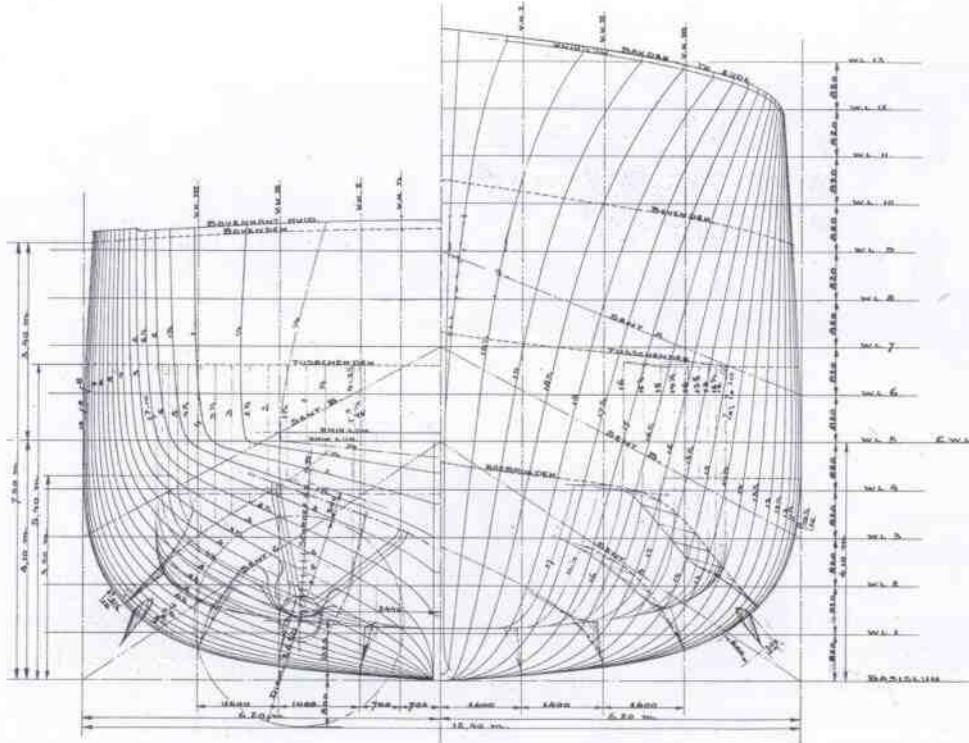
Structurally speaking, the new design was superior to a large destroyer. The design incorporated 17 water-tight compartments, of the hull, on the decks and ammunition hoists, according to a design that had also been used for the larger cruiser HNLMS De Ruyter. Hardened steel of the Krupp Werks had been imported for protection. Additionally, much aluminum, from Switzerland, had been applied. While earlier ships were customarily riveted, a great deal of welding was used during construction.

It was only during the building of the ship that it was decided to build a second Flotilla Leader. Building of this warship, which would be named *Jaco van Herem*, had been launched. Both Flotilla leaders would have a displacement of 3450 tons and a main armament of six 15 cm guns. Mosty, both ships have been considered to be particularly successful. The design was from the engineers C. t. Hooft and W.M. den Hollander assuming that the ships would have to operate continuously in tropical waters. They were renowned for their speed and fire power, which was consider- able for ships of this dimensions.

HNLMS *Tromp* was the first Hollandia-class so-called "Decker's Fleet" leader of the *Tromp*, which was passed in 1931. It lasted until 17 January 1936 before the first keel plate was laid down in the yard of the NV Ned. Scheepsbouw Mij. (The Neth-erlands Shipybuilding Company Limited) in Amsterdam. The launching ceremony was on 24 May 1937 by H.M. Queen Wilhelmina and on 18 August 1938, comanded by the commanding officer, Captain L.A.C.M. Doorman on 18 August 1938.

## The ship





The design of the two ships fulfilled the twofold purposes for carrying out their future duties. In the first place they were intended to strengthen the destroyer fleet in the Netherlands East Indies. At the same time they had to add weight against the ever greater strength of the Japanese torpedo boat (destroyer) fleet.

For that reason the new ships had to be fast enough to keep up with the destroyers. This meant that the armouring of the ship was limited. Even so, 450 tonnes of hardened steel was used.

The result was vertical and horizontal armouring which at the thickest parts was 15 mm and 25 mm respectively, providing protection to the most vital parts of the ship. Although limited, because heavier armour would certainly have had a detrimental effect on speed.

Apart from the hull, guns, fire control, communication and ammunition hoists were armoured also.

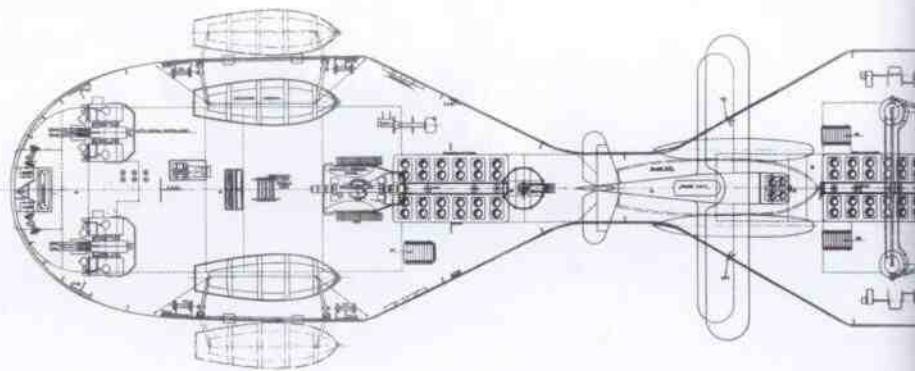


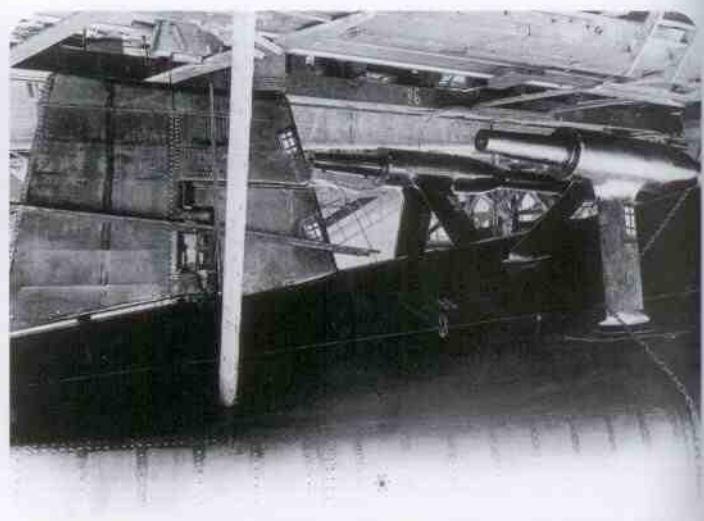
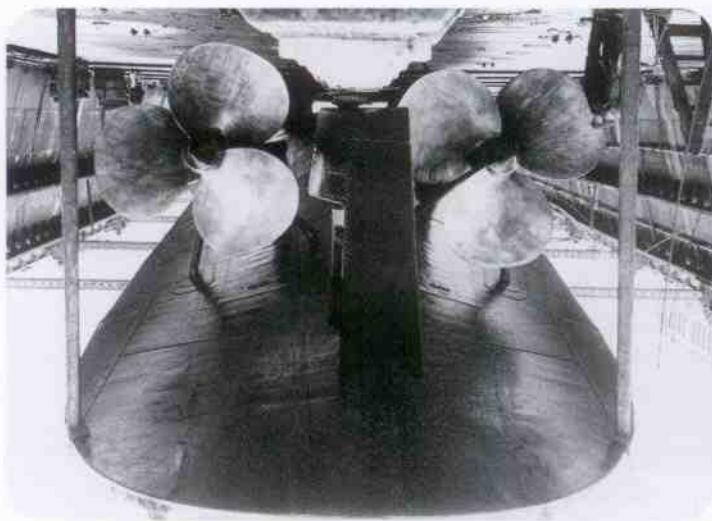
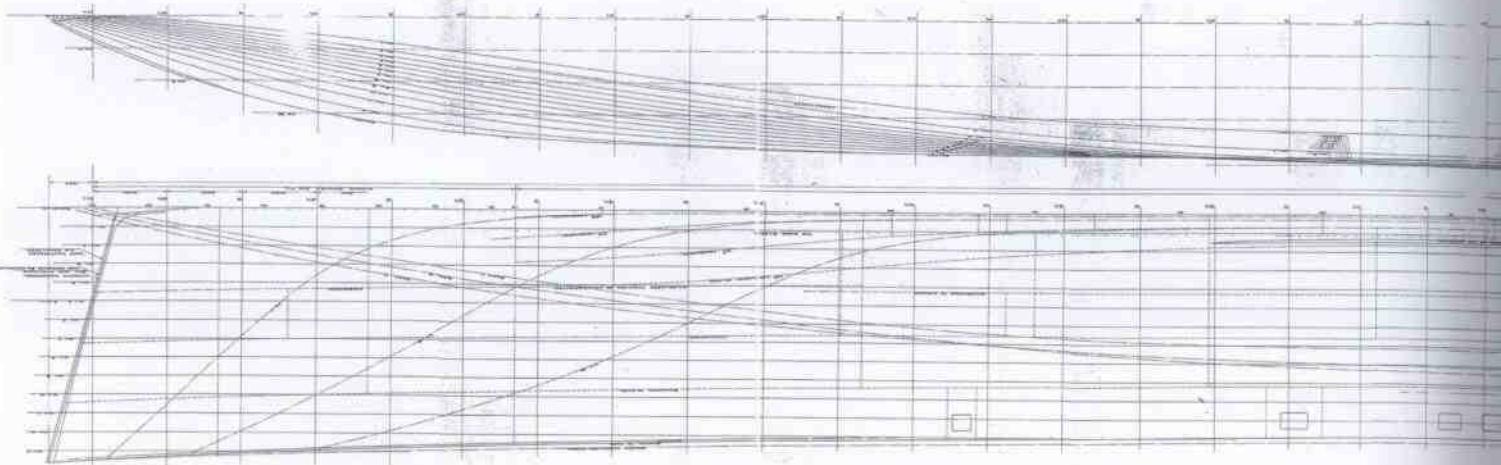
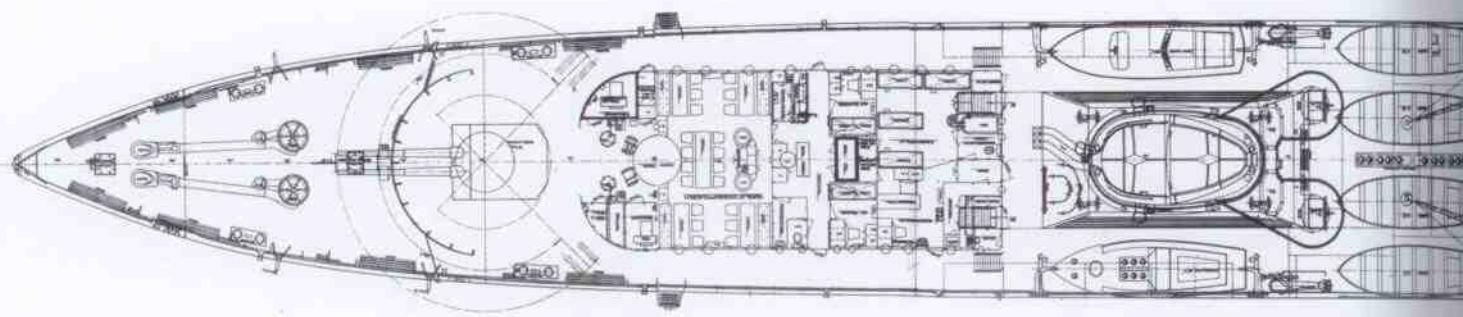
## Plans

Modelling plans are available through the Dutch Modellers Association (NVM):

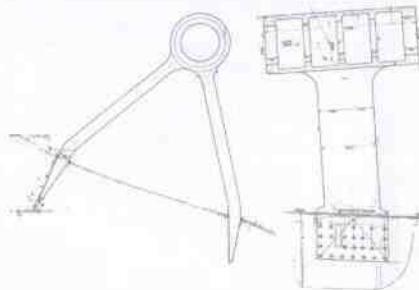
Plan No. 10.11.016  
Scale 1/200

[www.modelbouwers.nl](http://www.modelbouwers.nl)

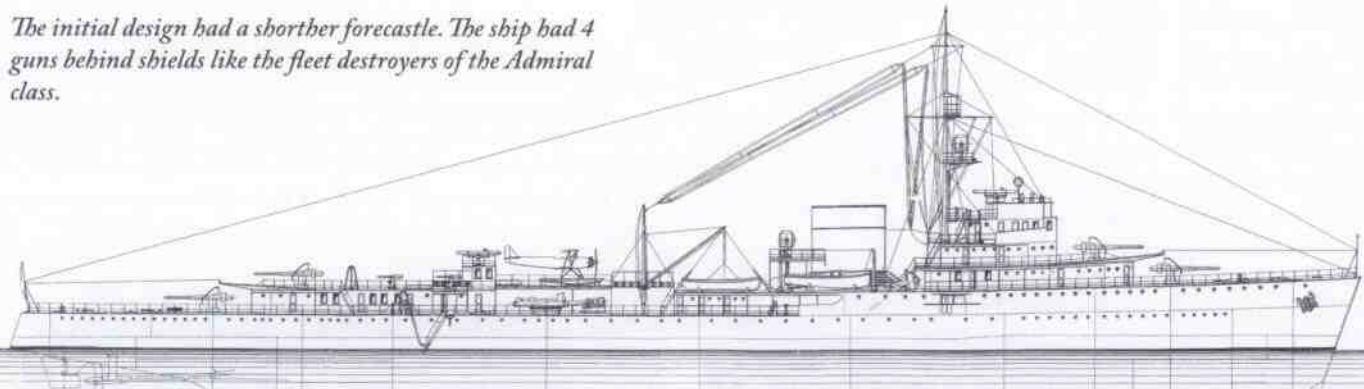




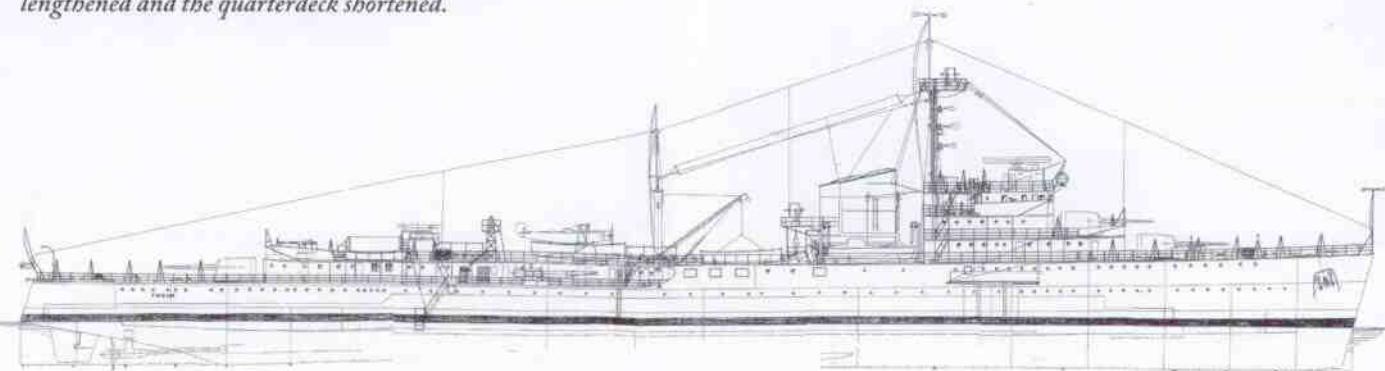
The ship was propelled by geared turbines driving twin screws. Although she actually reached 33.5 knots on trials, (photo: NMM) total power output being 56,000 s.h.p. for 32 knots maximum speed, some details of rudder and props.



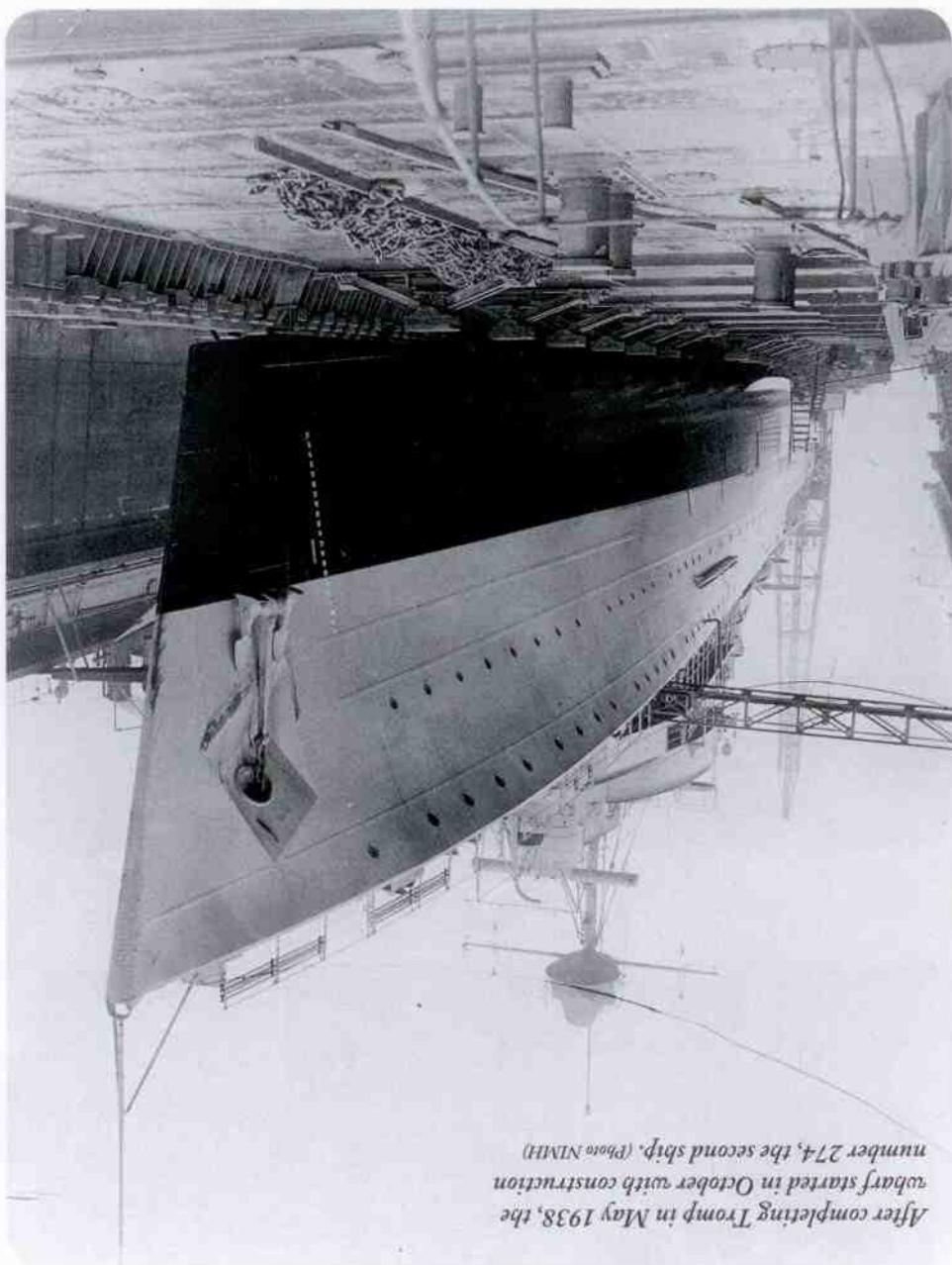
*The initial design had a shorter forecastle. The ship had 4 guns behind shields like the fleet destroyers of the Admiral class.*



*The final design. After the first trials the forecastle was lengthened and the quarterdeck shortened.*

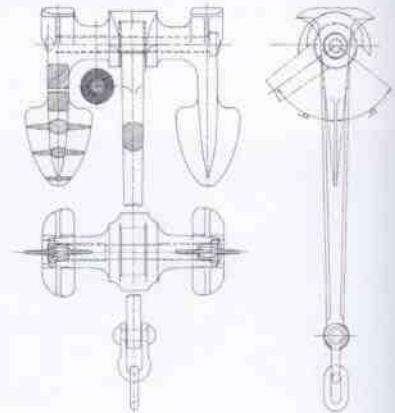


*After launching, the ship was completed at the quay. (Photo NIMH)*



After completing Tromp in May 1938, the  
Navy started in October with construction  
number 274, the second ship. (Photo: NMM)

Tromp was built in Amsterdam at The  
Netherlands Shipbuilding Company. Her  
launching ceremony was marked by the  
presence of H.M. The Queen, who christened  
this new unit of Her Navy.



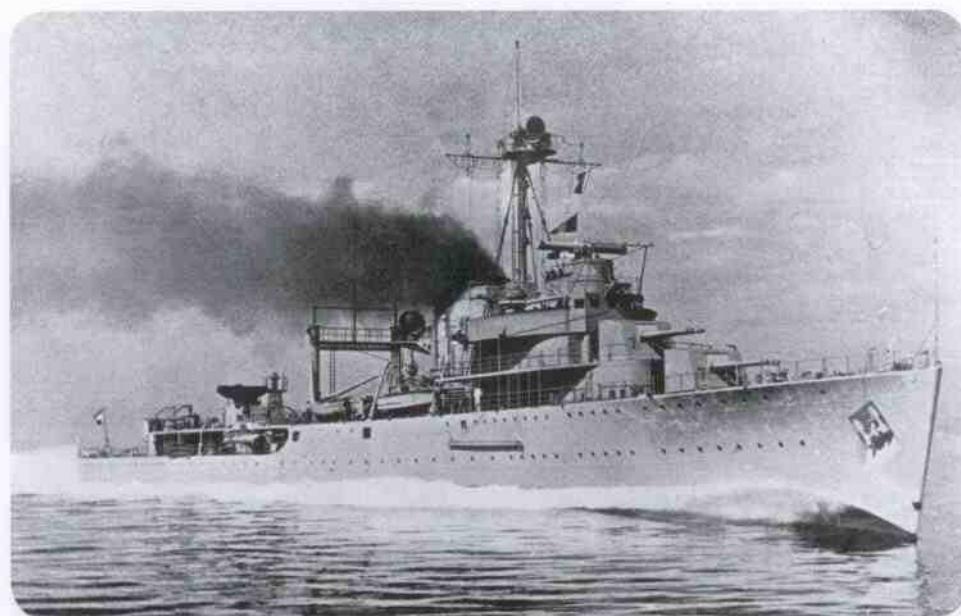
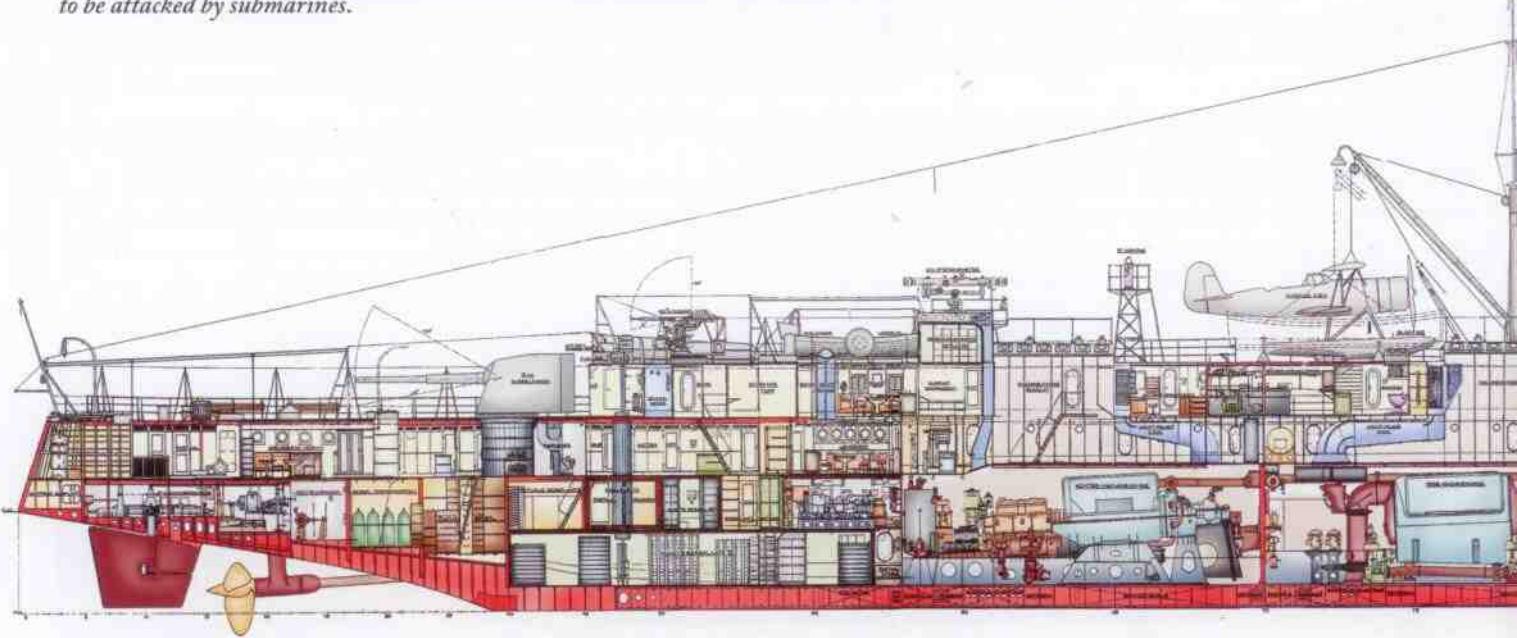
During the Second World War HNLMS Tromp was classified as a light cruiser to appoint a Captain as C.O. Navy therefore decided in conformity with British light cruisers to appoint a Captain as C.O.

The building cost of HNLMS Tromp was Fl. 7.700.000,- (Euro 3.500.000,-)

Displacement:	3,787 tons (4,225 tons full load)
Measurements:	Length over all 131.95 m. (433 ft.)
beam	12.43 m. (40.75 ft.)
depth	7.5 m. (24.60 ft.)
draught	4.47 m. (14.63 ft.)
295, during WW2 it was 393.	56.000 hp, 32 knots (33,5 knots on trials)
Machine:	295, during WW2 it was 393.

*Tromp shown as she first appeared. Classed originally as a flotilla leader, this category changed to light cruiser, because of displacement, armament and other characteristics she was more suited to the latter classification.*

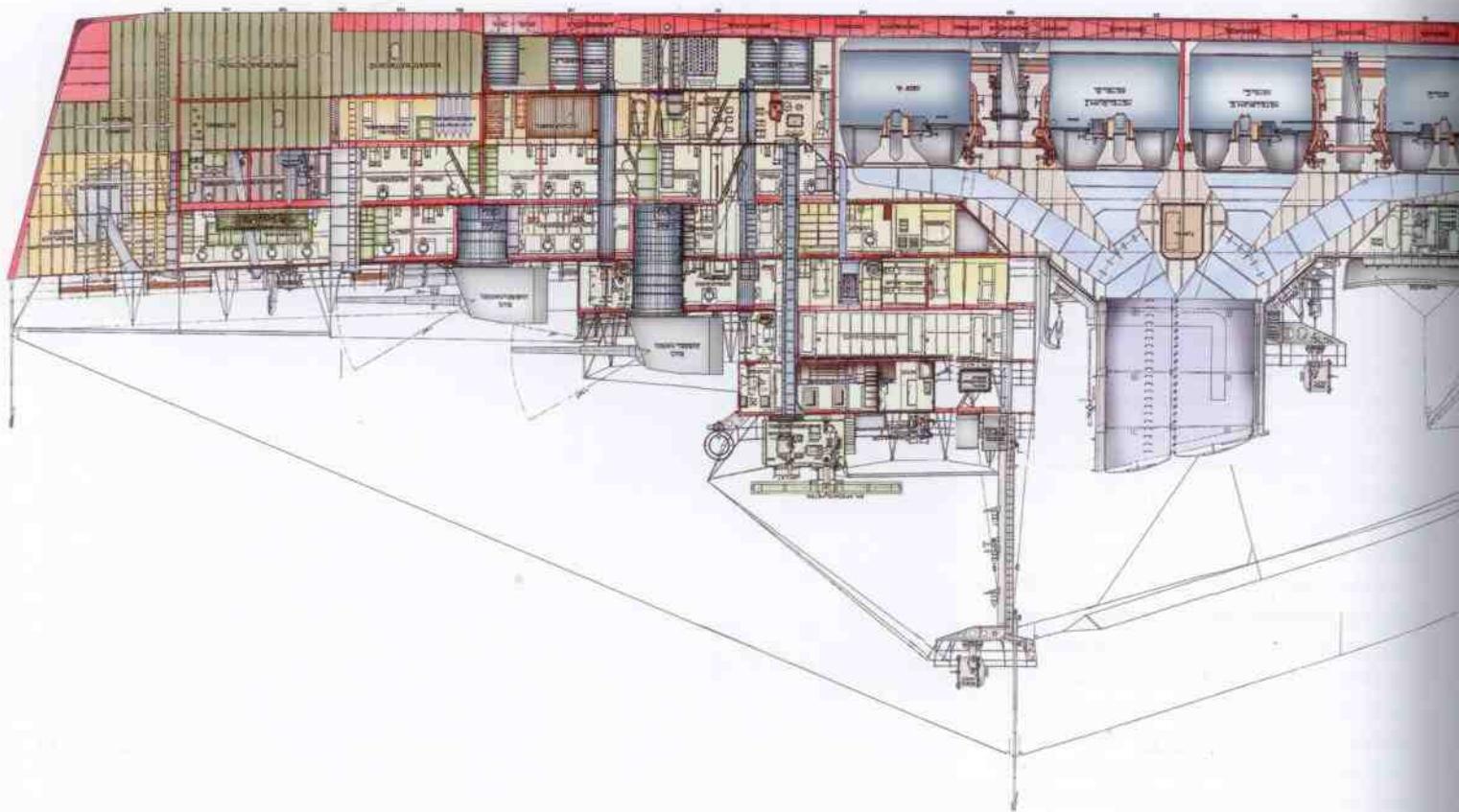
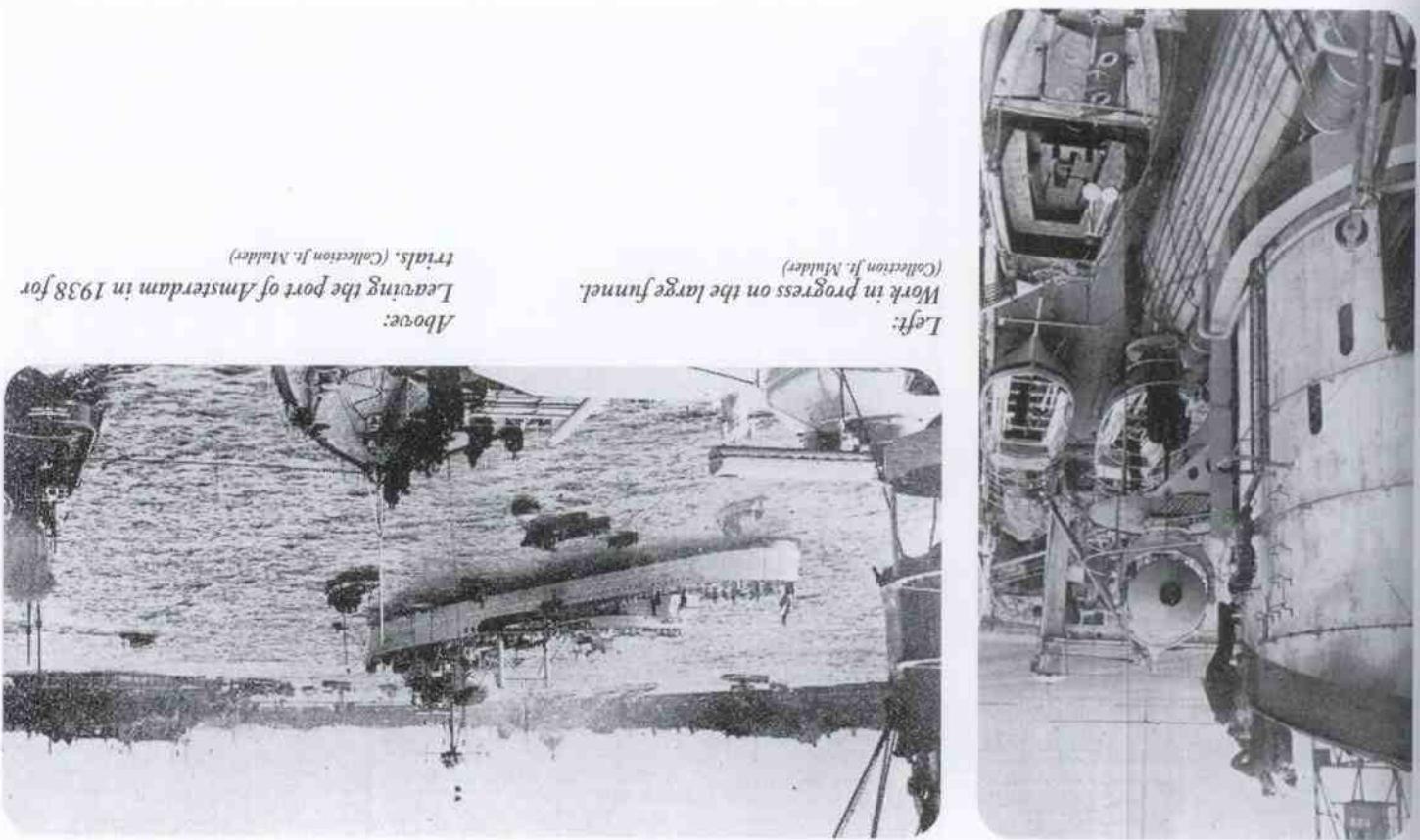
*The surface ships were destined for reconnaissance; it was considered that they were sufficiently heavy armed to take the offensive if the opposition met was not too heavy, and sufficiently fast to break off the engagement if they in turn were engaged by stronger enemy forces. Under these circumstances they would have to hit and run, while running attempt to lure their opponents to be attacked by submarines.*



*The ship was propelled by geared turbines on twin screws. The actual power output being 56,000 s.h.p. for a speed of 33,5 knots on trials. (Collection Jt. Mulder)*

## Engines

Propulsion: two Werkspoor Parsons geared turbines of 56.000 HP. Steam was obtained from four 'Werkspoor Yarrow-type' tubular boilers. They turned out to be reliable machinery by which two three bladed propellers of 3.9 meters diameter were driven. The ship had two boiler rooms. The starboard propeller shaft ran to the foreward engine room and the port propeller shaft to the aft engine room. However the foreward engine room was a deficiency in design. There the temperature could become very high, because all boilers were situated close together. During the trials in Scottish waters an ultimate speed of 35,05 knots was reached. Oil fuel: 860 tons. The radius of action was 5000 miles at a speed of 10 knots and 1400 miles at a speed of 32 knots.



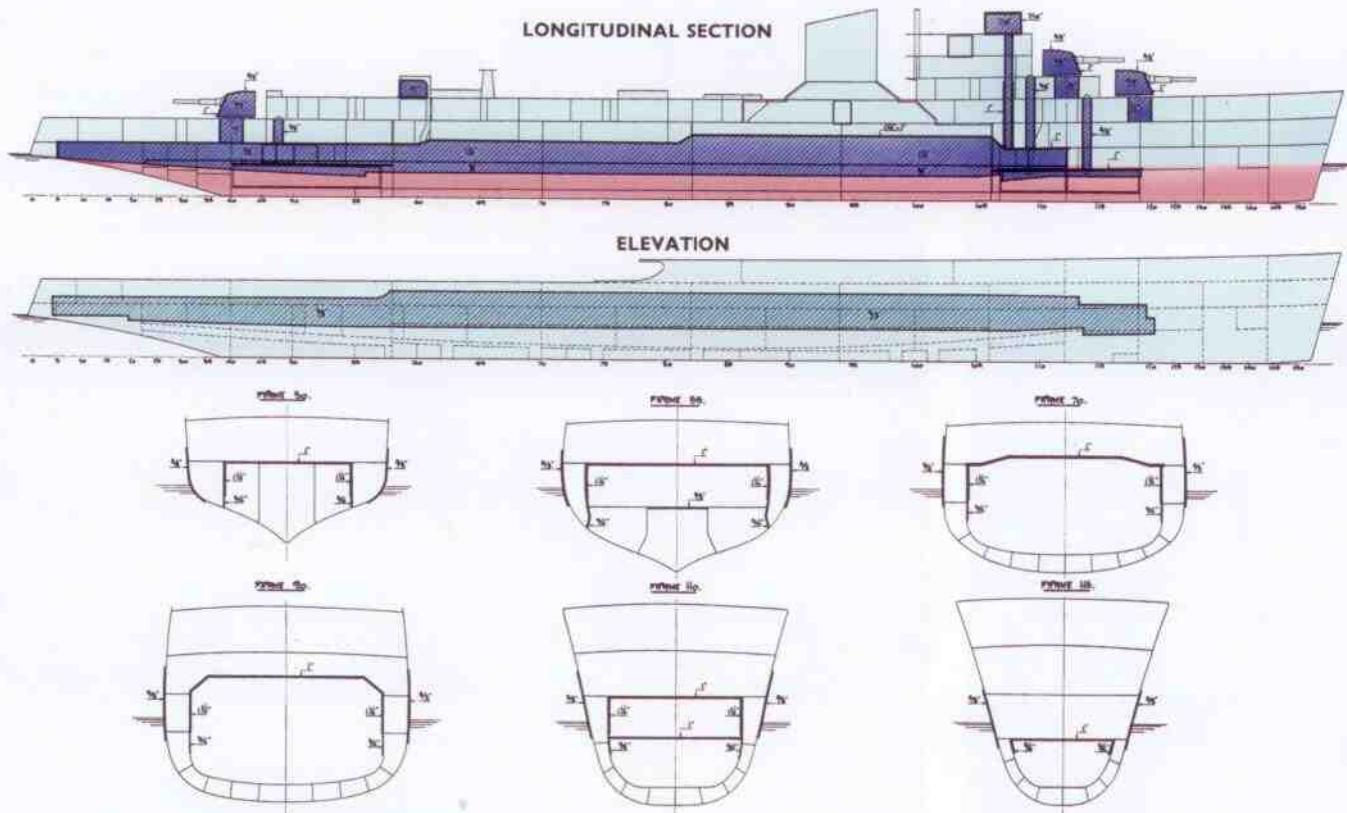
## Armament

Considering the relatively small displacement of 3787 tons, she was rather heavily armed with six 15 cm guns in twin mountings. These were fitted behind shields because turrets would have added too much weight. The 15 cm cannon No. 11 could be elevated 60 degrees and had an effectual range of 17.500 meters. They were built by Wilton Fijenoord from a Swedish design under licence of the firm of Bofors. For the ammunition supply each installation had two ammunition elevators.

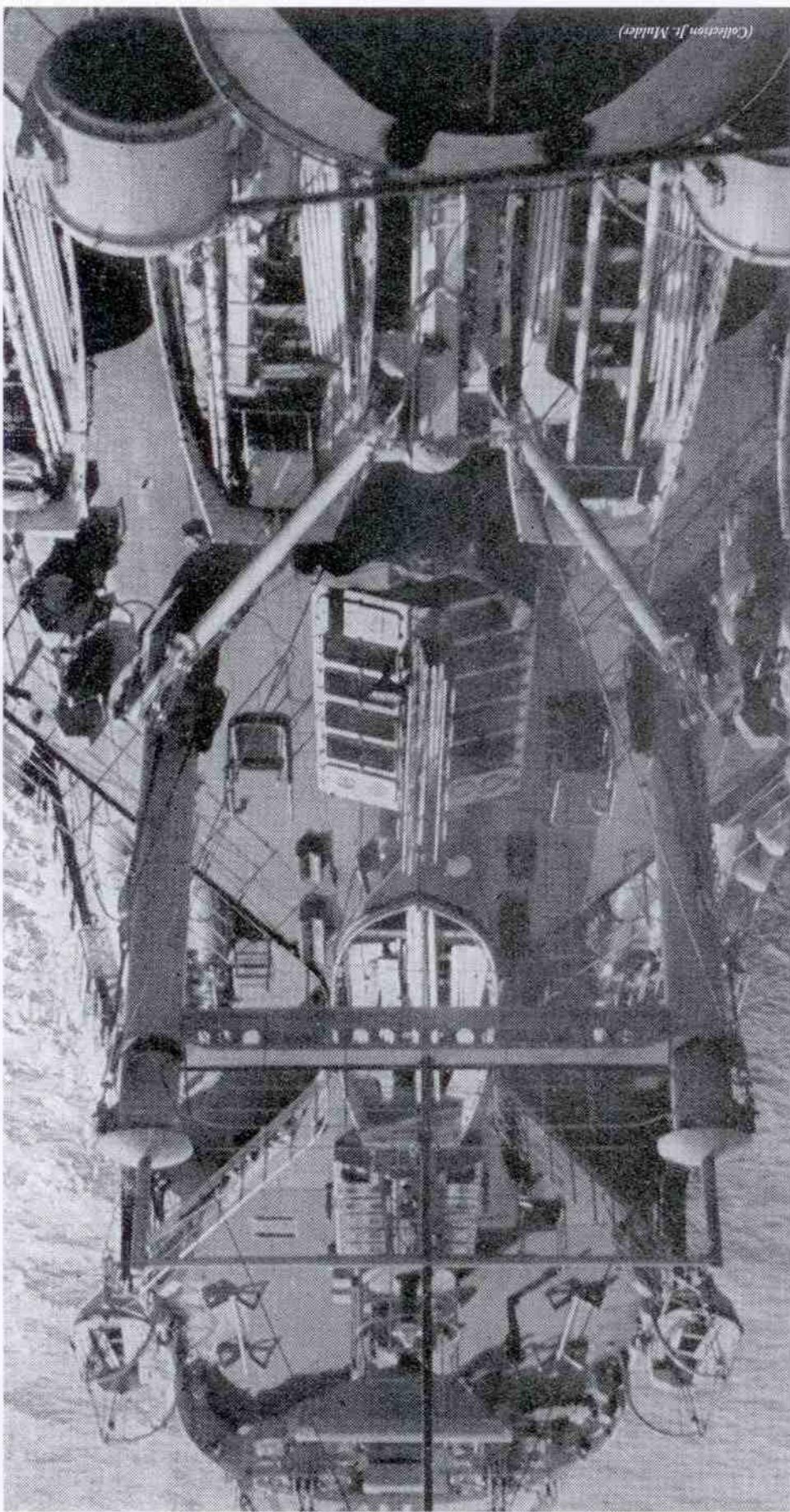
*The aft section, with one of the two Bofors twin mountings. Shortly before the outbreak of the war this construction was modified. (Photo NIMH)*



Aft on the awning deck anti aircraft armament of four 40 mm Bofors machine guns in twin mountings and fire control was installed. The entire arrangement was of Swedish-Dutch manufacture. At the time the best in the world concerning anti-aircraft artillery. Both, the machine gun and the fire control were stabilised on three axes, the Bofors-Hazemeyer system. In addition the ship was given anti-aircraft armament of four 12,7 mm guns on the upper bridge. The ship was also fitted with two mountings of three torpedo tubes. It would appear later that these were situated somewhat too high. Each launching arrangement had a torpedo davit to move the torpedoes with a separate electric torpedo winch. The ship carried 12 torpedoes. Sometimes spare torpedoes were stowed on the upper deck.



*The protection of this light cruiser. No less than 450 tons of hardened armour steel were used in the construction. With a vertical armour of 15 mm (5/8 inch) to 30 mm (1¼ inch) and a horizontal armour of 25 mm (1 inch) to 30 mm (1¼ inch). The armour being extensively used to act not only as protection, but also reinforcing ship's structure.*



(Collection J.L. Muller)

International Call-Sign or Signal Letters

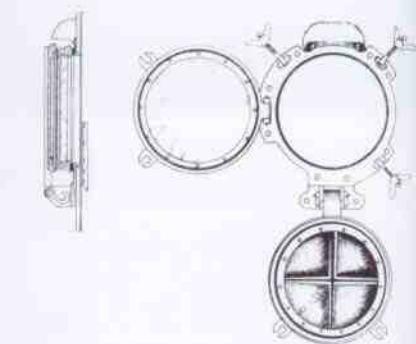
I

An interesting view, taken from the plafond of the forward superstructure of the *Pacific*, this section was reconstructed in order to get a much larger arc of fire for the aft 15 cm gun. Therefore the two Bofors mountings had to be replaced and were moved to the centre line. When the plane was to be carried, the ship would not be equipped with a catapult to launch the plane. When the plane was to be recovered by derrick, it would be set a place had landed again. When the sea place off from the water, the would take with derrick. After which it in the water first have to be lowered be used it would be carried to the awning deck which was fitted on the lifeboat, a B2, could be taken. The derricks and the electric winch were also used to lower and hoist the lifeboats.

Electricity was generated by three turbo-generators. Two diesel generators for general use and an emergency diesel generator on the upper deck. The current generated was 220 volt DC.

A number of internal telephone connections were also installed. There were telephone of internal telephone connections were also installed. There were room phones, etc.

Shortwave transmitters and receivers were German made. Much of these were of the Telefunken brand. For encoding messages cryptographic equipment was used based on the German Enigma. The radio call-sign of HNLMS *Tromp* was PAO.

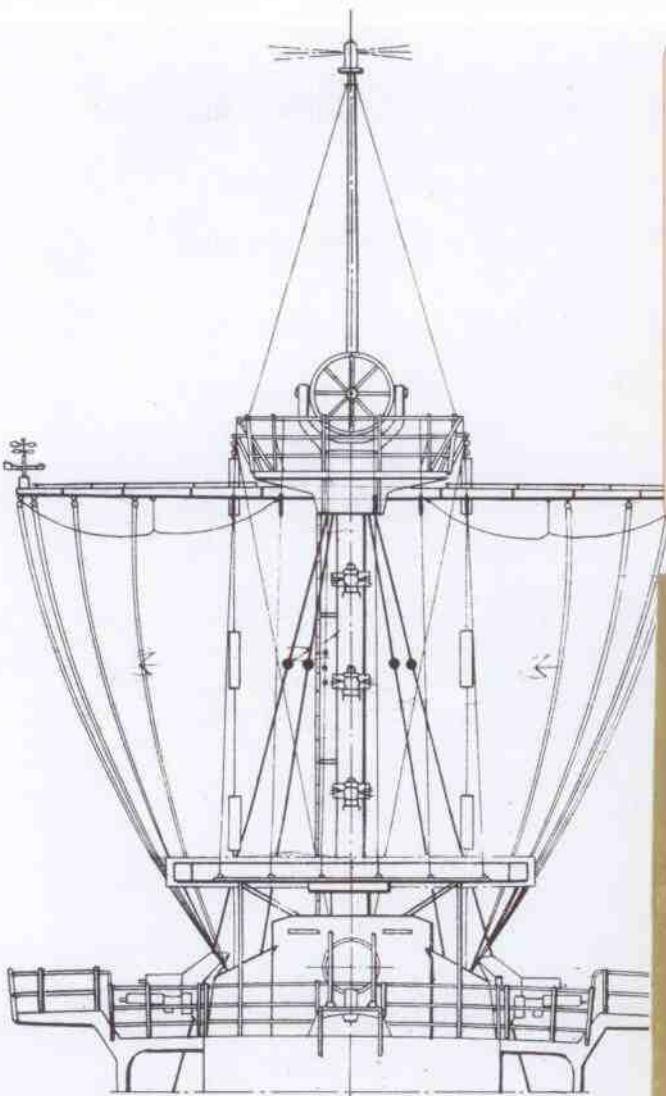


In interesting view, taken from the plafond of the forward superstructure of the *Pacific*, this section was reconstructed in order to get a much larger arc of fire for the aft 15 cm gun. Therefore the two Bofors mountings had to be replaced and were moved to the centre line. When the plane was to be carried, the ship would not be equipped with a catapult to launch the plane. When the plane was to be recovered by derrick, it would be set a place had landed again. When the sea place off from the water, the would take with derrick. After which it in the water first have to be lowered be used it would be carried to the awning deck which was fitted on the lifeboat, a B2, could be taken. The derricks and the electric winch were also used to lower and hoist the lifeboats.

Electricity was generated by three turbo-generators. Two diesel generators for general use and an emergency diesel generator on the upper deck. The current generated was 220 volt DC.

A number of internal telephone connections were also installed. There were telephone of internal telephone connections were also installed. There were room phones, etc.

Shortwave transmitters and receivers were German made. Much of these were of the Telefunken brand. For encoding messages cryptographic equipment was used based on the German Enigma. The radio call-sign of HNLMS *Tromp* was PAO.



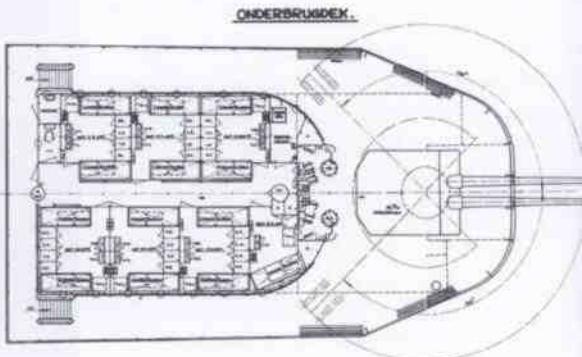
An old magazine of May 1937 reports the launching by H.M. the Queen. (Collection Jt. Mulder)

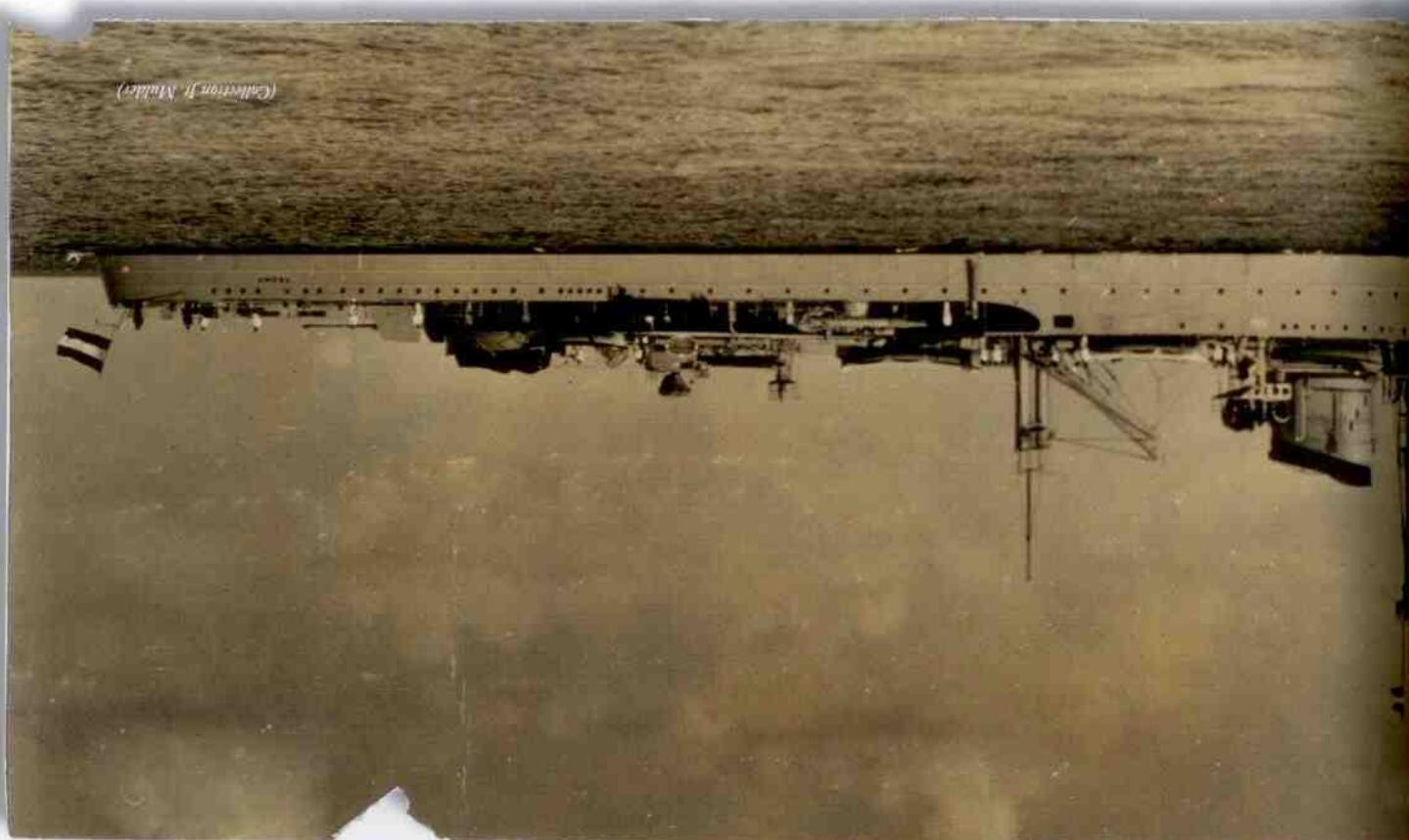
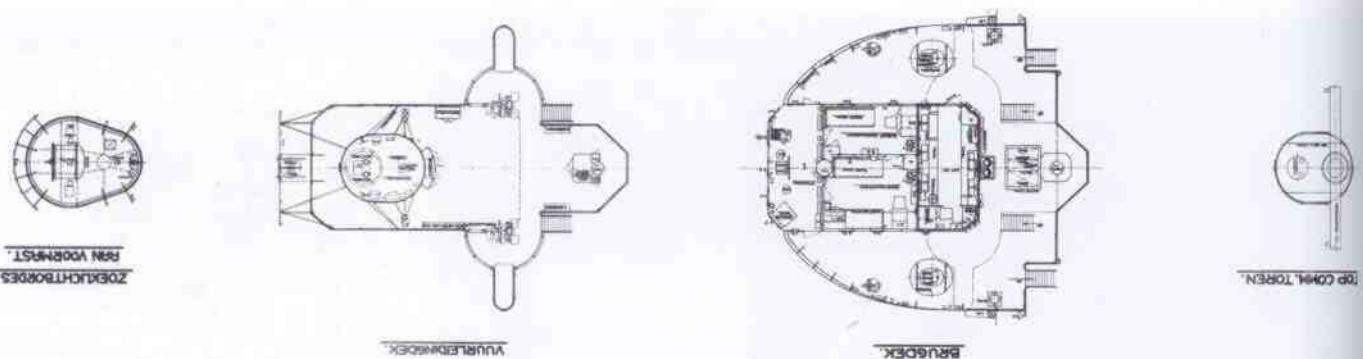
## Pendant numbers

During the Second World War, when detached with the Royal Navy the visual call-sign of the ship was: D 28. The Americans used C 39.

After WW2 it was allocated a Dutch call sign: KL 2, which was changed to: C 804 (Nato 15 October 1950).

When HNLMS Tromp was classified immobile, A 878 was allocated (1 April 1955).





Warship 01

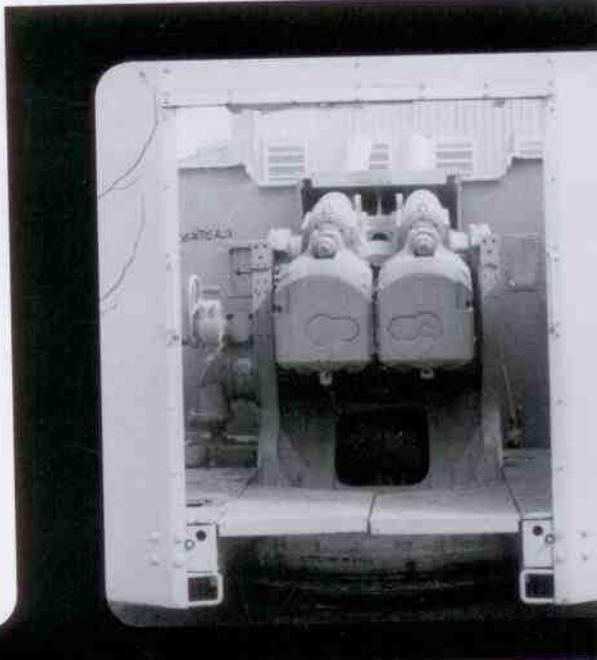
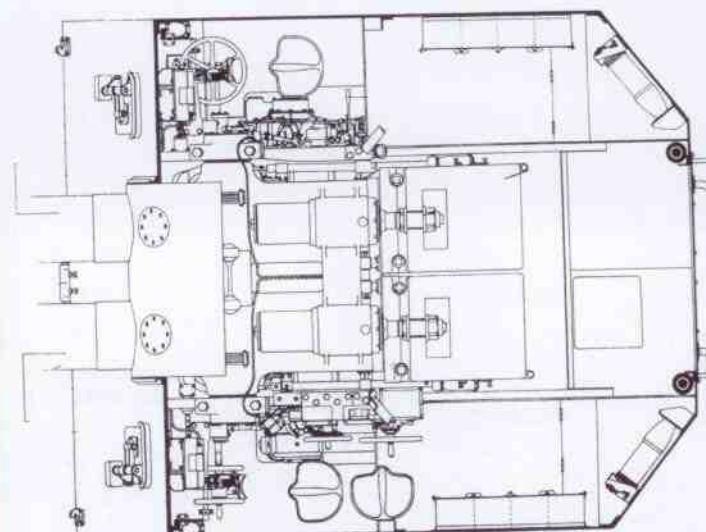
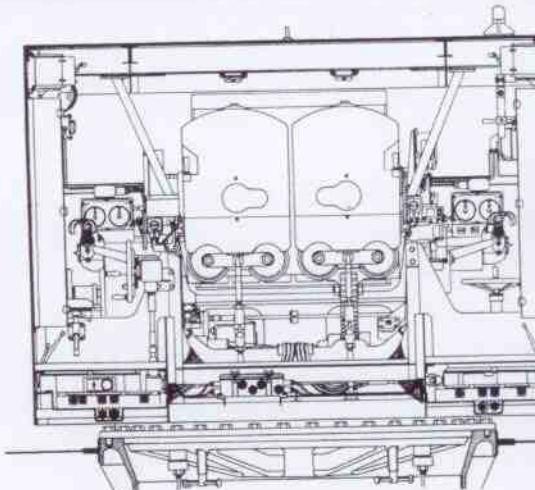
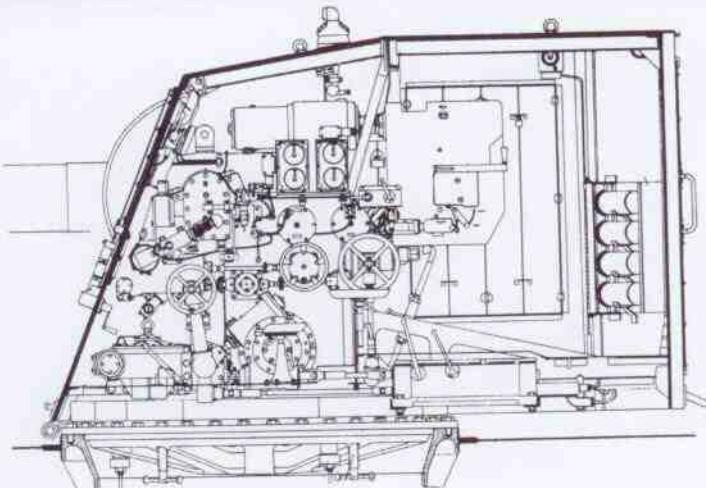
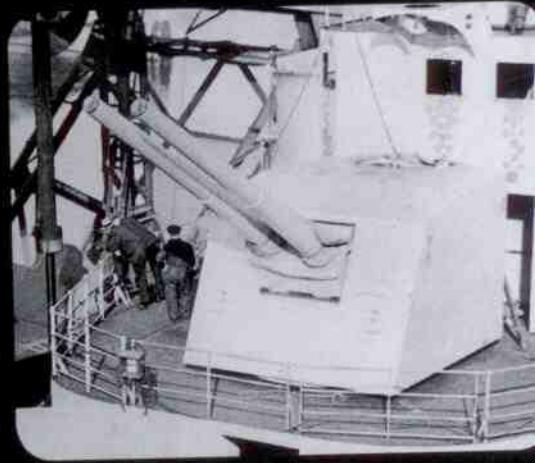
Even when proceeding with high speeds, the quarter deck keeps dry during trials in 1938.

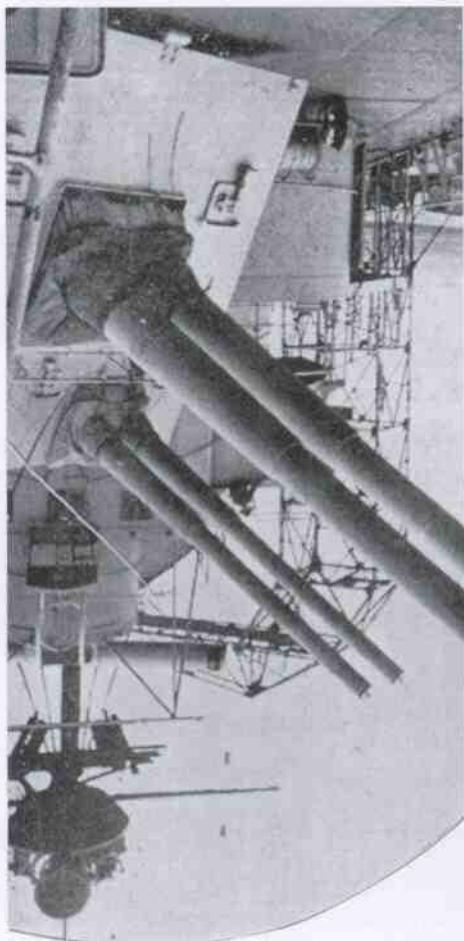
### Gun: 15 centimeter Mark 11

The main guns had to be used against surface targets and had a limited role as AA-weapon. But in this last role the mounts proved to be too cumbersome in practice.

There were several developments of these guns. The Mark 11 mountings allowed 60 degrees elevation. The shields were 15 mm.

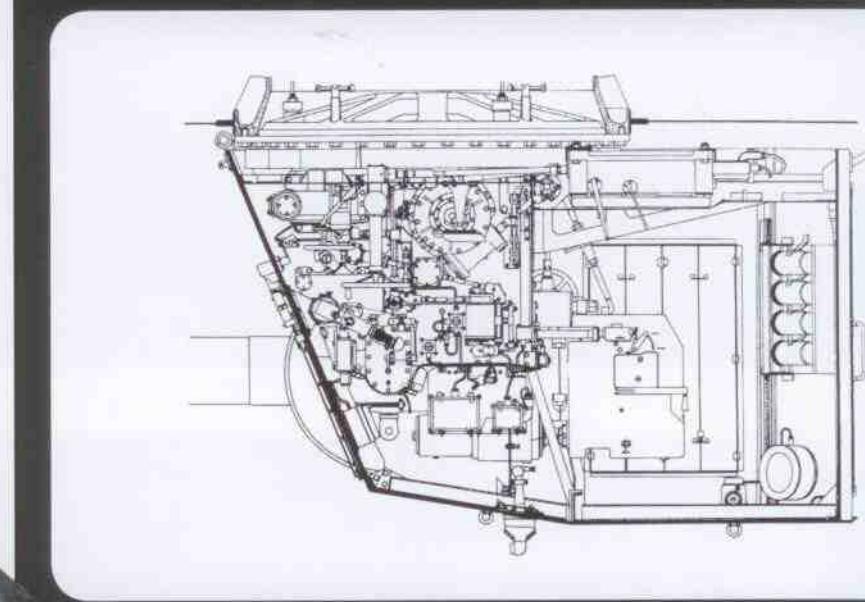
In HNLMs *Tromp* the 'A'-gun was manned by a crew of the Royal Netherlands Marines.





Warship 01

Both photos show a 15 cm (Mk 8) mounting  
and is slightly different from guns of Tromp.  
was removed from the gunboat Van Speijk  
at the Naval Museum, Den Helder. This gun



Length	50 calibers	Gunweight	7,5 tons	Initial velocity	2953 feet/sec	Rate of fire	5 - 6 rounds minute	Shell types	Dutch HE and AP, British HE	Shell weight	Dutch HE: 46,0 kg British AP: 46,7 kg	Range	23,200 yards, elevation 29 degrees 30000 yards, elevation 45 degrees
--------	-------------	-----------	----------	------------------	---------------	--------------	---------------------	-------------	-----------------------------	--------------	--	-------	---

British HE: 45,3 kg

Dutch AP: 46,0 kg

British HE: 46,7 kg

Dutch HE and AP, British HE

30000 yards, elevation 45 degrees

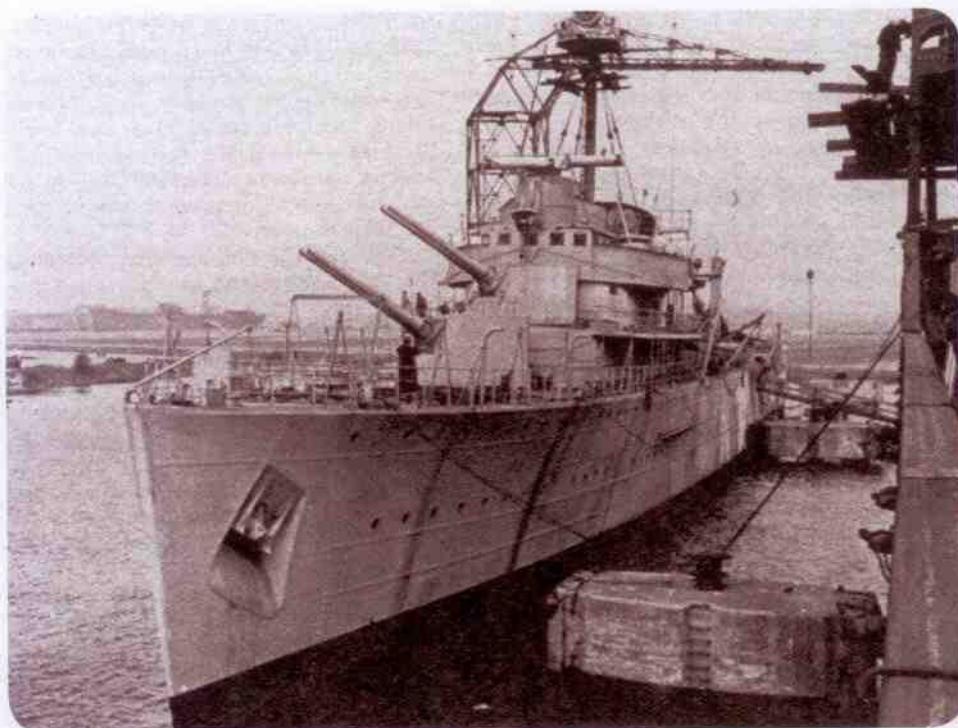
23,200 yards, elevation 29 degrees

British HE: 45,3 kg

Dutch AP: 46,0 kg

British HE: 46,7 kg

Dutch HE and AP, British HE

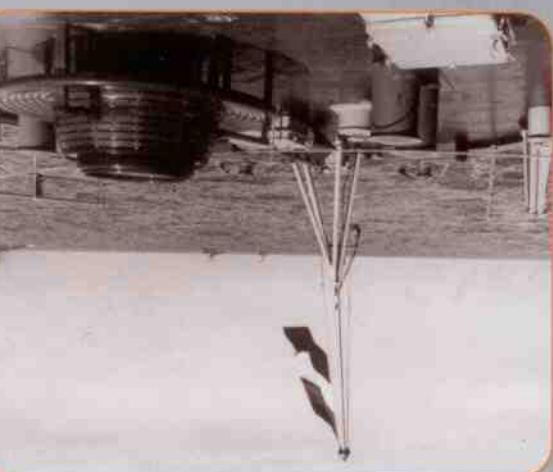


*Above:*  
*A visual check of the horizon. Signalman trains telescope.*

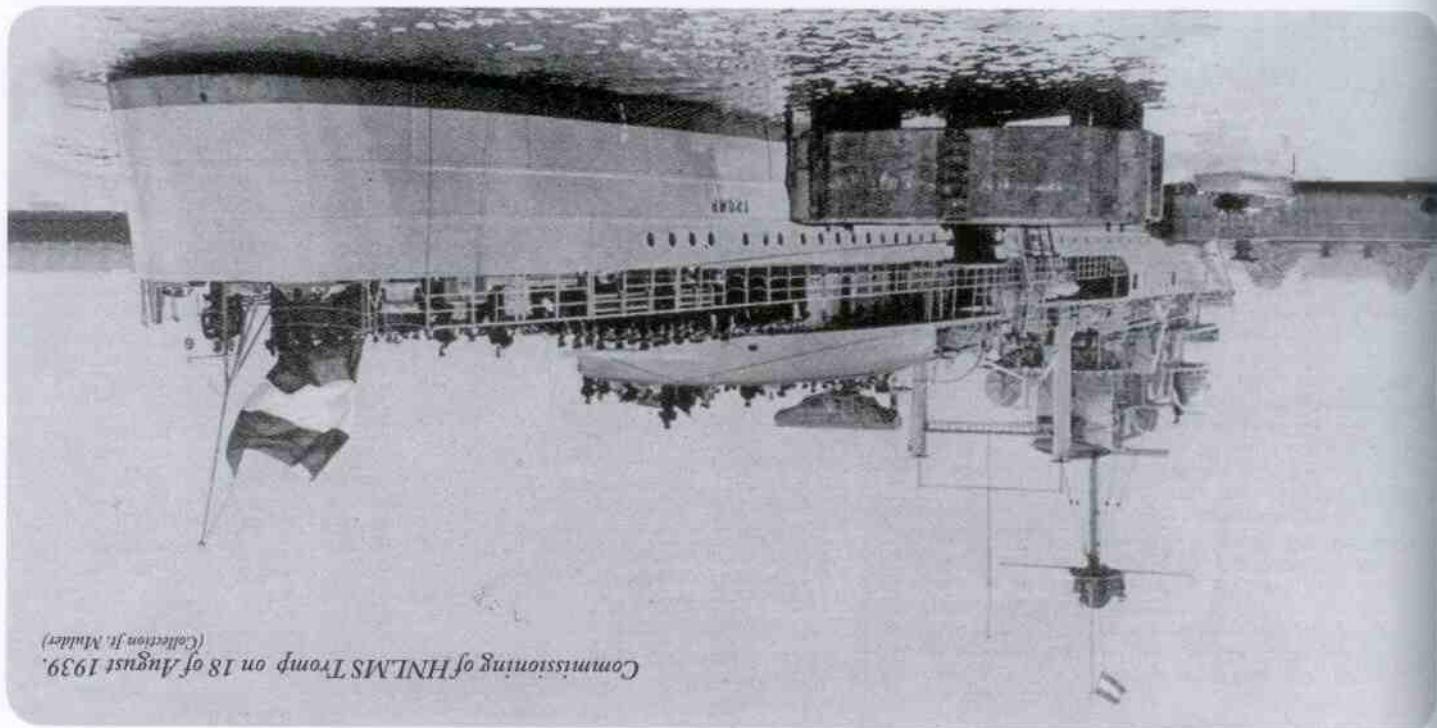
*Left:*  
*The ship berthed in Amsterdam just before commissioning. (Collection Jt. Mulder)*

*Pre-war photo of HNLMS *Tromp* in home waters.  
Unfortunately this photograph is retouched by the photographer. (Collection Jt. Mulder)*



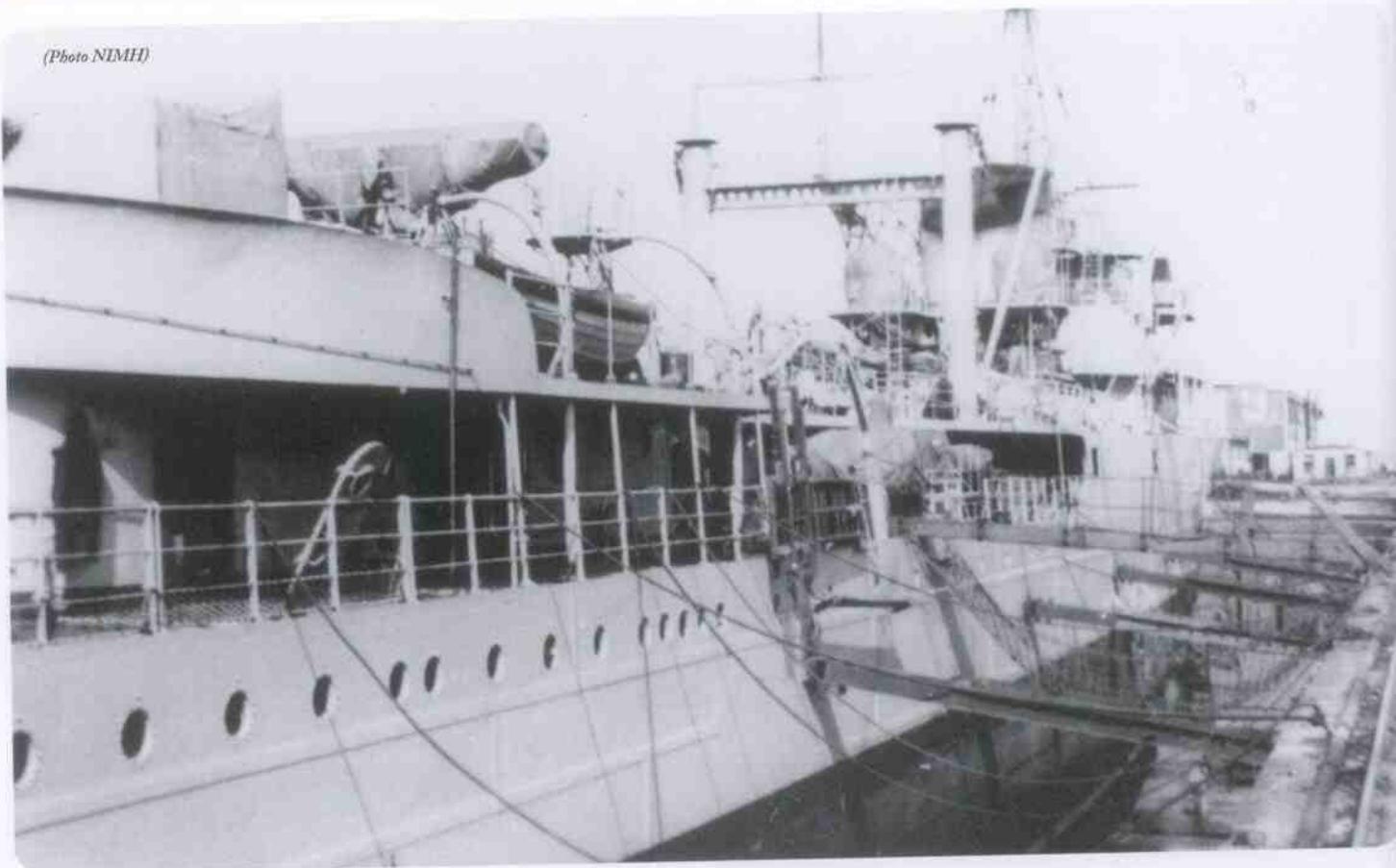


The wooden bench on the  
quarterdeck was a gift from  
the shipyard.



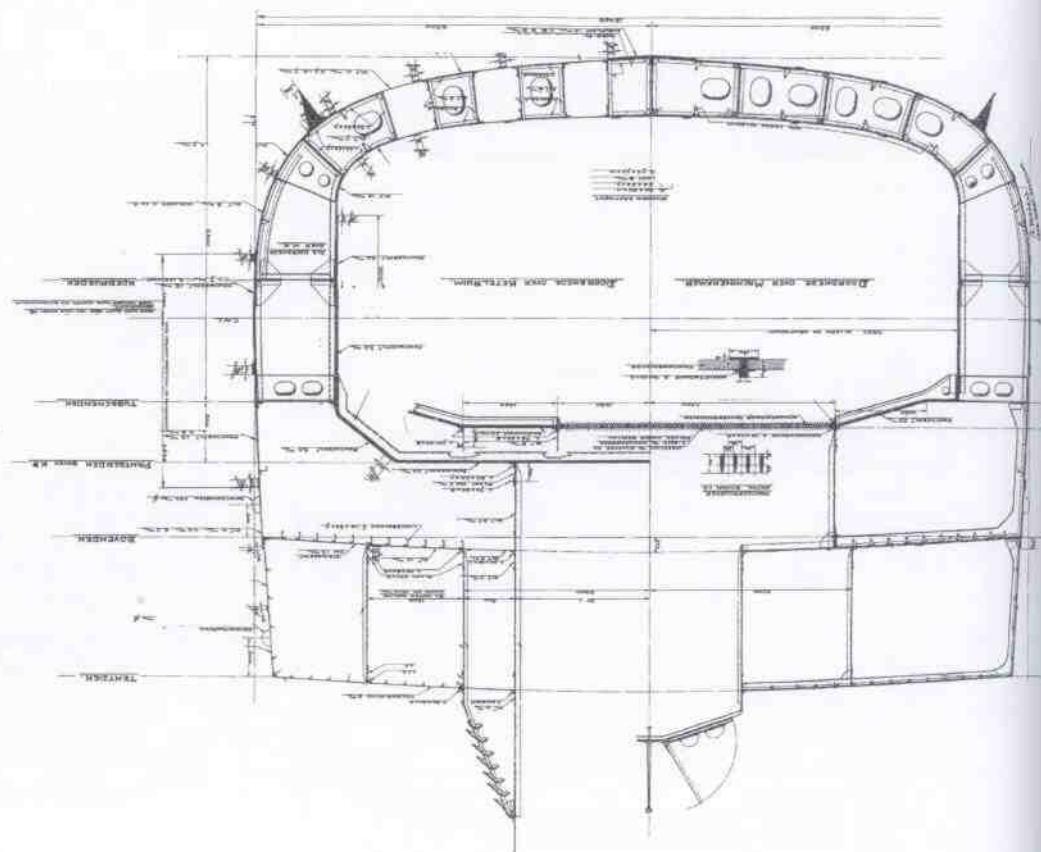
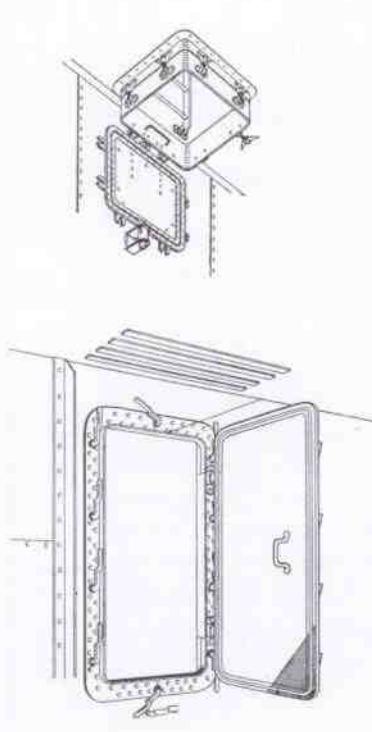
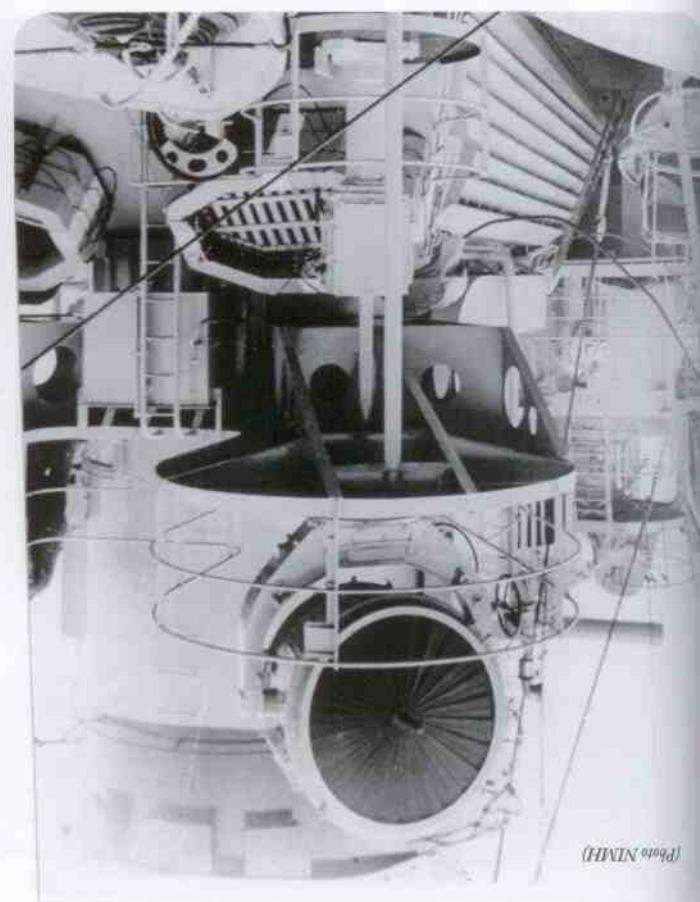
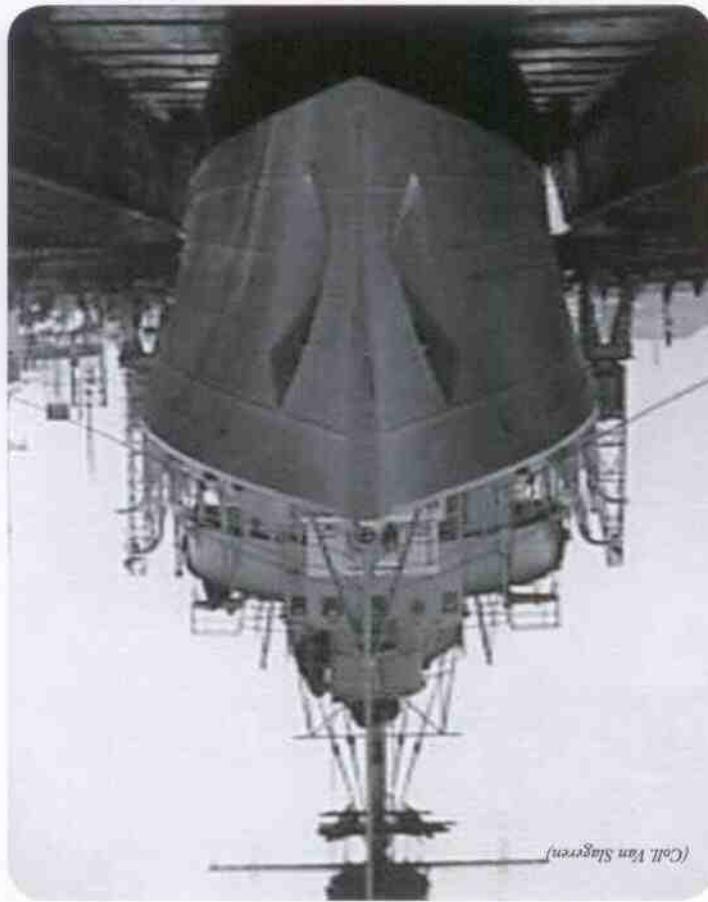
Commissioning of HNLMS Tromp on 18 of August 1939.  
(Collection J.H. Mulder)

(Photo NIMH)



(Photo NIMH)

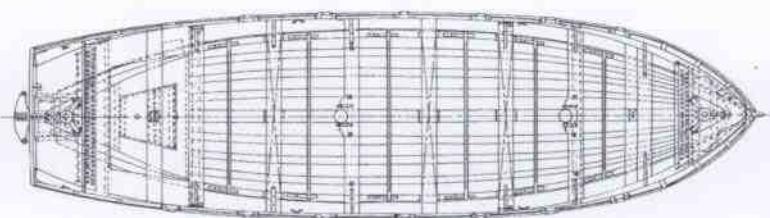
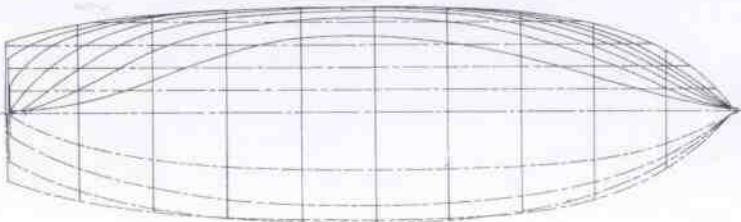
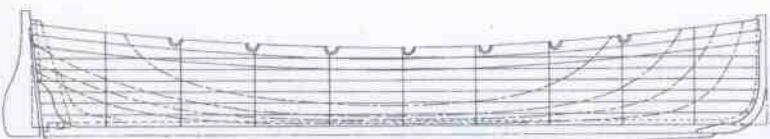
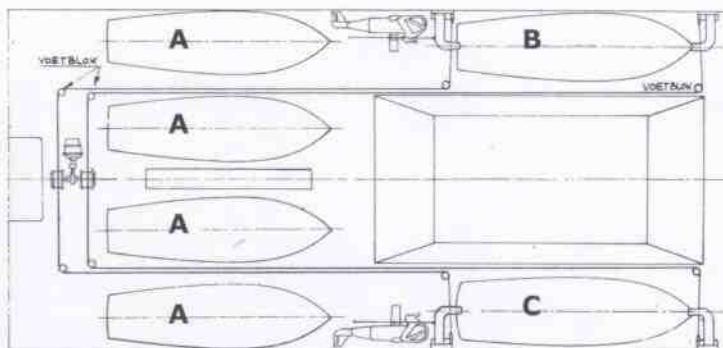




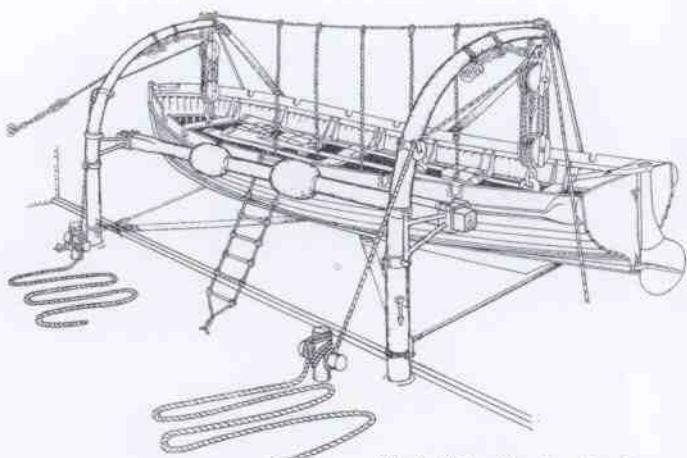
## Boats

There were a number of boats on board for transporting stores and personnel around naval bases and anchorages. In the Royal Netherlands Navy these were indicated with a letter, followed by a number. The number stands for the dimensions of the boat.

- A- The **B3** boat. Three to four were carried. When no aircraft embarked, a larger **B2** boat instead.
- B- Motorboat (1 boat)
- C- The boat of the commanding officer. A beautiful constructed motorboat.
- D- Two lengthened jollyboats aft.

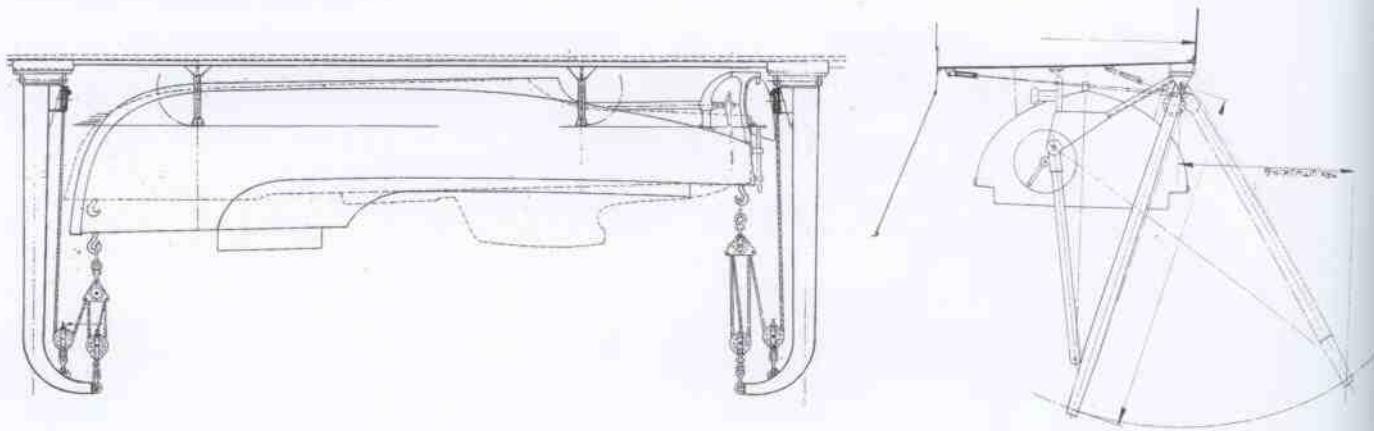
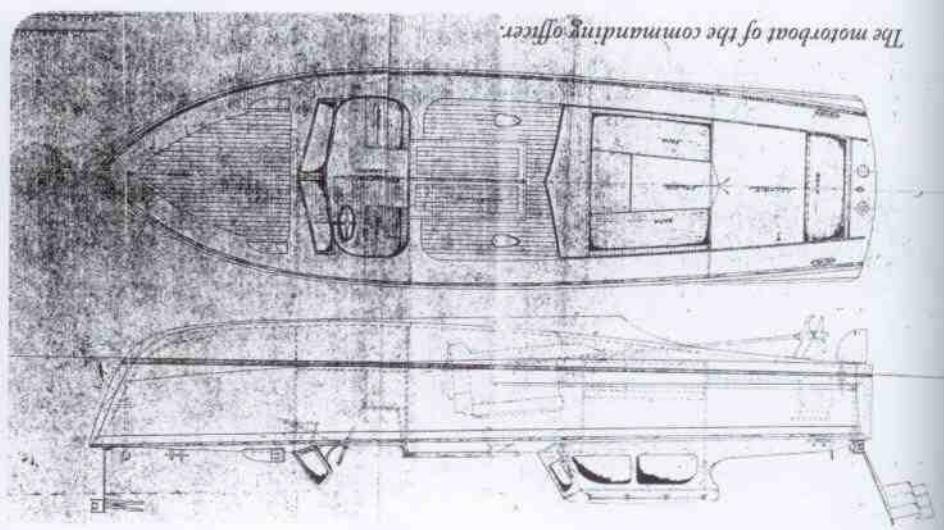
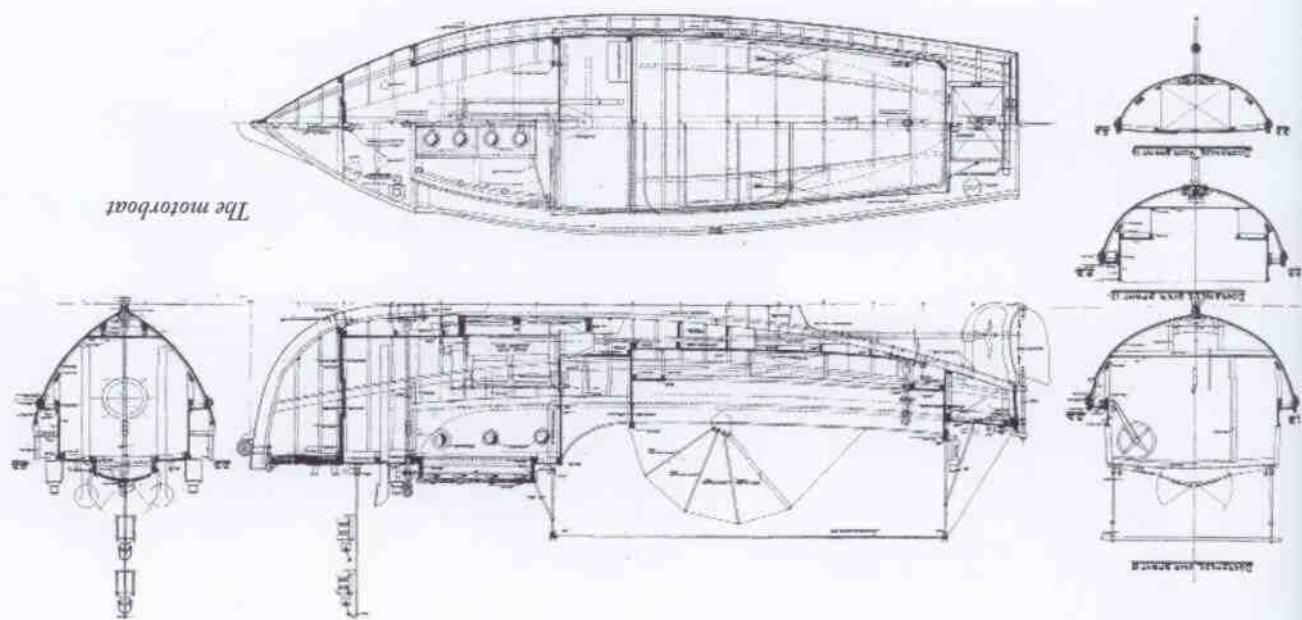


(A) The B2 - B3 boat.



The jollyboat in davits aft.



*The motorboat*

**Ships name**

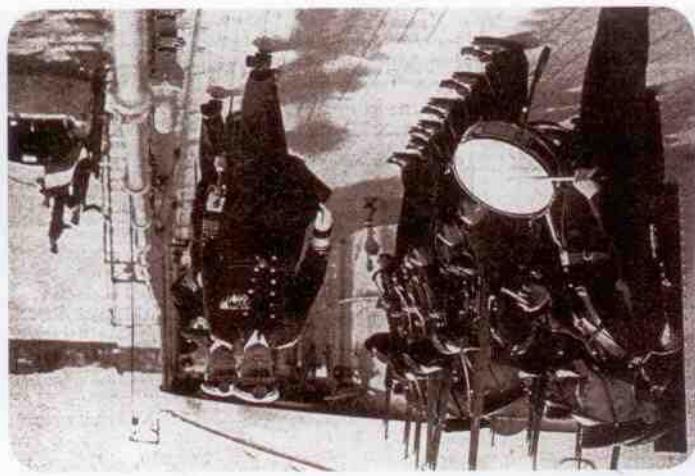


The name "Tromp" is a remembrance dedicated to two famous admirals who served the Dutch Admiralty from 1607 till 1677:

**Maarten Harpertzoon Tromp**  
(April 23, 1598 – August 10, 1653)

and, right, his son,  
**Cornelis Maartenszoon Tromp**  
(September 9, 1629 – May 29, 1691)





*Vice admiral Vos  
arrives, behind him  
the commander  
officer, commander  
Doorman. (Collection J.  
Muller)*

The ship continues her voyage past  
Ling along the west coast of Sumatra and  
arrives in Surabaya she becomes a unit  
of the navy organisation of the Nether-  
lands Indies. A sizable part of the Dutch  
crew leaves the ship and is replaced by  
Indonesian personnel, mostly conscripts.  
There after Malay is often spoken, next to  
Dutch. The crew members signed off are  
transferred to other navy ships.

In view of the threatening war HNLMS *Tromp* is speedily despatched to the Netherlands East Indies in August 1939. Three weeks later she arrives at Sabang, the first port in the Netherlands Indies for fueling, and employed under operational control of the CZMINI (Commander-in-Chief Naval Forces in the Netherlands Indies), vice admiral H. F. F. verda.

The voyage to the Iberian Peninsula and the Eastern Mediterranean ends abruptly when Tromp, moored alongside during her visit to Lisbon, rammed by the German m.s. Oriente (a 1996 iron passenger ship of the Happy Line). The ship rammed amidships on starboard during which the bow touches the wing of the hospitalane. However, the damage to the railing and the hull are reasons to be drydocked for three days for closer inspection. The voyage is cancelled and the ship returns to Den Helder.

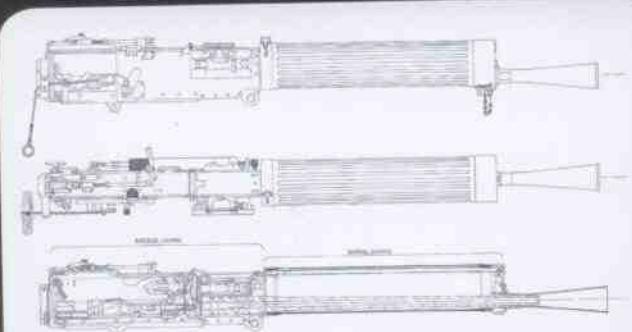
The first months HNLMS Tromp remained in home waters. The first September 1938 during the naval review of the coast of Scheveningen as part of the 40 years jubilee of Queen Wilhelmina. On 7 November Tromp leaves for Port-Saint-Louis in Marseilles. Six days later she left for Naples, carrying out mouth for exercises and a short visit. Six days later she left for Naples, carrying out trials in Mediterranean conditions.

Pre-war



## Air Defence

When HNMS *Tromp* was commissioned she had four Bofors 40 mm anti-aircraft guns and four Vickers 12.7 mm (0,5 inch) guns. Additionally her main guns could be used against aircraft.



Vickers 0,5 inch gun

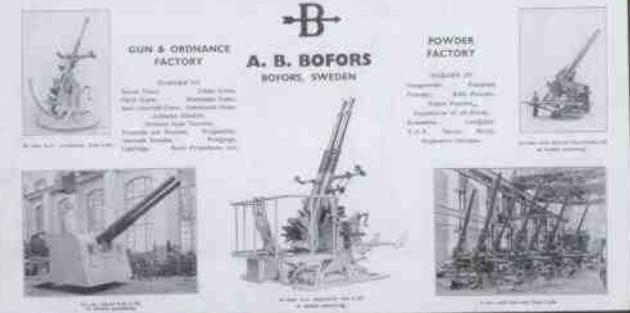
*The two Vickers 12 mm, twin mountings were positioned on the rangefinder-deck.*



### *Pre-War ad of the Bofors Company.*

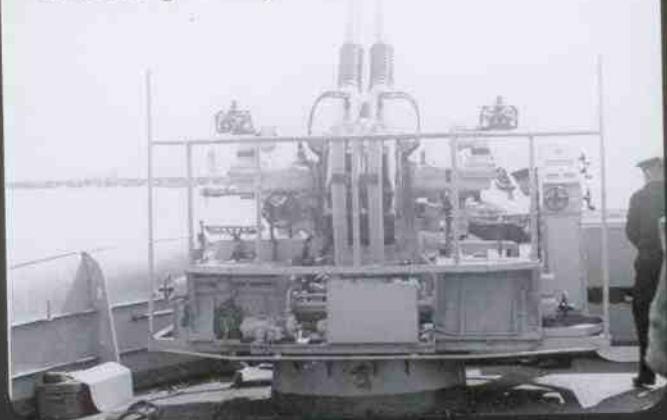
Two Bofors mountings were located aft. The Swedish Bofors 40 mm in the Royal Netherlands Navy was a subject of pre-war technical innovation. It was an excellent mid-range AA-weapon, using the experience of Krupp with semi-automatic guns. A high rate of fire and a relative good "punch". Hazemeyer developed a system for triaxially stabilizing these guns, which meant that among others the impact of the sea state on fire control accuracy was reduced.

## BOFORS ORDNANCE WORKS

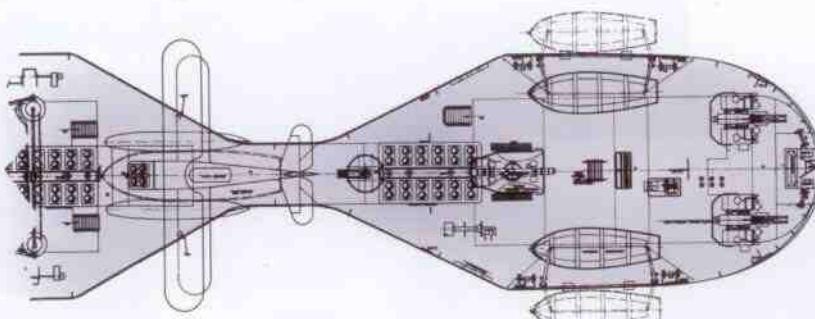
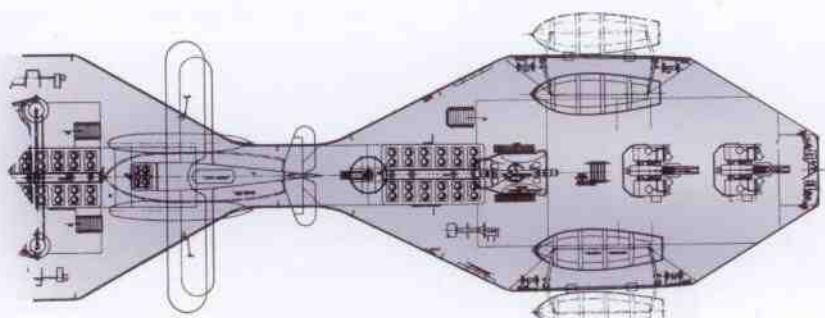


The Netherlands Navy had two types in service, the No.3 and No.4. The first design (was mounted on the cruisers *Java* and *De Ruyter*) had a central fire control system, HNMS *Tromp* had fire control for individual mounts.

*The mounting on Tromp.*



(Foto: Fan der Meer Motor)



*During an exercise.*

Warship 01

The picture below was taken 1940/41 (note the Fokker plane) in the East Indies. It shows the ship with a reconditioned superstructure aft. This was done to create a greater arc of fire for the 15 cm guns on the quarterdeck. Therefore both 40 mm Bofors have been relocated. While one of them has been placed on a higher platform.



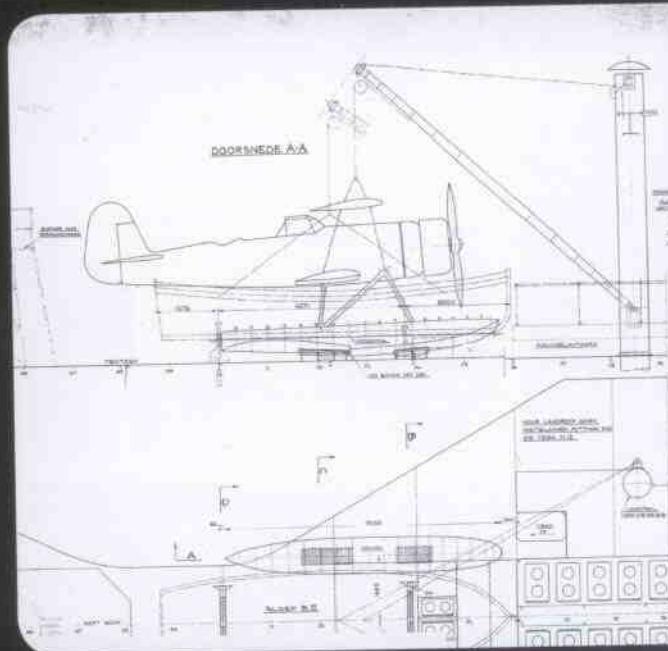
*The original situation.*



## Floatplane

The Fokker C.XI-W was a reconnaissance floatplane designed to operate from warships in the mid 1930s. It was a conventional single-bay biplane with staggered wings of unequal span braced by N-struts. The pilot and observer sat in tandem, open cockpits, and the undercarriage consisted of twin floats. The wings were of wooden construction with plywood and fabric covering, and the fuselage of steel tube, also covered with fabric.

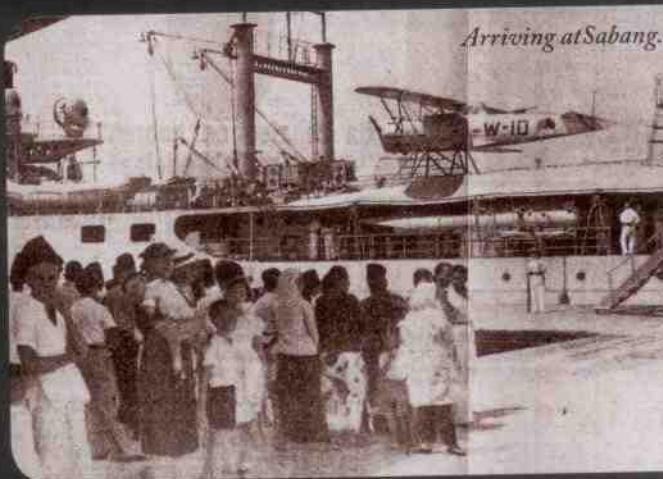
The prototype first flew on 20 July 1935. The aircraft was used to equip the cruisers HNLMS *Tromp* and HNLMS *De Ruyter* while operating in European waters. Although HNLMS *Tromp* had her plane on board when she sailed to the Netherlands East Indies, it was landed after arrival.



### *The W11 embarked.*



### *Arriving at Sabang.*



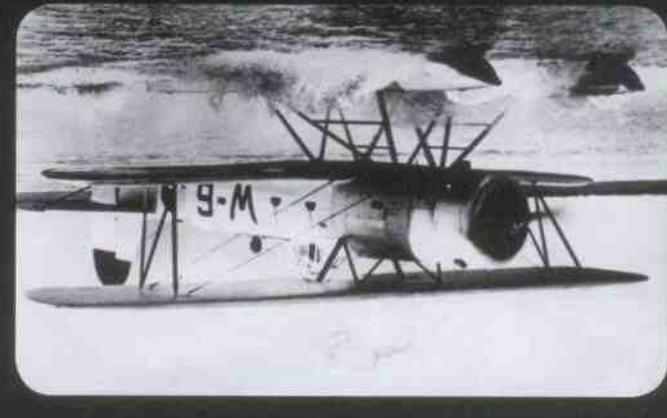
On the eve of the outbreak of the war the U.S. Asiatic Fleet in that area comprised about 27 submarines, 8 old destroyers and of only 1 light cruiser, 8 old destroyers and FN-Browning machine gun in observer's cockpit trianerable, rearward-firing 7.9 mm (.31 in)

approaching the Netherlands colonies. On the eve of the outbreak of the war the Netherlands East Indies were falling to the control of the Philippines Islands north of the Contemporaneously most of the U.S. - to withdraw an attack from the land side. Japanese forces cut their way with bewil- to withdraw to Singapore, ill-prepared as it was never weeks they were already dangerously deterring speed through the British defenses on the Malay Peninsula; indeed within a few weeks the Royal Netherlands Navy in the East Indies was done also with the submarine divisions which had been ordered to the South Chinese Sea by the C-in-C. of the This was done also with the submarine naval command in Singapore.

before the outbreak of the Pacific War. Royal Netherlands Navy in the C-in-C. of the Royal Netherlands Navy had been ordered to the Malayan Barrier in Allied hands holding of Singapore and the retention of the Malayan Barrier in Allied hands being vital, HNLMS *Tromp* and most heavily reinforced. Air attacks and the area for screening or convoy work. The Royal Navy had not sufficient ships in this needed immediate protection, but the Royal Navy had not sufficient ships in this naval command in Singapore put at the disposal of the British coordinating their in the East Indies were able to reach which reinforcements were able to reach threatening to cut the only lines along Singapore to support the British forces defending the peninsula. These lines soon as the enemy had landed his invasion concentrated in the South Chinese Sea, presented of strong Japanese naval forces army in that territory. Air attacks and the occupied in Vichy French Indo-China, in soon as the enemy had landed his invasion concentrated in the South Chinese Sea, soon as the enemy had landed his invasion occupied along the east coast of Sumatra were within easy reach of bombers based on the airfields already prepared or From the onset the trade routes to Singapore was at war with Japan.

From the onset the trade routes to East Asia and in mid-Pacific, the Neth- erlands was at war with Japan. East Asia and in mid-Pacific, the Neth- erlands Government, exiled in London, made it known through the Governor General of the Netherlands East Indies that it considered this attack was directed at Netherlands colonies also, and that in consequence the Kingdom of the Netherlands was at war with Japan.

Fokker C.XI-W	
Dimensions:	Length: 10.40 m (34 ft 2 in) Wingspan: 13.00 m (42 ft 8 in) Height: 4.50 m (14 ft 10 in) Wing area: 40.0 m <sup>2</sup> (431 ft <sup>2</sup> ) Empty weight: 1,715 kg (3,781 lb) Gross weight: 2,545 kg (5,611 lb) Engine: 1 x Wright R-1820-F52, 578 kW (775 hp)
Performance:	Maximum speed: 280 km/h (174 mph) Range: 730 km (454 miles) Service ceiling: 6,400 m (21,000 ft) Rate of climb: 4.8 m/s (940 ft/min)
Armament	1x FN-Browning machine gun in forward fuselage 1x FN-Browning machine gun in observer's cockpit trianerable, rearward-firing 7.9 mm (.31 in)



*HNLMS Java, seen from the  
bridgedeck of Tromp.  
(Photo NIMH)*



They were withdrawn to Netherlands East Indies and then to Australia as their own naval base Cavite was far too open to air attack. The truth of this was proved on the day war broke out.

Both in valour and fighting efficiency the American sailor was fully the equal of his British and Netherlands contemporaries. During the early months of hostilities aggressive inspiration from the U.S. naval command in this area seemed to be lacking. It would take some time before these forces were given the opportunity of throwing their full weight into the war.

While nearing rapidly the western part of the Netherlands Indies by way of the Malay Peninsula and the Southern China Sea, a second Japanese advance emanating from the Mandate-islands and the partly captured Philippines developed, menacing the whole eastern part of that archipelago. These two advances, of which the second was divided into two thrusts, repectively to

the east and west of the island of Celebes were in fact a pincer movement to crush the weak Allied forces defending the Malay barrier.

In their move southwards the well-coordinated Japanese naval, air and amphibious forces employed the army airfields on the islands they captured. To be used as stepping stones for their bombers and fighter aircraft. By this means adequate air support was available to the enemy's next naval and amphibious operations.

So the East Indies -last Allied rampart in South East Asia- were invaded from three sides. The hurriedly set up Allied combined command headed by the British general Wavell did its best to counter the offensive, but as it was ill prepared for this heavy task valuable time was lost before this new organization took effect. After some deliberations the point of view was accepted of the Netherlands naval

C.-in-C., vice admiral Helfrich, who had consistently advocated leaving convoy and patrol duties to lighter naval units and employing the larger ships, like cruisers, in a more aggressive role. After two months of war, however, it was far too late to obtain proper results with a hastily improvised Allied squadron as there was no time left in which to train British, American and Netherlands ships overnight united as a co-ordinated, manageable fighting force. Neither a joint communication system nor a common naval signal code yet existed. As a result, only the basic tactical manoeuvres could be carried out without the possibility of misunderstanding which could easily end in a disaster. Moreover the Allied forces had already incurred such heavy losses that the skies above the archipelago and the surrounding seas were dominated by Japanese bombers with their fighter escorts without any likelihood of effective opposition.



*HNLMS De Ruyter*

*HNLMS Java*

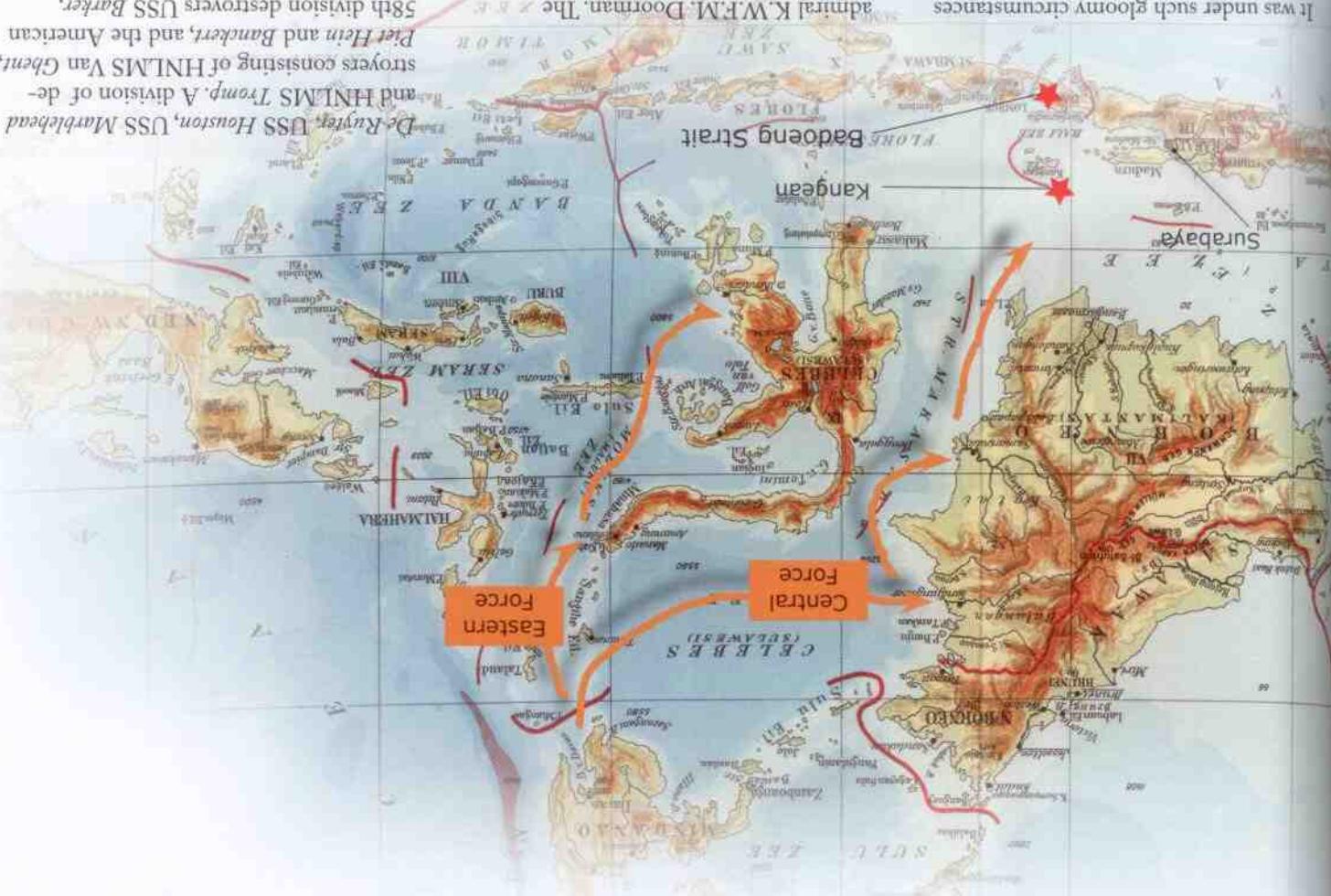
D-Ruyter, USS *Houston*, USS *Marblehead* and HNLMS *Tromp*. A division of de- *Pelliet*, *Huin* and *Baneker*, and the American destroyers consisting of HNLMS *Van Ghent*, *Pieter de Ruyter*, *De Ruyter*, *Eduards* and *Bulwer*, *Edwards* and *Stewart*. *Bulwer*, *Edwards* and *Stewart*. Near Kangean, the Combined Striking Force engages Japanese air force planes in which the USS *Houston* and *Marblehead* are severely damaged. The Dutch ships suffer only slight damage.

When the squadron, in the dark of the night of 15 February 1942, enter Stoltze Strait there is another heavy rain shower sweeping the surface like a veil. The fleet now consists of five cruisers: *De Ruyter*, *Java*, *Tromp*, *Evertsen* and *Hobart*. Ten destroyers: *Baneker*, *Bulwer*, *Pillbury*, *John D. Edwards*, *Baneker*, *Pit Hein*, *Kortenaer*, *Van Ghent*, *Tromp*, *Evertsen* and *Hobart*. The fleet now

squadron assembles near the Gilis south of Madura. During the night different formations of this CSF sail separately to rendez-vous where the fleet has to assemble at 05:00 hours. The Allies are of the opinion that the Japanese are setting course for the Java Sea from Balikpapan (East Borneo), with the ultimate aim to invade East Java, or an attack on the southwesterly part of Celebes. A scouting action must be made to confirm.

When Japanese ships are reported in the southern part of Macassar Strait, the Combined Striking Force sets sail. The Squadron consists of the cruisers HNLMS

It was under such gloomy circumstances that the Allied striking force was established on 3rd February, and the next day it was despatched on its first mission. The force commanded by Rear-Admiral Karel Doorman, Royal Netherlands Navy, himself an experienced admiral, (the brother of the first commanding officer of *Trumpf*) had continually urged that his force be supported with sufficient air cover from the nearest airfield but no such assistance could now be given because long range fighters were no longer available.



Crew of gun III posing in 1941.  
(Photo Van der Meer Mohr)



In the bad weather the destroyer HNLMS *Van Ghent* runs on the Bamidjo reef and severe flooding started. When a fire breaks out as well the crew had to give up. The *Banckert* transferred personnel and stores.

The Combined Striking Force courses westward and is spotted by a Japanese 'plane from the cruiser *Chokai*. Doorman reacts immediately and asks repeatedly for air cover but in vain.

Just before 12:00 hours the first Japanese bombers start their attack. By fast manoeuvring and anti aircraft fire the attacks are beaten off. During this encounter *Tromp* fires her anti aircraft guns once. There are no hits, but a number of bombs fell frighteningly close. Elsewhere in the archipelago, the invasion of south Sumatra takes place which ultimately would lead to

the surrender of Singapore. All available aircraft had been deployed for defence.

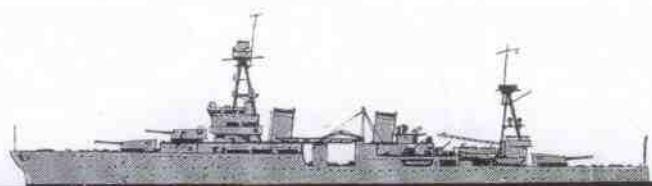
This day would enter history as Black Sunday. The lack of air cover for the Allied squadron is again emphasized by this. Now that the element of surprise is lost, the intended raid on the north coast of Banka is cut short. The fleet takes the opposite course to Stolze Strait. The air attacks continue however. USS *Barker* and *Bulmer* are damaged by 'near misses' and leave the squadron.

On 19 February 1942 a formation of Japanese warships and troop transports anchored in Strait Badoeng, the waterway between the Southern point of Bali and the island of Penida.

--Later it would appear that the scouting reports were not correct. During the night there were only three Japanese destroyers in the narrow straits --

At the time the decision for this operation was taken, the Allied squadron had only just returned from its fruitless venture in the Southern China Sea, and its ships were refuelling in different ports, so only part of the force could be assigned to this task.

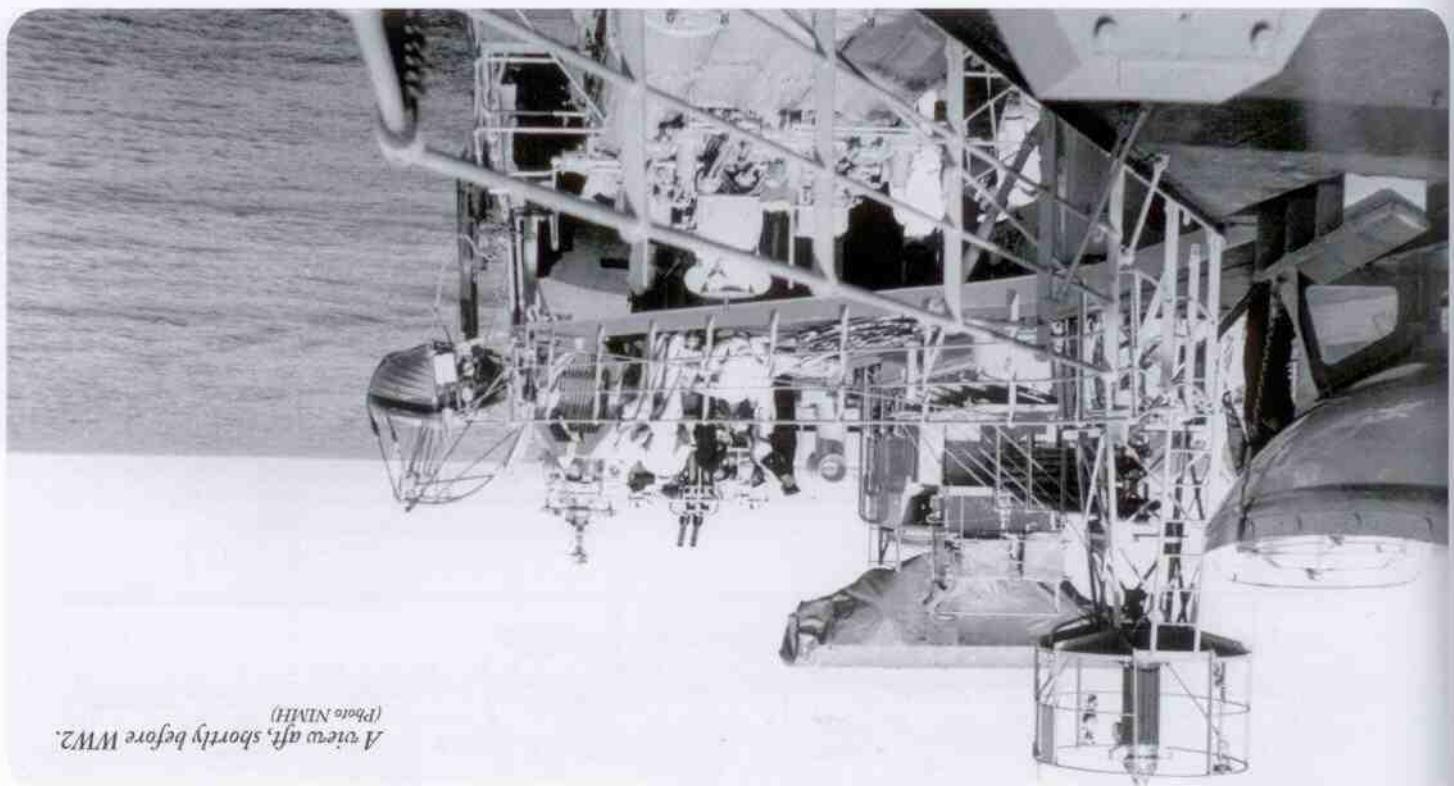
Orders were given that the Netherlands cruisers *De Ruyter* and *Java*, a short while after followed by three destroyers, were to enter the Straits after dark from the south, with the intention of surprising the enemy and while proceeding at full speed along the line of anchored ships to inflict heavy damage. After this *Tromp*, preceded by another four destroyers, was



USS *Houston*



USS *Barker*, *Bulmer*, *Pillsbury*, *John D. Edwards*, *Parrott* and *Stewart*



*(Photo: NINH)  
A view aft, shortly before WW2.*

One of the Japanese destroyers *Asashio* and *Oshio* gets a direct hit on her bridge. In the mean time the destroyers *Mitsuboshi*, *Azuma* and *Mitsubishi* enter Start Badoege. One of the Japanese destroyers gets a surprise effect. Soon afterwards the cruiser is caught in a seachlight over starboard and take serious punishment. In the engagement the ship receives 11 hits (10 killed and 30 wounded), from the Japanese

commencement of the attack there is no question of a

When the second group with HNLMS *Trump* and the 58th Division destroyers disappears into

the darkness.

Combined Striking Force disappears into

only, after which the first group of the

also participate. It all lasts a few minutes

not sink. The other ships of this first group

sustains a great number of hits but does

not fire. The enemy fires her guns. The enemy

fires at the destroyers. When the cruiser

noticed confusion among the crew on

one of the destroyers.

Combined Striking Force was divided

into two formations, of which the second

During the night of 19 to 20 February

1942 the attack commenced. The

Surabaya were to arrive for the kill.

two groups of motor torpedo boats from

had vanished into the darkness. Finally,

in the direction in which the attackers

expected that the enemy was only looking

to come from the south as might be

remained of the enemy who was assumed

to approach the positions just left by

the first force in order to finish off what

Forecastle seen from the forecastle.



*(Photo: NINH)  
Forecastle seen from the forecastle.*

The latter is damaged so badly that it had to be towed from the battle scene.

HNLMS *Tromp* is badly damaged, the bridge area has been hit and the command centre had severe damage resulting in the main fire control director unserviceable. In addition, the cruiser has received a hole on starboard below the waterline. As a result of the suction of a shell passing over gun I has fallen over. The searchlights have been hit and the gyro compasses are out of order. The ship is able to leave the area under her own power and reach Surabaya. Many are surprised because everything had pointed to the worst that one of the most modern ships of the Royal Netherlands Navy had sunk.

The captain, commander J.B. de Meester was later honoured with the Bronze Lion because of this action. It would later be known that the Americans were impressed by the action. An escort carrier laid down in 1944 and commissioned in 1945 was named Badoeng Strait.

As stated *Tromp* was badly damaged in the encounter, which lasted no longer than six minutes, during which ten of her crew were killed and 30 wounded. However, the special arrangement of her armour, shown on page 12 was fully justified.

After temporary repairs have been carried out, the ship casts off at 17:00 hours. During the night the ship is darkened and sails through the Strait at 28 knots. The next day the Dutch Fleet, as part of the Combined Striking Force, leaves Surabaya for operations in the Java Sea...

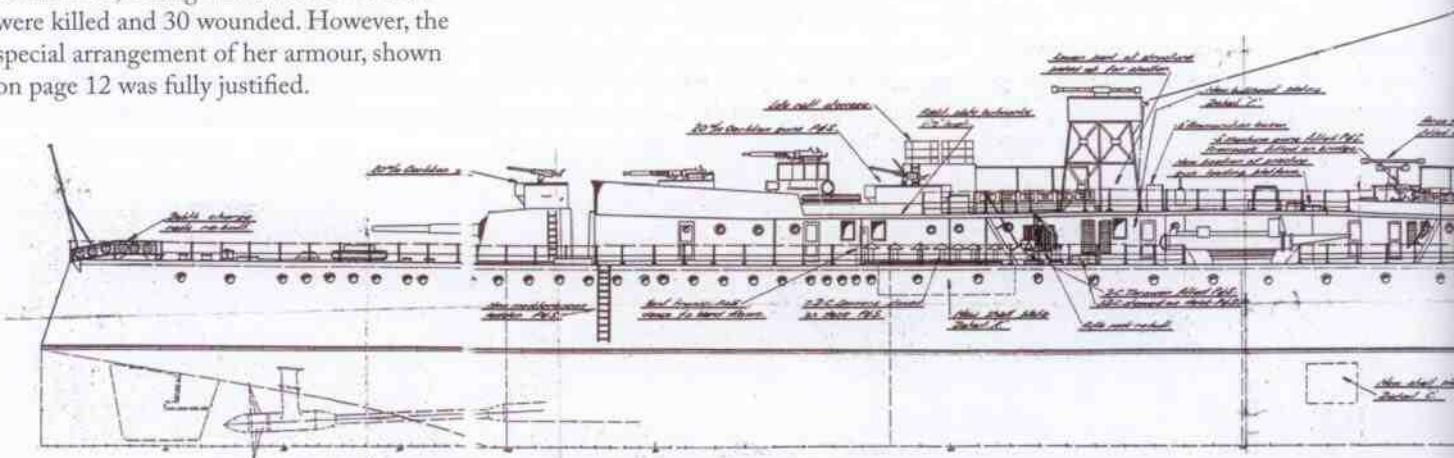
Early in the morning of 27th February, the ship moors in the harbour of Fremantle. Oil is bunkered and preparations are made for the bad weather expected in the next few days. The hole below the waterline is filled with cement as an emergency repair. The same day she leaves harbour bound for Sydney. A voyage of 2,400 miles to the east coast. Then nobody suspects the drama developing at the same time in the Java Sea.

*Shortly after repairs in Australia. Note the top of the mast, like other Dutch ships, it could be lowered (compare with the plan below and other pictures).*



*Below:*

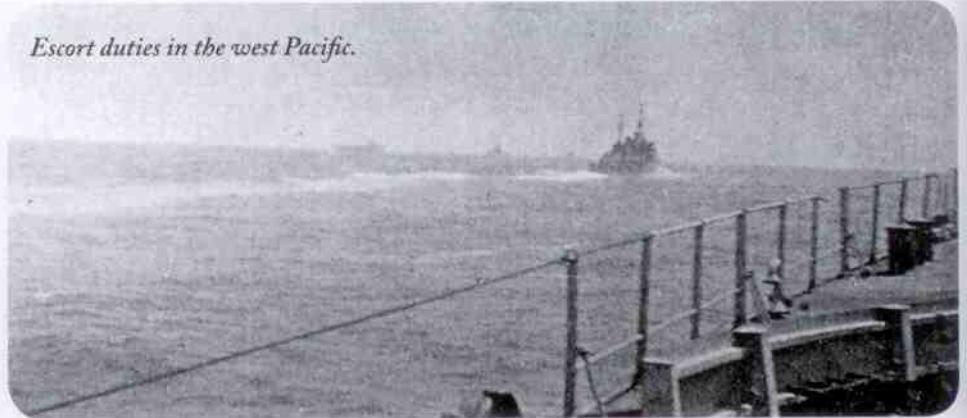
*Tromp was badly damaged in the engagement in Badoeng Strait. The plan shows the repairs and modifications that have been carried out in Australia.*



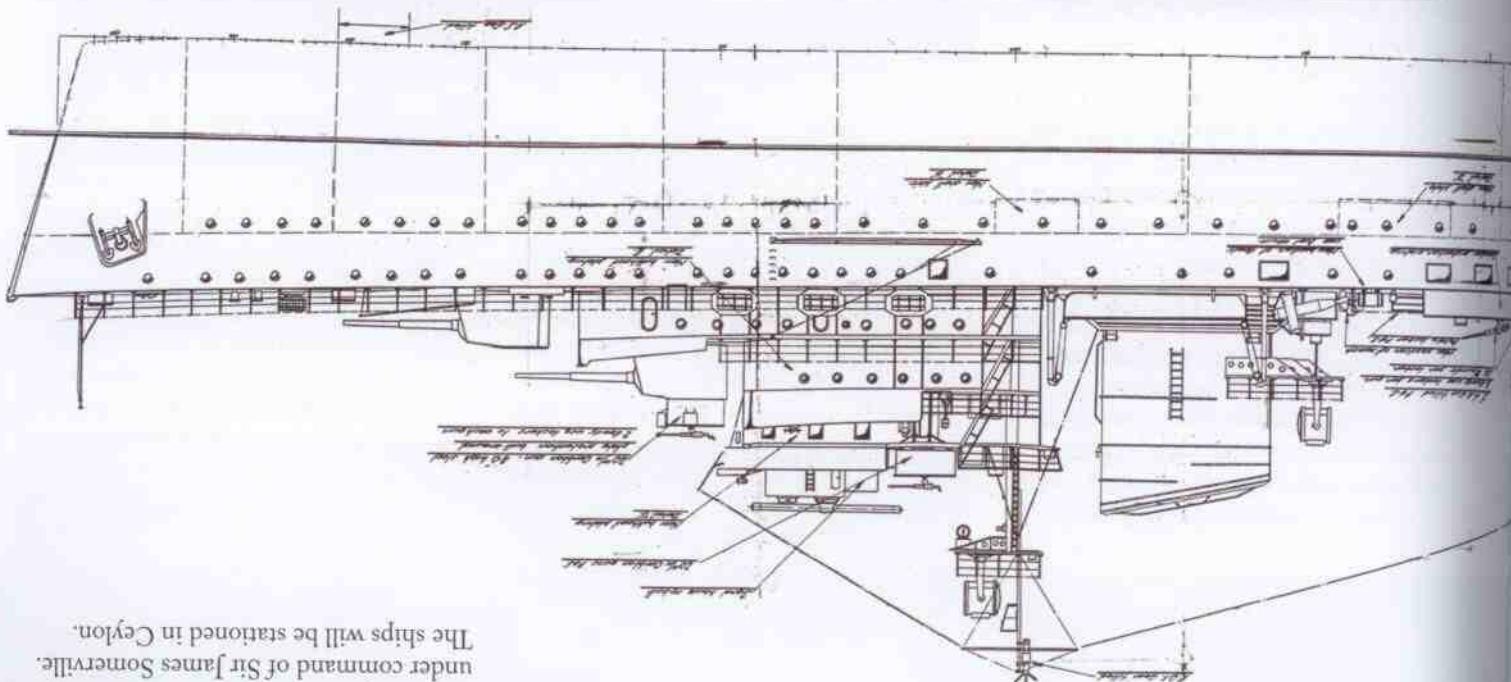
One shell for instance hit her well below the waterline, but failed to pierce the inner longitudinal bulkhead. By none of the hits vital parts of the machinery were damaged, so her speed was unimpaired and she returned to Surabaya naval base at maximum speed.

The damage is provisionally repaired, because circumstances were unsuitable for lasting repairs. The base suffered daily from heavy bombing therefore it was decided that repairs would have to be carried out in Sydney, Australia.

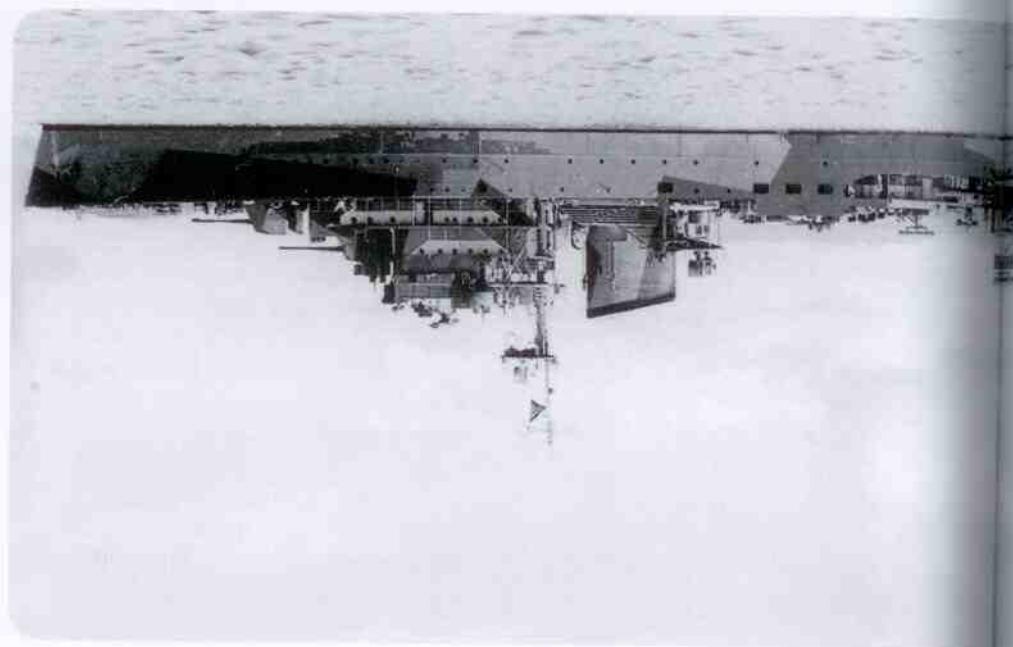
*Escort duties in the west Pacific.*



Under U.S. operational command and based at Fremantle, the light cruiser is employed on convoy and anti-submarine patrol in the Indian Ocean and Australian coastal waters.

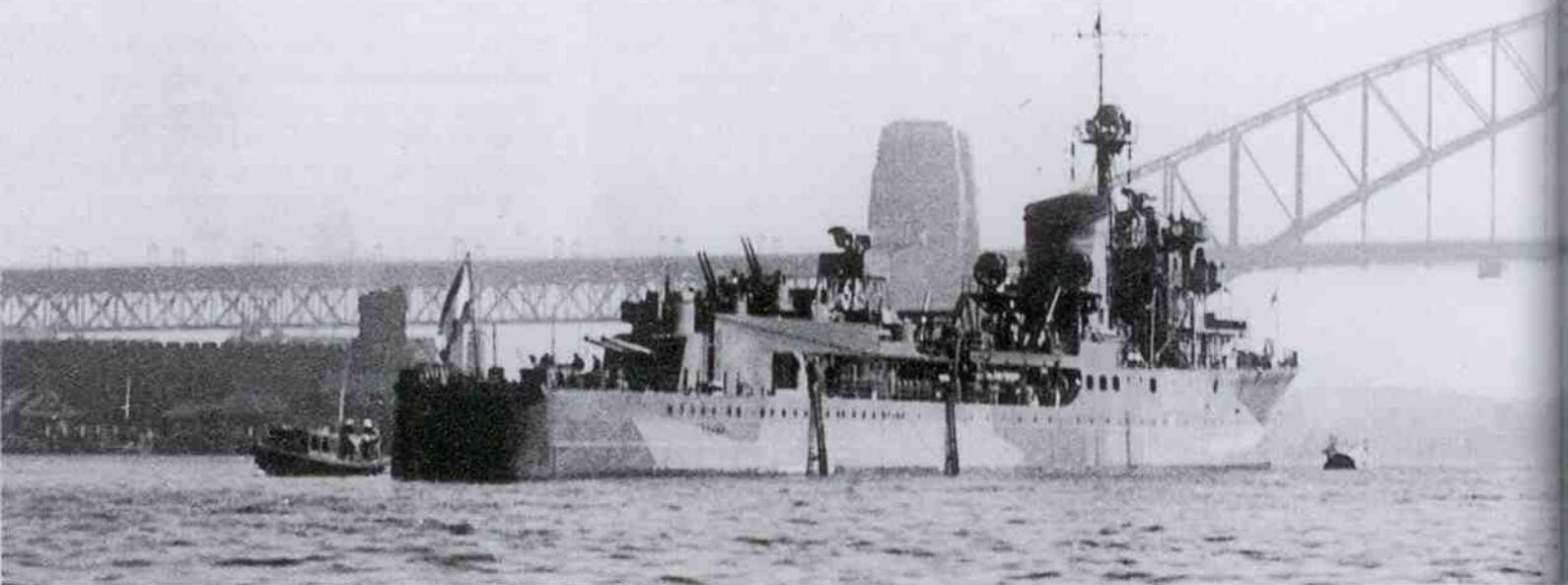


When the ship is ready, Fremantle becomes her home port. She is detached to serve with the US 7th Fleet under Rear Admiral Lockwood (USN). Subsequently the ship performed escort duties and anti-submarine patrol in the South-West Pacific and Indian Ocean. During a maintenance period at the end of 1943 the ship is ordered, together with HNLMS *Tra Gaten*, to join the British Eastern Fleet, she is ordered, together with HNLMS *Tra Gaten*, to join the British Eastern Fleet, under command of Sir James Somerville. The ships will be stationed in Ceylon.



## Australia

*A peaceful photo near the Sydney Harbour Bridge. (Photo NIMH)*



## Colombo

Since the surrender of the Italian Navy the British Eastern Fleet had been considerably strengthened and made repeatedly offensive sweeps in the eastern part of the Indian Ocean.

On 4 January 1944 HNLMS *Tromp* leaves the South West Pacific Area after which she arrives in Colombo on 13 January to be added to the Eastern fleet. Trincomalee

lee, an important naval base of the Allies, becomes the homeport of *Tromp*.

On 16 April 1944 the light cruiser sails with the Eastern Fleet for the first time for an operation in Indonesian waters. The aim is an attack on the harbour of Sabang and the airfield of Llonga.

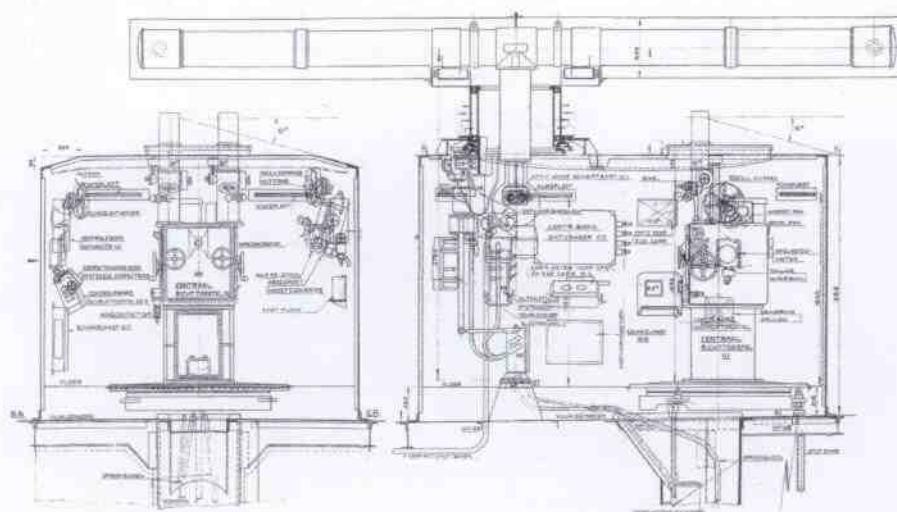
Sabang is situated at a point where all trade routes come together, those from the Indian Ocean and those from the Malacca Strait. Long before the war the Dutch had installed, at the Northern side of the bay,

extensive provisions to store and repair ships. Although these had been damaged when the Japanese landed there in 1942, but they also recognised the importance of the position and repairing started rather quickly again. Much had been done to repair the harbour and the airfield. In addition a good defence had been set up against attacks from the sea or from the air. The fleet consists of twentyseven warships, from six different countries, divided into two groups: "Task Force 69" and "Task Force 70". The 'planes from the carriers in these TF's had an important task in this operation.

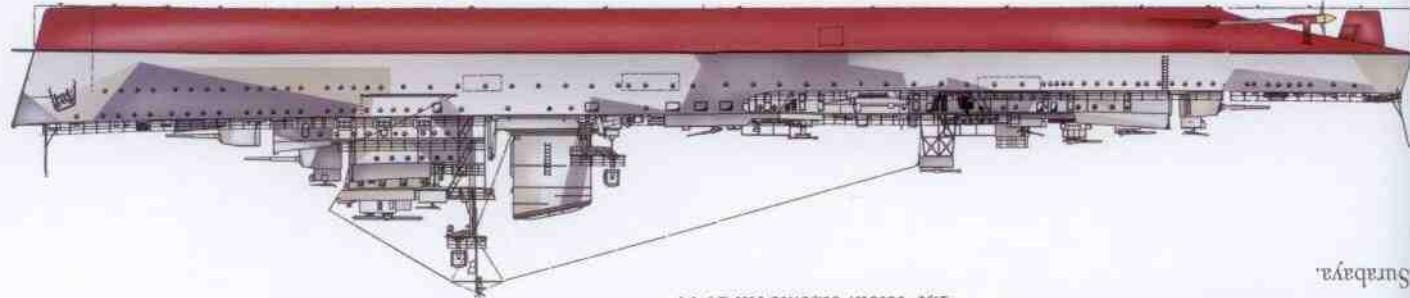
*19 April 1944 – Operation Cockpit  
(The attack on Sabang)*

In the early morning thirty-eight Barracuda, Avenger and Dauntless bombers, accompanied by forty-seven Corsair and Hellcat fighters from the aircraft carriers carried out an air attack on Sabang and the nearby airport.

The action is a great success. Two Japanese fighters hit, an escort ship is set on fire, two merchant ships of more than 4000 tons each are hit and an oil storage tank catches fire. Several buildings are hit among which are the shipyard, barracks,

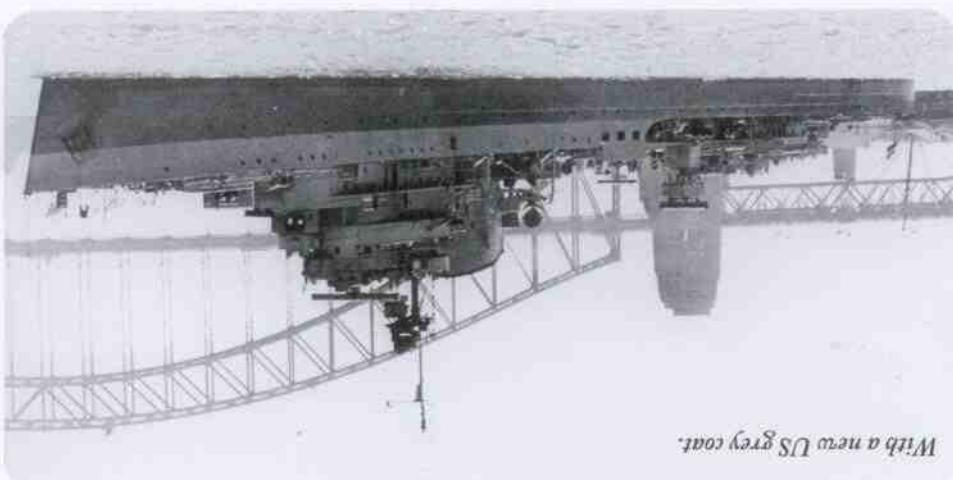


### *The main gun director.*



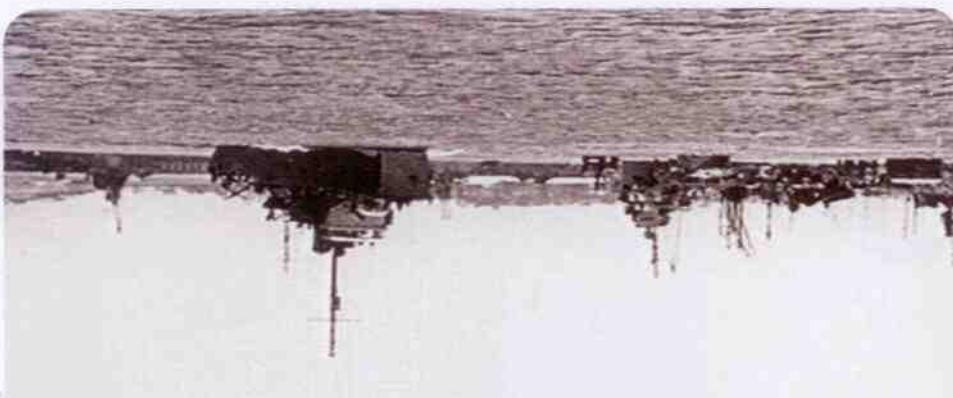
### The colour scheme till 1944

The attack on Surabaya started with eight dive bombers (four Avenger and four Corsair fighters). The targets of the aeroplanes from USS Saratoga and HMS Illustrious were the harbour and oil refineries of Surabaya.



*With a new US grey coat.*

On the airport hangars and other power stations. In many places started, buildings are hit and twentytwo planes are destroyed on the ground. The Japanese started a counter attack by sending in three torpedo planes, but these planes were downed by the fighters from USS *Saratoga*. Only one Hellcat of the Allies is downed. The pilot is picked up from the sea by the submarine HMS *Tacticalian*. After the action the return voyage went off without incidents worth mentioning.



In Fremantle Harbour, 1943.

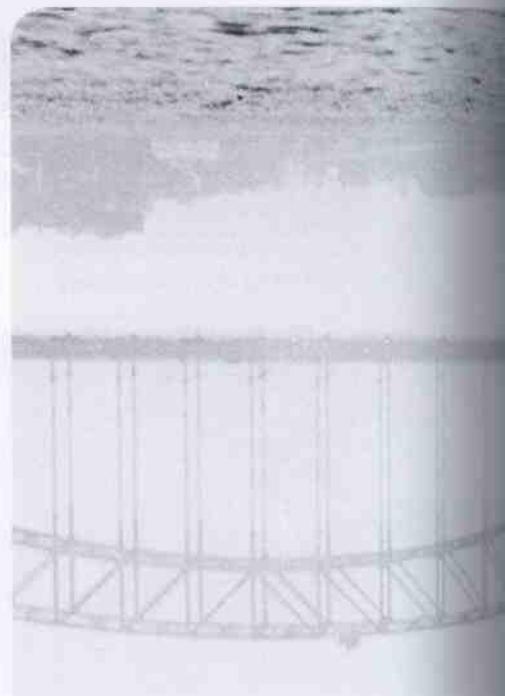
After the squadron has opened fire, speed was increased. HMS *William*, HNLMS *Tromp*, HMS *Quickmatch* and HMS

RN-Q-class destroyers to enter the bay of Malacca. *Tromp* is assigned with three RN-Sabang to carry out close range bombardments. Targets are ships in harbour, oil tanks and the workshops of the Sabang Company. While the ships are in the bay bombardment by the Allied ships will be postponed.

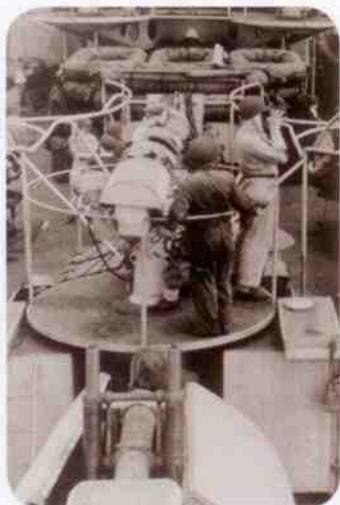
The British East India Company had been established in 1600 to carry out a bombardment from the sea on Sambang so that the Japanese fleet was unable to reach the Indian Ocean. It had failed masterly of the Indian Ocean. The Japanese fleet had been defeated by the British East India Company.

The second attack on Sabang

For the crew of *Trump* it is a sense of moment when for the first time after two years the mountains of Java rise above the horizon. The island where many of them had to leave their families behind.



Warship 01



*Range finder amidships.*

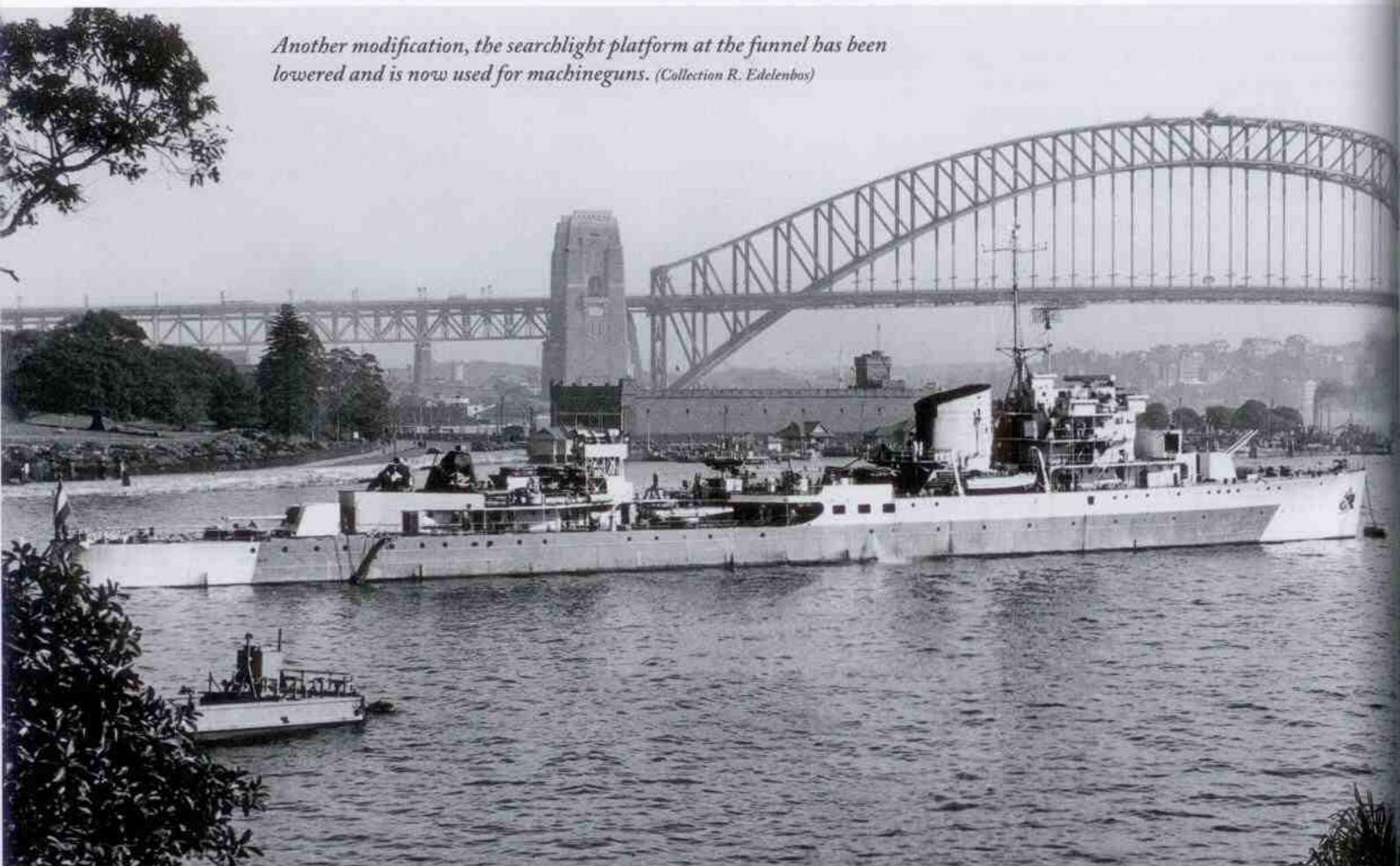


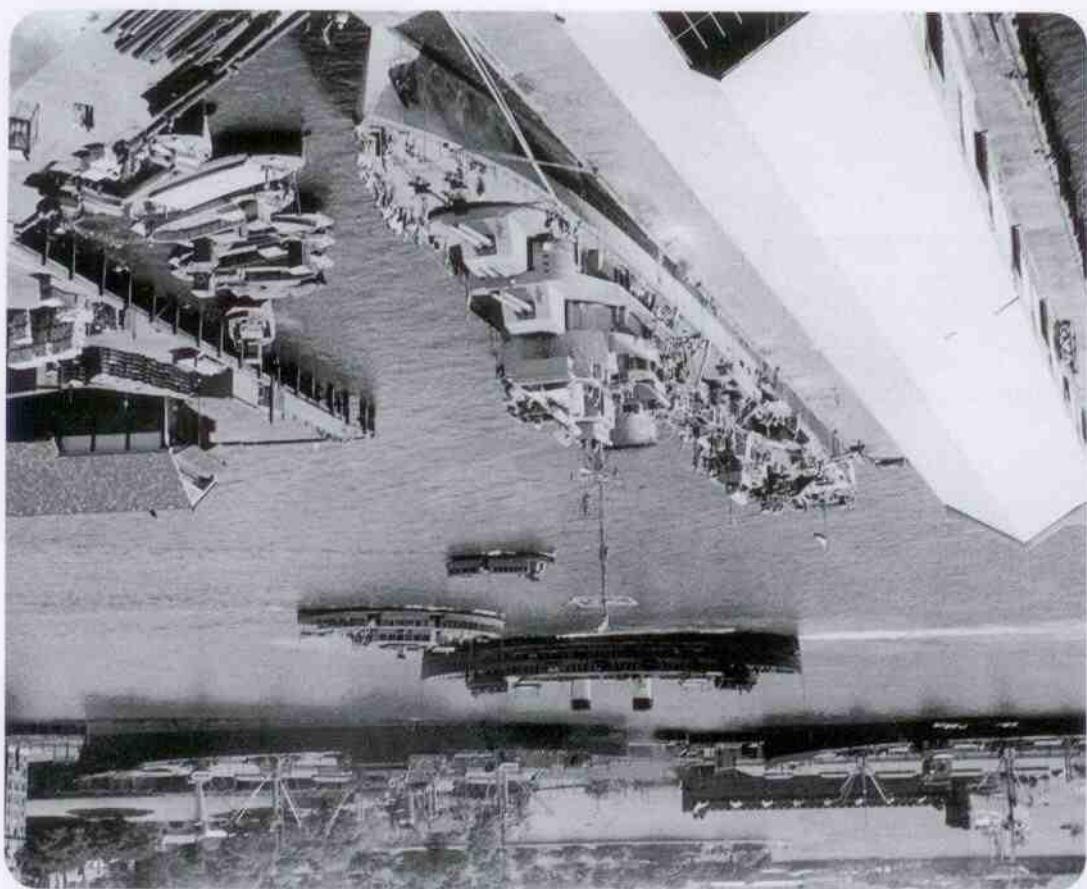
*Maintenance of a 3 inch gun. Each of four was named after a girl, e.g. Anne Marie.*

*In the colours of the US 7th fleet.*



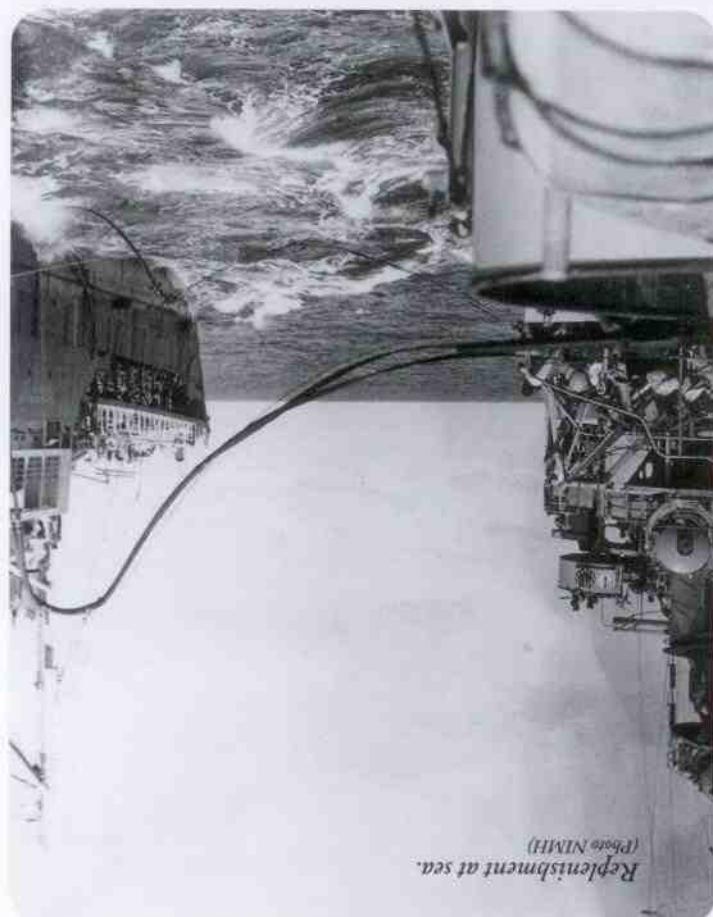
*Another modification, the searchlight platform at the funnel has been lowered and is now used for machineguns. (Collection R. Edelenbos)*





*Fremantle. (Photo: NMH)*

*Below:*





*Quality* steamed at 22 knots into the bay of Sabang, in that sequence. Of these ships *Tromp* carried the heaviest armament and therefore had the freedom to fire at the most important visible targets. The RN destroyer HMS *Quilliam* under command of captain R.G. Onslow (DSO with three bars), leading formation to facilitate navigation.

**06:45 hours.** An ancient tradition, the national ensign is hoisted in top, HNLMS *Tromp* is ready for battle. When the harbour comes in sight the direction finder is used to locate the targets. Meanwhile guns I and II follow the direction finder and on the aftship gun III is trained in the

most forward position on starboard side. By air reconnaissance earlier most of the anti aircraft gun sites had been located. On the photographs almost no coastal batteries had been disclosed as they had been camouflaged by the thickly foliated surroundings of hundreds of palm trees. For that reason the distances were measured on the roofs of some warehouses.

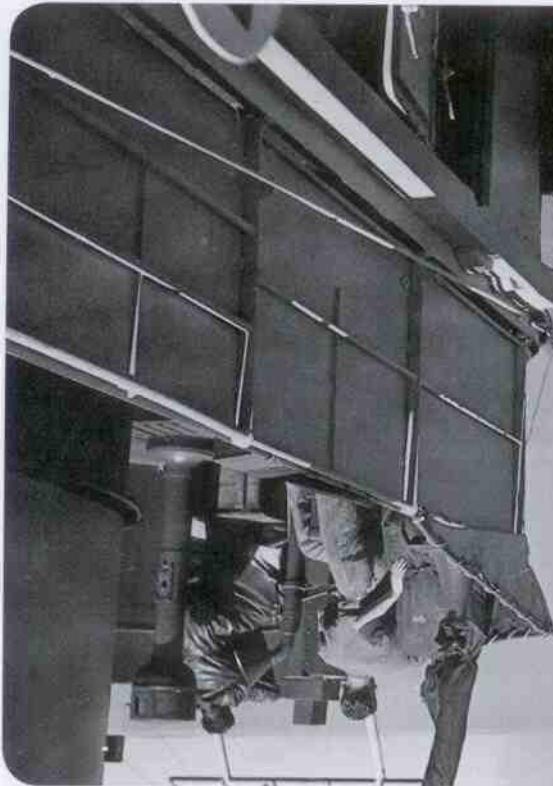
**06:57 hours.** *Tromp* opens fire with the 15 cm guns. Each mounting fires with one barrel. After two minutes salvos (double shots) are fired by the forward mountings.

In the mean time the coastal defence artillery is being fired upon by the battleships, which are stationed outside the bay. The result is that friendly hits are difficult to observe. Only when the enemy fires the gunnery control can spot a position by the flash of their guns. At first little resistance is experienced.

After an alteration of course to starboard, at **07.05 hours** gun III also joins battle. Several targets are hit. In front of a shipyard an ammunition ship alongside is hit, it explodes to fragments. Immediately guns are trained at the coal sheds and workshops. Distance to shore has grown close to enable gunfire support of the 7.5 cm guns and later the 40 mm's. Gunfire from the western shore of the bay is answered by the 40 mm guns. When the ships negotiate a small cape, a Japanese gunfire, initially badly trained, hits one of the British destroyers. The crew of *Tromp* observes one hit after another on the British ship, one of which hits the



HMS *Quilliam*, *Quickmatch* and *Quality*



First rounds being fired during Operation Crimson. (photo NMM)

At 07:20 hours, when the Lashore Force leaves the bay a smoke screen is laid and speed increased to 28 knots. Tromp has fired 205 rounds 15 cm high-explosive shells and 51 rounds with the 7.5 cm guns. Both 40 mm mounts have fired 770 shells. During this action the ship was in the bay for 25 minutes during which 4 hits were received. On the way back, during surveying the damage suffered a Japanese shell of 13 cm was found in a column in the gallery. This one had not exploded and was blown overboard by quartermaster S.T. Hendriks (who was killed later off Port Blair). On the astern deck a filter of a 3 inch shell is found. This was used as a paperweight for a long time. (Note part of the collection of the Maritime museum at Den Helder.)

HMS *Qulliam* is hit at the killing one and wounded four. HMS *Quality* receives a hit which wounds a number of crew members. Less fortunate are the other ships:

Only after the battle it will be assessed how many times Tromp has been hit.

Only after the battle it will be assessed whether the starboard whale corridor had exploded. A 12 cm shell projectile has exploded. A 12 cm shell

grating above the boiler. This is obviously without exploding lands on armor and without exploding lands on the hull.

A hit which kills one and none of the crew members is wounded and none of the body is wounded.

All guns are firing now. A Pandemonium of hell broke loose.

All guns are firing now. A Pandemonium of hell broke loose.

At 07:13, An aerial is destroyed and a shell

hits the fore range hinder. For one of the veterans (Badoeng Strait) reason to

the market. And there goes another one.

2000 metres and received a first hit at

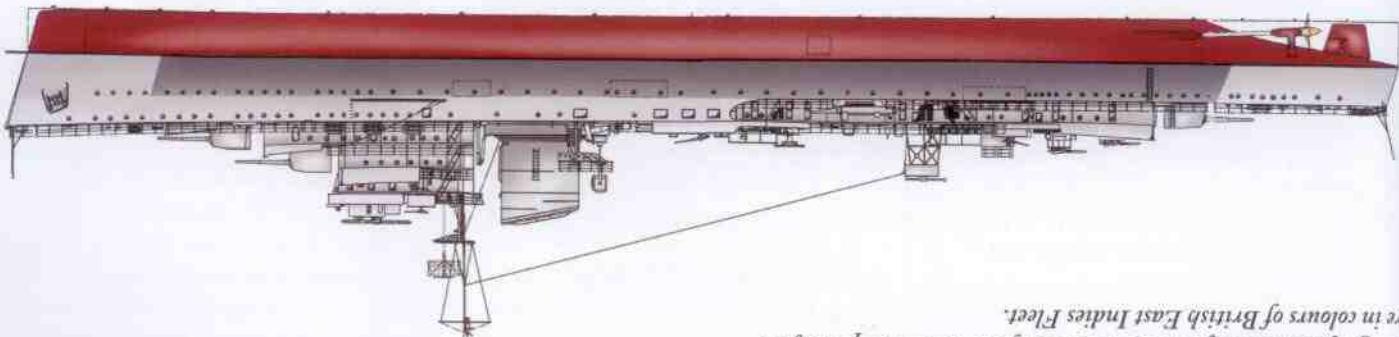
Tromp nears the shore to approximately

bridge. HNLMS *Tromp* shifted her line of

fire and silences the Japanese battery.

Here in colours of British East Indies Fleet.

A change of command, from US to British fleet was a real paint job.



The story goes that on the way back *Tromp* received a signal from the admiral: "Well done" which is followed by a general signal from the flagship with the text: "We got them with their kimonos up", a variant of the well known saying: "to catch a person with his pants down".

Due to this successful action many congratulatory messages are received. As thanks for the support given, the commanding officer of HNLMS *Tromp* receives from captain R.G. Onslow, commanding the British destroyers, a

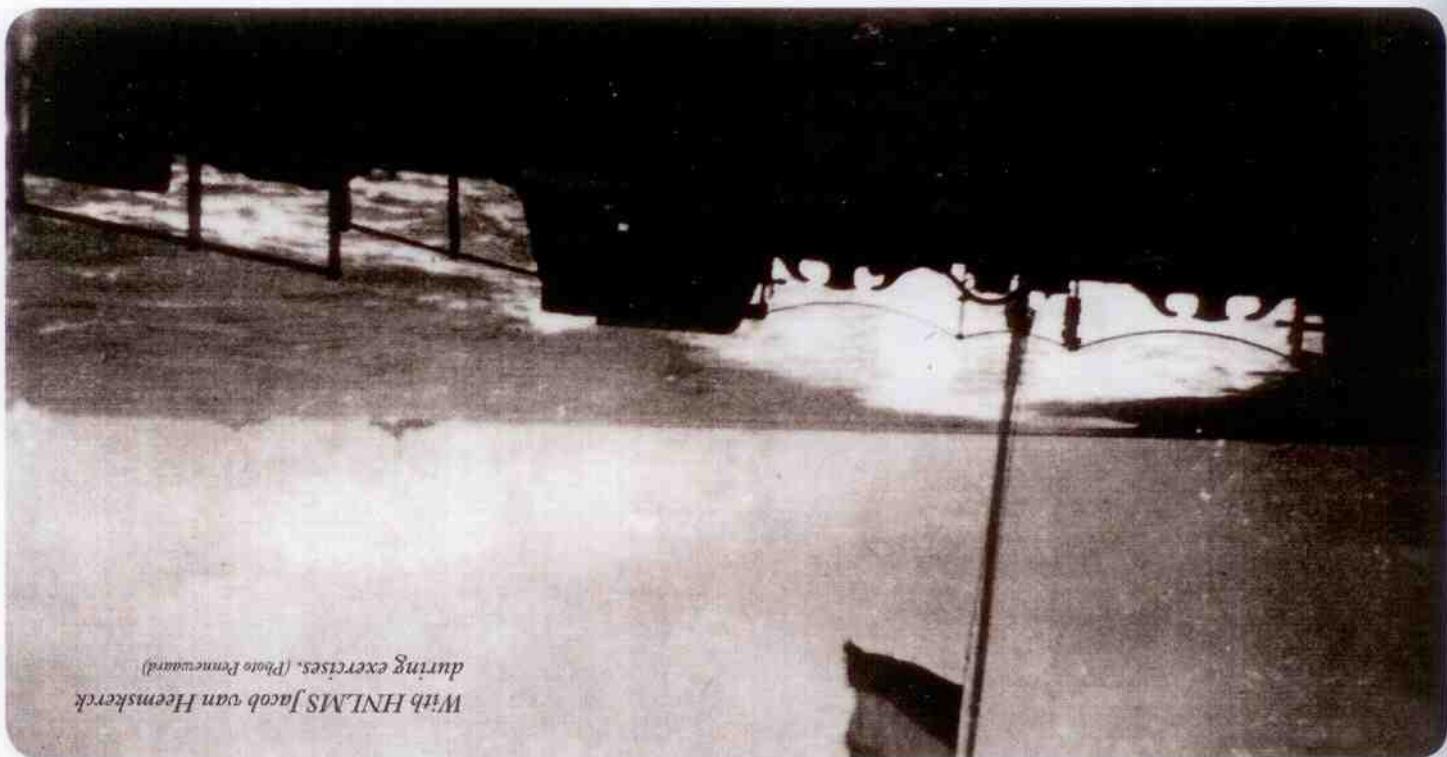
silver salver with inscription. The ship was also visited by rear admiral A. Read (Commander 4th Cruiser Squadron).

Her Majesty the Queen accorded captain F. Stam and C.P.O.-engineer P. Steenaard the Bronze Lion and nine officers, petty officers and crew the Bronze Cross. It was thought amusing that a few days later the Japanese radio in Tokyo broadcasted an English language eye-witness report about the destruction and sinking of the ships that had attacked the bay of

Sabang. It was the third time that Radio Tokyo 'sank' *Tromp*.

The months November and December of 1944 HNLMS *Tromp* spends in the yard in Sydney. Apart from maintenance, the British radar is substituted by two sets of American manufacture, a radar of the type SG for surface warning and a radar of the type SC for air warning. In addition the ship receives a British Type 285 gunnery radar for the main armament and two Type 282 radars for the 40 mm mounts.





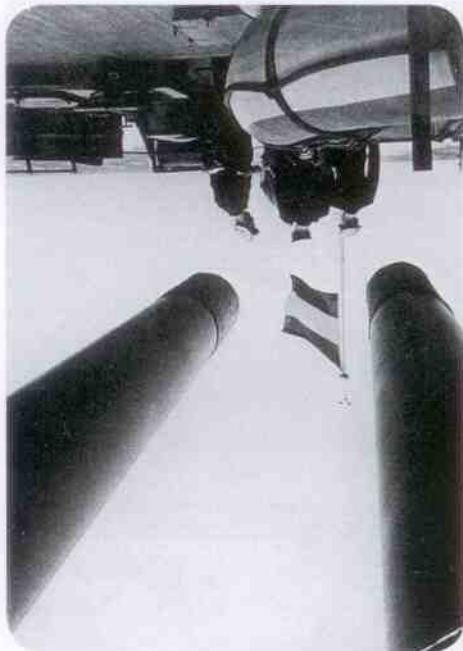
With HNMS Jacob van Heemskerck  
during exercises. (Photo: P. van der Wal)

After Rangoon has been captured on 3 May, a third shelling of Ross Island follows. Two days later it was Sunday 3 May, a third shelling of Ross Island in command. While planes are bombing the airfield of Car Nicobar, the ships fire at various targets after the fire was set to the Andamans. During the bombardment of Port Blair a 15 cm shell routine on board and the ship was pressed in celebration of the end of the war in Europe. Later the ship takes part in a Shelling sweep in the Andaman Sea. On 16th May 1945 deployed in Malacca Strait, when the Japanese cruiser Haguro is sunk by Allied destroyers.

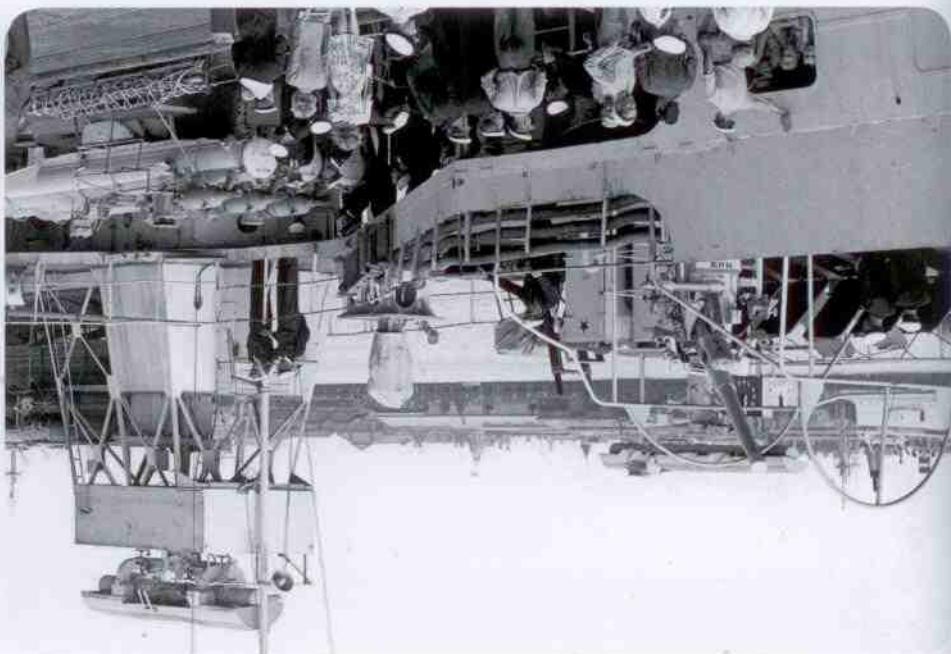
Senior Officer of the group and thus was pressed in a Shelling sweep in the Andaman Sea. On 16th May 1945 deployed in Malacca Strait, when the Japanese cruiser Haguro is sunk by Allied destroyers. Side torpedoes tubes, amidships, are slightly damaged. Side damage has been caused, even the port wounded fourteen crew and also collateral explosions on leaving the muzzle. Splinters from the bombarding of the Nicobar Islands to prevent possible sorties by the Japanese landing operations and at the same time, the bombing of the Nicobar Islands to capture Rangoon. Part of this action was Operation Bishop, the covering of the British force with the intention to land a convoy still in order to land a

The commanding officer of Tromp is from the Andaman and Nicobar Islands. Part of the Nicobar Islands to prevent possible sorties by the Japanese the bombing of the Nicobar Islands to the bombing of the Nicobar Islands to capture Rangoon. Part of this action was Operation Bishop, the covering of the British force with the intention to land a convoy still in order to land a

**27 April 1945 - Operation Dracula (Landing near Rangoon)**



Warship 01



## Torpedotubes

The light cruiser was equipped with 6 torpedotubes for 21 inch (53 cm) torpedo's in triple mountings on the maindeck. Also she carried 6 spare torpedo's.

When *Tromp* sailed to the East Indies, she carried 12 brandnew V 53 torpedo's. In spring 1945 the torpedotubes were, in Sydney, replaced by British tubes for launching the Mk 9 torpedo's.

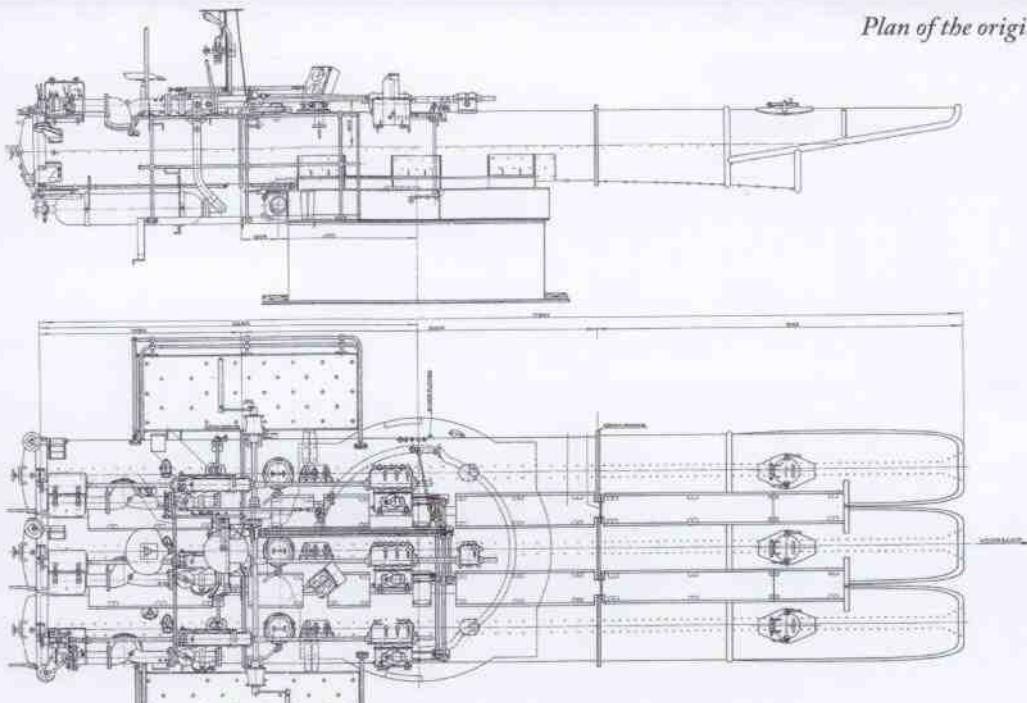
The tubes were unshipped in 1946.

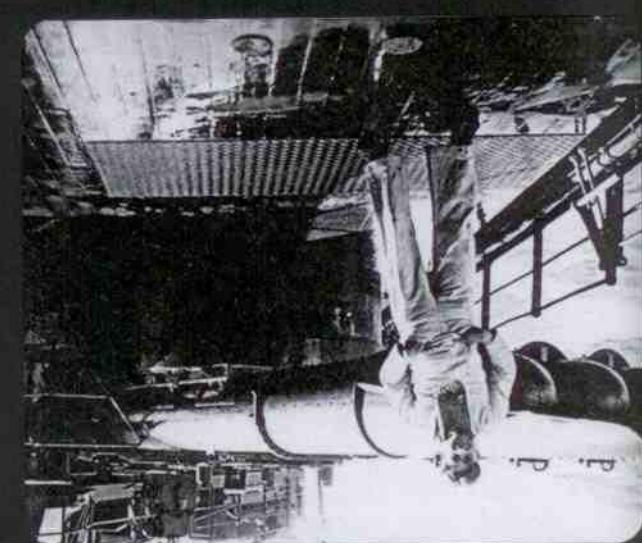
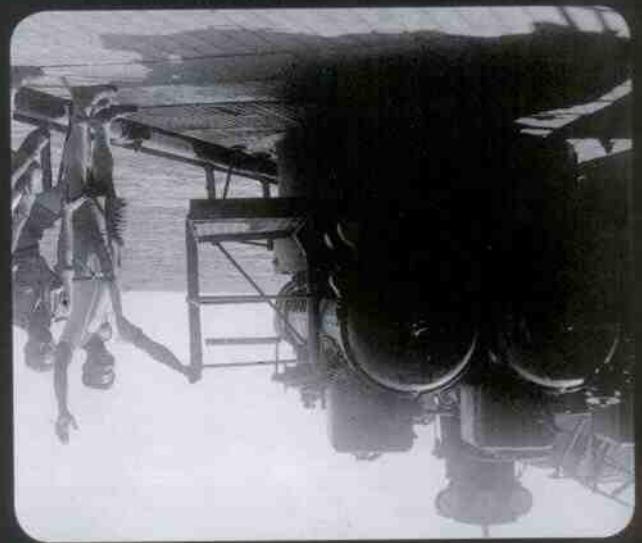
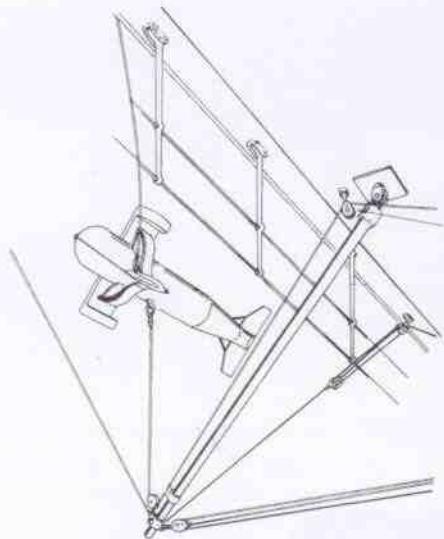
## V 53 torpedo

Supplied:	Whitehead, Weymouth
Length:	7,2 meter
Diameter:	21 inch
Weight:	1,650 Kilo
Warhead:	300-350 Kg TNT
Range:	4000 m at 45 kts 12000 m at 28 kts



*Plan of the original torpedotubes.*





In May it was decided *Tromp* should operate with the US 7th Fleet (admiral Thomas C. Kinkaid). In June the cruiser joined Task Group 74.2 consisting of the cruisers USS *Montpelier* and *Denver* and four Fletcher class destroyers.

*Tromp* was busy in preparing and carry out *Operation Oboe II* (*the landing near Balikpapan*).

During this operation *Tromp* is able to destroy two shore batteries. In the entrance to Balikpapan gun support is given to protect mine disposal operations and to underwater demolition teams.

HNLMS *Tromp* postponed operations after all ammunition has been used.

### End of war

The commanding officer receives a message that his ship has been detached from the US 7th Fleet and he has to report to the Commander-in-Chief East Indies Fleet for further orders. On 15th August the Japanese emperor granted permission to surrender. A month later, on 16 September, HNLMS *Tromp* arrives on Tandjong Priok roads. The cruiser was the first Netherlands warship that returned to the Netherlands Indies after the war. The capitulation of Billiton is signed on board *Tromp* on 12 October. The Japanese 1st Lieutenant Yamaguchi Yashiro unconditionally surrenders the island to the C.O. of *Tromp* at Tandjong Pandan.

*Tromp* in the last stage of the war.  
(collection Jt. Mulder)



*In the mast the ship wears her pennant number D28 (RN code flags).*  
(Collection Jt. Mulder)





Ship's badge

Since 1940 the Royal Netherlands Navy has enjoyed a heraldic tradition in the form of its badges. Often created by or less official, This changed in 1950 when the heraldry of the navy has been described in regulations. The badge of HNLMS Tromp was allocated in August 1952 and bears the coat of arms of the admirals Tromp (see page 24). Father and son, who both won great distinction commanding the Dutch Fleet.

Amsterdam.

At the end of her career she is employed as training ship for the Technical Training Royal Netherlands Navy (TOKM) in

NATO

Channel and the Bay of Biscay. Prelude to exercises of the Western Union in meet end of June 1949 participating in meet

Day is awarded by Royal Decree of 8 January 1949, number 36.

The start of the second week of the new year becomes a memorable day. On that day the Royal Mention by Order of the Day is awarded by Royal Decree of 8

6 (2 x 3) torpedo-tubes 53.3 cm

8 machine guns 40 mm  
4 searchlights of 20 m

WAS: 6 guns of 15 cm in twin mountings  
4 guns of 7.6 cm

From July 1948 the armament of the ship

<sup>1</sup>See also *ibid.*, pp. 11-12.

became a little more bald due to this. However, no further adaptations were made, only the use of safety glasses was

with a jet of flame. Many a crew member

After a short stay in Amsterdam, the ship sails to Rotterdam for maintenance and overhaul after which, on 1 July 1948 she was ready for service. The funnel has been altered and now has a wide horizonal flange with two curved vertical plates fitted on. It must decrease the precipitaion of soot on the aft deck. It appears sometimes that this modification can be life threatening. In stormy weather draught develops down the funnel. If at such a moment, the deep hole of a bumer is opened for inspection, the hot burning gases blow out. Sometimes combined

After a short stay in Amsterdam, the

*"years of absence".*

(The Mirror) announced: "The pride of our Netherlands Navy has returned after seven

A headlining in the magazine "De Spiegel".

renowned *Trump* and has earned a great reputation. A ship which continued to

Shows of recognition, cries of welcome, tears and cheers and many expressions of joy. After seven years she has become the

two days short, a year after the liberation of The Netherlands.

morning of 3 May 1946. The end of a deployment of nearly seven years. And,

The ship berthed in Amsterdam in the

The Netherlands  
Returned to



Trumf in the final days of her commis-  
sion, with a new fast-war grey coat and  
modified funnel.

Between 1950 and 1955 the pennant-number assigned was C 804.  
(Photo NIMH)



*Tromp* in 1950.  
(Photo NIMH)



Translation Frits Kumer	Graphic design Jantinus Mulder
Author Jantinus Mulder	Publisher Lanasta
Corrections Henk Visser	

First print, August 2012  
ISBN 978-90-8616-191-1  
NUR 465

Contact Warship:  
Slenerbrink 206, 7812 HJ Emmen  
The Netherlands  
Tel. 0031 (0)591 618 747  
info@lanasta.eu

Lanasta

© Copyright 2012 Lanasta, Emmen

[www.lanasta.com](http://www.lanasta.com)

All rights reserved.

All correspondence regarding copyrights  
translation or any other matter can be  
directed to: Lanasta, Slenerbrink 206,  
7812 HJ Emmen, The Netherlands.



#### References

- Huibert V. Quispel: *The job and the tools, The Netherlands United Shipbuilding Bureaux Ltd 1935-1960.*
- G.H. Kleinhout, J.C.I. Landegent, Jt. Mulder & C. Sybesma: *De Tromp en haar Trompers*, Lanasta 2003.

# THE AUTHOR

Dutch author Jantinus Mulder (1963) worked more than 25 years in the graphic industries. He is a modeler of warships and became acquainted with the crew during the construction of a 1/72 scale model (since 2001 on permanent display at the admiralty of the Royal Neth. Navy). Besides constructing modelships, he is also publisher and author of several articles in magazines and some books.



## WARSHIP SERIES

- 01 - Cruiser HNLMS Tromp
- 02 - Frigate HMS Leander



\* 8 8 0 0 3 3 3 \*

Boek, Warships HNLMS Tromp

PRIJS: 14.95