

[2. — VI. — 5.]

BIJLAGE A.

## **1<sup>STE</sup> AFDEELING.**

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# **ALGEMEEN OVERZICHT DER SCHEPEN EN VAARTUIGEN VAN OORLOG, OP DEN 1<sup>STEN</sup> JULI 1917.**

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| NAMEN<br>DER<br>S C H E P E N. | Aantal schroeven. | Samenstelling. (1) | Op stapei gezet. | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Waterverplaatsing in<br>tonnen. | Geschut. |                 | Torpedo-<br>inrichtingen. |           | Machinevermogen in<br>P.K. (5) | Vaart. (6) |
|--------------------------------|-------------------|--------------------|------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|---------------------------------|----------|-----------------|---------------------------|-----------|--------------------------------|------------|
|                                |                   |                    |                  |                     |                           |                            |                                                |                                 | Soorten. | Aantal stukken. | Lanceerbuizen.            | Kanonnen. |                                |            |
| 1.                             | 2.                | 3.                 | 4.               | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                              | 10.      | 11.             | 12.                       | 13.       | 14.                            | 15.        |

## I. Gepantserde schepen

| a. Pantser                                   |   |     |                                                                                      |      |       |      |      |      |                          |    |   |   |            |       |
|----------------------------------------------|---|-----|--------------------------------------------------------------------------------------|------|-------|------|------|------|--------------------------|----|---|---|------------|-------|
| <b>Kortenaar</b> . . . . .                   | 2 | S.  | 1893<br>Amsterdam,<br>Rijkswerf.                                                     | 1894 | 86,2  | 14,3 | 52,3 | 3520 | kn. v. 21 c.M. A. n°. 1. | 3  | — | — | 4660<br>I. | 16,0  |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 15 " n°. 3.          | 2  |   |   | 4400       |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 7,5 " n°. 1.         | 6  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 3,7 " n°. 1.         | 4  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mitrailleur.             | 2  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 17 |   |   |            |       |
| <b>Jacob van Heemskerk</b>                   | 2 | id. | 1905<br>Amsterdam,<br>Rijkswerf.                                                     | 1906 | 98,0  | 15,2 | 57,0 | 5000 | kn. v. 24 c.M. n°. 2.    | 2  | 2 | — | 6396<br>I. | 16,54 |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 15 " n°. 5.          | 6  |   |   | 6400       |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 7,5 " n°. 3.         | 6  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 3,7 " n°. 3.         | 4  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mr. " 7,5 " A.           | 1  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mitrailleur.             | 2  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 21 |   |   |            |       |
| <b>Koningin-Regentes</b> .                   | 2 | id. | 1898<br>Amsterdam,<br>Rijkswerf.                                                     | 1900 | 96,6  | 15,2 | 58,1 | 5080 | kn. v. 24 c.M. n°. 1.    | 2  | 1 | 2 | 7291<br>I. | 16,9  |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 15 " n°. 4.          | 4  |   |   | 6400       |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 7,5 " n°. 3.         | 8  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 3,7 " n°. 3.         | 4  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mr. " 7,5 " A.           | 1  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mitrailleur.             | 2  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 21 |   |   |            |       |
| <b>de Ruyter</b> . . . . .                   | 2 | id. | 1900<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1901 | 96,6  | 15,2 | 58,1 | 5080 | id.                      | 21 | 1 | 2 | 6377<br>I. | 16,5  |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 21 |   |   | 6300       |       |
| <b>Hertog Hendrik</b> . .                    | 2 | id. | 1900<br>Amsterdam,<br>Rijkswerf.                                                     | 1902 | 96,6  | 15,2 | 58,1 | 5080 | id.                      | 21 | — | 3 | 6282<br>I. | 16,5  |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 21 |   |   | 6400       |       |
| <b>Marten Harpertsz.<br/>Tromp</b> . . . . . | 2 | id. | 1903<br>Amsterdam,<br>Rijkswerf.                                                     | 1904 | 100,8 | 15,2 | 57,0 | 5300 | kn. v. 24 c.M. n°. 2.    | 2  | — | 3 | 6405<br>I. | 16,7  |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 15 " n°. 5.          | 4  |   |   | 6400       |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 7,5 " n°. 3.         | 8  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 3,7 " n°. 3.         | 4  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mr. " 7,5 " A.           | 1  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mitrailleur.             | 2  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 21 |   |   |            |       |
| <b>De Zeven Provinciën.</b>                  | 2 | id. | 1908<br>Amsterdam,<br>Rijkswerf.                                                     | 1909 | 101,5 | 17,1 | 61,5 | 6530 | kn. v. 28 c.M.           | 2  | — | — | 8516<br>I. | 16,3  |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 15 " n°. 5.          | 4  |   |   | 8000       |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 7,5 " s. aut. n°. 1  | 10 |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | " " 3,7 " n°. 3.         | 4  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mr. " 7,5 " A.           | 1  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      | mitrailleur.             | 2  |   |   |            |       |
|                                              |   |     |                                                                                      |      |       |      |      |      |                          | 23 |   |   |            |       |

## b. Krui sers.

|           |   |     |                                                                                     |   |       |      |      |      |                       |    |   |   |            |   |
|-----------|---|-----|-------------------------------------------------------------------------------------|---|-------|------|------|------|-----------------------|----|---|---|------------|---|
| . . . . . | 3 | S.  | 1916<br>Vlissingen<br>Koninklijke<br>Maatschappij<br>„de Schelde”.                  | — | 155,3 | 16,0 | 55,0 | 7050 | kn. v. 15 c.M. n°. 6. | 10 | — | — | ±<br>65000 | — |
|           |   |     |                                                                                     |   |       |      |      |      | " " 7,5 " s. aut.     | 4  |   |   |            |   |
|           |   |     |                                                                                     |   |       |      |      |      | n°. 4.                | 4  |   |   |            |   |
|           |   |     |                                                                                     |   |       |      |      |      | mitrailleur.          | 18 |   |   |            |   |
| . . . . . | 3 | id. | 1916<br>Amsterdam<br>Nederlandsche<br>Scheepsbouw<br>Maatschappij.                  | — | 155,3 | 16,0 | 55,0 | 7050 | id.                   | 18 | — | — | ±<br>65000 | — |
| . . . . . | 3 | id. | 1917<br>Rotterdam<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | — | 158,3 | 16,0 | 55,0 | 7205 | id.                   | 18 | — | — | ±<br>65000 | — |

(1) IJ = ijzer, S = staal, K = gekoperd.

(2) Lengte van den romp over alles.

(3) Breedte van den romp op het grootspant over de buitenhuid zonder nitbouwsels.

(4) Diepgang van den romp bij normale toelading, stoomketels op peil. De diepgang van uitstekende deelen wordt tusschen haakjes onder het diepgangcijfer van den romp aangetroffen.

| Brandstofbergruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordeel<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totale brand-<br>stofvoorraad<br>bij de<br>vaart van: |          | Pantser in millimeters. |                                 |                     |      | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Bemann.<br>Levensduur sedert de<br>tewaterlating. | Toestand van |                  |         | Aanteekeningen |     |
|--------------------------------------------|----------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------|----------|-------------------------|---------------------------------|---------------------|------|-----------------------------------------------------------------|------------------------------------------|---------------------------------------------------|--------------|------------------|---------|----------------|-----|
|                                            |                                        |                                          | Kol. 17.                                                                                         | Kol. 18. | Gordel.                 | Geschutstorens<br>of barbetten. | Commando-<br>toren. | Dek. |                                                                 |                                          |                                                   | romp.        | werk-<br>tuigen. | ketels. |                |     |
| 16.                                        | 17.                                    | 18.                                      | 19.                                                                                              | 20.      | 21.                     | 22.                             | 23.                 | 24.  | 25.                                                             | 26.                                      | 27.                                               | 28.          | 29.              | 30.     | 31.            | 32. |

## en vaartuigen.

|      |      |      |      |      |               |           |           |                 |               |              |                   |    |                  |          |                 |                                                                                            |
|------|------|------|------|------|---------------|-----------|-----------|-----------------|---------------|--------------|-------------------|----|------------------|----------|-----------------|--------------------------------------------------------------------------------------------|
| 330  | 14,0 | 9,0  | 1400 | 2100 | 150—100<br>S. | 240<br>S. | 240<br>S. | 50<br>S.<br>(a) | f 2 705 597,— | dienst.      | 261               | 23 | gunstig.         | gunstig. | bruik-<br>baar. |                                                                                            |
| 610  | 14,5 | 10,0 | —    | 3300 | 150—100<br>S. | 200<br>S. | 200<br>S. | 50<br>S.        | 4 147 404,—   | id.          | 351               | 11 | vrij<br>gunstig. | id.      | gunstig.        |                                                                                            |
| 830  | 14,5 | 9,2  | 1600 | 4100 | 150—100<br>S. | 250<br>S. | 250<br>S. | 50<br>S.        | 4 545 901,—   | id.          | 347 <sup>1)</sup> | 17 | gunstig.         | id.      | gunstig.        | <sup>1)</sup> In Neder-<br>landsch-Indië 375,<br>waarvan<br>76 inlandsche<br>schepelingen. |
| 830  | 14,5 | 9,2  | 1600 | 4100 | 150—100<br>S. | 250<br>S. | 250<br>S. | 50<br>S.        | 4 317 019,—   | id.          | 347 <sup>1)</sup> | 16 | id.              | id.      | id.             |                                                                                            |
| 830  | 14,5 | 9,2  | 1600 | 4100 | 150—100<br>S. | 250<br>S. | 250<br>S. | 50<br>S.        | 4 443 863,—   | herstelling. | 347 <sup>1)</sup> | 15 | id.              | id.      | id.             |                                                                                            |
| 830  | 14,5 | 9,2  | 1600 | 4100 | 105—100<br>S. | 200<br>S. | 200<br>S. | 50<br>S.        | 4 323 944,—   | dienst.      | 349 <sup>2)</sup> | 13 | id.              | id.      | bruik-<br>baar. | <sup>2)</sup> In Neder-<br>landsch-Indië 377,<br>waarvan<br>76 inlandsche<br>schepelingen. |
| 1030 | 15,3 | 8,0  | 2100 | 5100 | 150—100<br>S. | 250<br>S. | 200<br>S. | 50<br>S.        | 5 612 459,—   | id.          | 409 <sup>3)</sup> | 8  | id.              | id.      | gunstig.        | <sup>3)</sup> In Neder-<br>landsch-Indië 447,<br>waarvan<br>96 inlandsche<br>schepelingen. |

(5) De cursief gedrukte cijfers geven aan de resultaten verkregen bij oplevering.

(6) I indicateur. A aspaardenkracht.

(a) Gepantserde hoofden van 150 m.M.

(b) Over de uitbouwingen der kns. van 15 c.M. met open schild.

| N A M E N<br><br>D E R<br>S C H E P E N. | Aantal schroeven. | Samenstelling. (1) | Op stapel gezet. | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Waterverplaatsing in<br>tonnen. | Geschut. |                 | Torpedo-<br>inrichtingen. |           | Machinevermogen<br>in P.K. (5) | Vaart. (6) | Brandstofbergruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordeel<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totalen brand-<br>stofvoorraad<br>bij de<br>vaart van: |          | Pantser in millimeters. |                                |                     |      | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Benaming. | Levensduur sedert de<br>te waterlating. | Toestand van |                  |         | Aanteekeningen. |
|------------------------------------------|-------------------|--------------------|------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|---------------------------------|----------|-----------------|---------------------------|-----------|--------------------------------|------------|--------------------------------------------|----------------------------------------|------------------------------------------|---------------------------------------------------------------------------------------------------|----------|-------------------------|--------------------------------|---------------------|------|-----------------------------------------------------------------|------------------------------------------|-----------|-----------------------------------------|--------------|------------------|---------|-----------------|
|                                          |                   |                    |                  |                     |                           |                            |                                                |                                 | Soorten. | Aantal stukken. | Lanceerbuizen.            | Kanonnen. |                                |            |                                            |                                        |                                          | Kol. 17.                                                                                          | Kol. 18. | Gordel.                 | Geschutturens<br>of barbetten. | Commando-<br>toren. | Dek. |                                                                 |                                          |           |                                         | romp.        | werk-<br>tuigen. | ketels. |                 |
| 1.                                       | 2.                | 3.                 | 4.               | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                              | 10.      | 11.             | 12.                       | 13.       | 14.                            | 15.        | 16.                                        | 17.                                    | 18.                                      | 19.                                                                                               | 20.      | 21.                     | 22.                            | 23.                 | 24.  | 25.                                                             | 26.                                      | 27.       | 28.                                     | 29.          | 30.              | 31.     | 32.             |

## c. Pantserdek schepen.

|                        |   |     |                                                                                      |      |      |      |      |      |                                                                                                                    |                                  |   |   |                     |       |      |      |     |      |      |   |   |           |          |               |              |     |    |          |          |                      |
|------------------------|---|-----|--------------------------------------------------------------------------------------|------|------|------|------|------|--------------------------------------------------------------------------------------------------------------------|----------------------------------|---|---|---------------------|-------|------|------|-----|------|------|---|---|-----------|----------|---------------|--------------|-----|----|----------|----------|----------------------|
| Holland . . . . .      | 2 | S.  | 1895<br>Amsterdam,<br>Rijkswerf.                                                     | 1896 | 93,3 | 14,8 | 54,0 | 3900 | kn. v. 12 c.M. n°. 2.<br>" " 7,5 " n°. 1.<br>" " 3,7 " n°. 1.<br>mr. " 7,5 " A.<br>mitrailleur.                    | 10<br>2<br>4<br>1<br>2<br>19     | — | — | 10836<br>I.<br>6400 | 19,75 | 1000 | —    | 9,7 | —    | 4500 | — | — | 100<br>S. | 50<br>S. | f 2 908 741,— | dienst.      | 325 | 21 | gunstig. | gunstig. | vrij<br>gunstig.     |
| Zeeland . . . . .      | 2 | id. | 1895<br>Vlissingen,<br>Koninklijke Maat-<br>schappij<br>„de Schelde”.                | 1897 | 93,3 | 14,8 | 54,0 | 3900 | kn. v. 15 c.M. n°. 2.<br>" " 12 " n°. 1.<br>" " 7,5 " n°. 1.<br>" " 3,7 " n°. 1.<br>mr. " 7,5 " A.<br>mitrailleur. | 2<br>8<br>2<br>4<br>1<br>2<br>19 | — | — | 9818<br>I.<br>8400  | 19,5  | 1000 | 16,0 | 9,7 | 2100 | 4500 | — | — | 100<br>S. | 50<br>S. | 2 949 181,—   | dienst.      | 325 | 20 | id.      | id.      | id.                  |
| Gelderland . . . . .   | 2 | id. | 1897<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1898 | 94,7 | 14,8 | 54,0 | 4030 | kn. v. 15 c.M. n°. 3.<br>" " 7,5 " n°. 2.<br>" " 3,7 " n°. 1.<br>mr. " 7,5 " A.<br>mitrailleur.                    | 4<br>8<br>4<br>1<br>2<br>19      | 1 | — | 9867<br>I.<br>8400  | 20,0  | 930  | 16,0 | 9,7 | 2100 | 4500 | — | — | 100<br>S. | 50<br>S. | 3 057 944,—   | herstelling. | 325 | 19 | id.      | id.      | in her-<br>stelling. |
| Noordbrabant . . . . . | 2 | id. | 1897<br>Vlissingen,<br>Koninklijke Maat-<br>schappij<br>„de Schelde”.                | 1899 | 94,7 | 14,8 | 54,0 | 4030 | kn. v. 12 c.M. n°. 3.<br>" " 12 " n°. 2.<br>" " 7,5 " n°. 1.<br>" " 3,7 " n°. 1.<br>mr. " 7,5 " A.<br>mitrailleur. | 2<br>8<br>2<br>4<br>1<br>2<br>19 | 1 | — | 10070<br>I.<br>8400 | 20,1  | 930  | 16,0 | 9,7 | 2100 | 4500 | — | — | 100<br>S. | 50<br>S. | 3 045 607,—   | dienst.      | 325 | 18 | id.      | id.      | gunstig.             |

## d. Pantser booten.

|                  |   |     |                                |      |      |     |    |     |                                         |             |   |   |                          |       |   |   |   |   |   |          |   |          |          |           |              |    |   |          |                      |   |
|------------------|---|-----|--------------------------------|------|------|-----|----|-----|-----------------------------------------|-------------|---|---|--------------------------|-------|---|---|---|---|---|----------|---|----------|----------|-----------|--------------|----|---|----------|----------------------|---|
| Brinio . . . . . | 2 | S.  | 1911<br>Amsterdam<br>Rijkswerf | 1912 | 52,5 | 8,5 | 28 | 540 | kn. v. 10,5 c.M. s. aut.<br>mitrailleur | 4<br>2<br>6 | — | — | 1025<br>A.<br>1200<br>A. | 14,4  | — | — | — | — | — | 55<br>S. | — | 50<br>S. | 17<br>S. | 598,650,— | dienst.      | 52 | 5 | gunstig. | gunstig.             | — |
| Friso . . . . .  | 2 | id. | id.                            | 1912 | 52,5 | 8,5 | 28 | 540 | id.                                     | 6           | — | — | 1550<br>I.<br>1200<br>A. | 13,95 | — | — | — | — | — | 55<br>S. | — | 50<br>S. | 17<br>S. | 566 954,— | herstelling. | 52 | 5 | —        | in her-<br>stelling. | — |
| Gruno . . . . .  | 2 | id. | 1912<br>id.                    | 1913 | 52,5 | 8,5 | 28 | 540 | id.                                     | 6           | — | — | 1075<br>A.<br>1200<br>A. | 14,6  | — | — | — | — | — | 55<br>S. | — | 50<br>S. | 17<br>S. | 597 337,— | id.          | 52 | 4 | —        | id.                  | — |

## II. Ongepantserde schepen en vaartuigen.

## a. Kanonneer booten.

|                 |   |     |                                                        |      |      |     |      |     |                                                                                  |                       |   |   |           |     |    |     |     |     |      |   |   |   |   |             |         |    |    |          |          |                      |
|-----------------|---|-----|--------------------------------------------------------|------|------|-----|------|-----|----------------------------------------------------------------------------------|-----------------------|---|---|-----------|-----|----|-----|-----|-----|------|---|---|---|---|-------------|---------|----|----|----------|----------|----------------------|
| Braga . . . . . | 2 | IJ. | 1877<br>Delfshaven,<br>Christie, Nolet &<br>de Kuyper. | 1878 | 27,9 | 8,2 | 24,8 | 280 | kn. v. 12 c.M. n°. 3.<br>" " 3,7 " n°. 1.<br>" rev., v. 3,7 c.M.<br>mitrailleur. | 1<br>2<br>1<br>1<br>5 | — | — | 100<br>I. | 7,0 | 30 | 7,0 | 5,0 | 960 | 1200 | — | — | — | — | f 226 879,— | dienst. | 30 | 39 | gunstig. | gunstig. | in her-<br>stelling. |
| Freyr . . . . . | 2 | id. | 1877<br>id.                                            | 1877 | 27,9 | 8,2 | 24,0 | 280 | kn. v. 7,5 c.M. n°. 1. (1)<br>" " 3,7 " n°. 1.<br>" rev., v. 3,7 c.M.            | 1<br>2<br>1<br>4      | — | — | 115<br>I. | 7,4 | 30 | 7,0 | 5,0 | 960 | 1200 | — | — | — | — | 225 700,—   | id.     | 34 | 40 | id.      | id.      | bruik-<br>baar.      |

(1) Tijdelijk wordt later vervangen door een kn. v. 15 c.M. n°. 2.

| N A M E N<br>DER<br>S C H E P E N. | Aantal schroeven. | Samenstelling. (1) | Op stapel gezet.                                                                    | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Waterverplaatsing in<br>tonnen. | Geschut.                                                             |                       | Torpedo-<br>inrichtingen.                    |           | Machinevermogen in<br>P.K. (5) | Vaart. (6) | Brandstofbeerg ruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordeel<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totalen brand-<br>stofvoorraad<br>bij de<br>vaart van |                                | Pantser in millimeters. |      |       |                  | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Bemannng.<br>Levensduur sedert de<br>te waterlating. | Toestand van |          |          | Aanteekeningen. |                                                         |
|------------------------------------|-------------------|--------------------|-------------------------------------------------------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|---------------------------------|----------------------------------------------------------------------|-----------------------|----------------------------------------------|-----------|--------------------------------|------------|----------------------------------------------|----------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------|-------------------------|------|-------|------------------|-----------------------------------------------------------------|------------------------------------------|------------------------------------------------------|--------------|----------|----------|-----------------|---------------------------------------------------------|
|                                    |                   |                    |                                                                                     |                     |                           |                            |                                                |                                 | Soorten.                                                             | Aantal stukken.       | Lanceerbuizen.                               | Kanonnen. |                                |            |                                              |                                        |                                          | Gordel.                                                                                          | Geschutturens<br>of barbetten. | Commando-<br>toren.     | Dek. | romp. | werk-<br>tuigen. |                                                                 |                                          |                                                      | ketels.      |          |          |                 |                                                         |
|                                    |                   |                    |                                                                                     |                     |                           |                            |                                                |                                 |                                                                      |                       |                                              |           |                                |            |                                              |                                        |                                          |                                                                                                  |                                |                         |      |       |                  |                                                                 |                                          |                                                      |              |          |          |                 |                                                         |
| 1.                                 | 2.                | 3.                 | 4.                                                                                  | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                              | 10.                                                                  | 11.                   | 12.                                          | 13.       | 14.                            | 15.        | 16.                                          | 17.                                    | 18.                                      | Kol. 17.<br>19.                                                                                  | Kol. 18.<br>20.                | 21.                     | 22.  | 23.   | 24.              | 25.                                                             | 26.                                      | 27.                                                  | 28.          | 29.      | 30.      | 31.             | 32.                                                     |
| Hefring . . . . .                  | 2                 | IJ.                | 1879<br>Fijenoord,<br>Ned. Stoomboot-<br>maatschappij.                              | 1879                | 28,0                      | 8,2                        | 24,8                                           | 270                             | kn. v. 12 c.M. n°. 1.<br>" " 3,7 " rev., v. 3,7 c.M.<br>mitrailleur. | 1<br>2<br>1<br>1<br>5 | —                                            | —         | 170<br>l.                      | 8,3        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | f 218 750,—                                                     | dienst.                                  | 30                                                   | 38           | gunstig. | gunstig. | gunstig.        |                                                         |
| Njord . . . . .                    | 2                 | id.                | 1877<br>Delfshaven,<br>Christie, Nolet &<br>de Kuyper.                              | 1878                | 27,9                      | 8,2                        | 24,8                                           | 270                             | kn. v. 15 c.M. n°. 2.<br>" " 3,7 " rev., v. 3,7 c.M.                 | 1<br>2<br>1<br>4      | —                                            | —         | 125<br>l.                      | 7,6        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | 226 879,—                                                       | id.                                      | 34                                                   | 39           | id.      | id.      | bruik-<br>baar. |                                                         |
| Thor . . . . .                     | 2                 | id.                | 1876<br>id.                                                                         | 1877                | 27,9                      | 8,2                        | 24,0                                           | 280                             | kn. v. 7,5 c.M. n°. 1. (1)<br>" " 3,7 " rev., v. 3,7 c.M.            | 1<br>2<br>1<br>4      | —                                            | —         | 100<br>l.                      | —          | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | 225 750,—                                                       | id.                                      | 34                                                   | 40           | id.      | id.      | gunstig.        |                                                         |
| Tijr. . . . .                      | 2                 | id.                | 1877<br>id.                                                                         | 1878                | 27,9                      | 8,2                        | 24,0                                           | 280                             | kn. v. 15 c.M. n°. 2.<br>" " 3,7 " rev., v. 3,7 c.M.                 | 1<br>2<br>1<br>4      | —                                            | —         | 120<br>l.                      | 7,5        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 120                            | —                       | —    | —     | —                | —                                                               | id.                                      | 34                                                   | 39           | id.      | id.      | bruik-<br>baar. |                                                         |
| Wodan. . . . .                     | 2                 | id.                | 1876<br>Delfshaven,<br>Christie, Nolet &<br>de Kuyper.                              | 1877                | 27,9                      | 8,2                        | 24,0                                           | 280                             | kn. v. 12 c.M. n°. 1.<br>" " 3,7 " rev., v. 3,7 c.M.<br>mitrailleur. | 1<br>2<br>1<br>1<br>5 | —                                            | —         | 135<br>l.                      | 7,5        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | 225 750,—                                                       | herstelling.                             | 30                                                   | 40           | id.      | id.      | bruik-<br>baar. |                                                         |
| b. Mijnen leggers.                 |                   |                    |                                                                                     |                     |                           |                            |                                                |                                 |                                                                      |                       |                                              |           |                                |            |                                              |                                        |                                          |                                                                                                  |                                |                         |      |       |                  |                                                                 |                                          |                                                      |              |          |          |                 |                                                         |
| Medusa . . . . .                   | 2                 | S.                 | 1910<br>Amsterdam,<br>Rijkswerf.                                                    | 1911                | 49,7                      | 9,0                        | 27,5                                           | 670                             | kn. v. 7,5 c.M. s. aut.<br>n°. 2.<br>k.n. v. 3,7 c.M.                | 3<br>1<br>4           | Dubbele<br>lanceerinrichting<br>voor mijnen. |           | 926<br>l.<br>800               | 12,13      | 72                                           | 10,5                                   | 6,0                                      | 950                                                                                              | 1440                           | —                       | —    | —     | —                | f 366 632,—                                                     | dienst.                                  | 53                                                   | 6            | gunstig. | gunstig. | gunstig.        |                                                         |
| Hydra . . . . .                    | 2                 | id.                | 1910<br>id.                                                                         | 1911                | 49,7                      | 9,0                        | 27,5                                           | 670                             | id                                                                   | 4                     | id.                                          |           | 914<br>l.<br>800               | 12,22      | 72                                           | 10,5                                   | 6,0                                      | 950                                                                                              | 1440                           | —                       | —    | —     | —                | 367 119,—                                                       | id.                                      | 53                                                   | 6            | id.      | id.      | id.             |                                                         |
| Balder . . . . .                   | 2                 | IJ.                | 1878<br>Delfshaven,<br>Christie, Nolet &<br>de Kuyper.                              | 1878                | 27,8                      | 8,2                        | 27,5                                           | 270                             | kn. v. 5 c.M. s. aut.                                                | 2                     | id.                                          |           | 120<br>l.                      | 7,5        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | —                                                               | dienst.                                  | 36                                                   | 39           | id.      | id.      | id.             |                                                         |
| Hadda. . . . .                     | 2                 | id.                | 1879<br>Amsterdam.<br>Koninklijke<br>Fabriek van stoom-<br>en andere<br>werktuigen. | 1879                | 27,8                      | 8,2                        | 27,5                                           | 270                             | id.                                                                  | 2                     | id.                                          |           | 160<br>l.                      | 7,6        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | —                                                               | dienst.                                  | 36                                                   | 38           | id.      | id.      | id.             |                                                         |
| Vidar . . . . .                    | 2                 | id.                | 1878<br>Fijenoord,<br>Ned. Stoomboot-<br>maatschappij.                              | 1879                | 27,8                      | 8,2                        | 25,0                                           | 280                             | kn. v. 3,7 c.M.                                                      | 2                     | id.                                          |           | 170<br>l.                      | 7,7        | 30                                           | 7,0                                    | 5,0                                      | 960                                                                                              | 1200                           | —                       | —    | —     | —                | —                                                               | id.                                      | 36                                                   | 38           | id.      | id.      | id.             |                                                         |
| Triton. . . . .                    | 1                 | S.                 | 1906<br>North Shields.                                                              | 1906                | 36,7                      | 6,5                        | —                                              | —                               | id.                                                                  | 2                     | id.                                          |           | —                              | —          | ± 140                                        | —                                      | —                                        | —                                                                                                | —                              | —                       | —    | —     | —                | 94 484,—                                                        | id.                                      | 34                                                   | 12           | —        | id.      | id.             |                                                         |
| Vulcanus. . . . .                  | 1                 | id.                | —                                                                                   | —                   | —                         | —                          | —                                              | —                               | id.                                                                  | 2                     | id.                                          |           | —                              | —          | —                                            | —                                      | —                                        | —                                                                                                | —                              | —                       | —    | —     | —                | —                                                               | id.                                      | 34                                                   | —            | —        | id.      | id.             |                                                         |
| Das. . . . .                       | 2                 | id.                | 1875<br>Amsterdam,<br>Kon. Fabriek<br>van Stoom- en<br>andere werktuigen.           | 1876                | 25,86                     | 7,7                        | 22                                             | 210                             | id.                                                                  | 2                     | id.                                          |           | —                              | —          | 18                                           | 7,0                                    | 5,0                                      | —                                                                                                | —                              | —                       | —    | —     | —                | —                                                               | id.                                      | 33                                                   | 42           | —        | id.      | bruik-<br>baar. |                                                         |
| Havik. . . . .                     | 2                 | id.                | 1873<br>Amsterdam,<br>Rijkswerf.                                                    | 1874                | 25,91                     | 7,78                       | 22                                             | 210                             | id.                                                                  | 2                     | id.                                          |           | —                              | —          | 18                                           | 6,5                                    | 5,0                                      | —                                                                                                | —                              | —                       | —    | —     | —                | —                                                               | id.                                      | 30                                                   | 44           | —        | id.      | gunstig.        |                                                         |
| c. Torpedo bootjagers.             |                   |                    |                                                                                     |                     |                           |                            |                                                |                                 |                                                                      |                       |                                              |           |                                |            |                                              |                                        |                                          |                                                                                                  |                                |                         |      |       |                  |                                                                 |                                          |                                                      |              |          |          |                 |                                                         |
| Wolf . . . . .                     | 2                 | S.                 | 1909<br>Vlissingen,<br>Koninklijke Maat-<br>schappij<br>„de Schelde”.               | 1910                | 70,1                      | 6,7                        | 20,4<br>(28,2)                                 | 510                             | kn. v. 7,5 c.M. s. aut.<br>n°. 2.<br>mitrailleur.                    | 4<br>4<br>8           | —                                            | 2         | 8230<br>l.<br>8025             | 30,1<br>30 | 120                                          | 20                                     | 8,5                                      | 670                                                                                              | 2360                           | —                       | —    | —     | —                | f 925 510,—                                                     | dienst.                                  | 84 <sup>1)</sup>                                     | 7            | gunstig. | gunstig. | gunstig.        | <sup>1)</sup> Waarvan 44<br>inlandsche<br>schepelingen. |
| Fret . . . . .                     | 2                 | id.                | 1909<br>id.                                                                         | 1910                | 70,1                      | 6,7                        | 20,4<br>(28,2)                                 | 510                             | id.                                                                  | 8                     | —                                            | 2         | 8460<br>l.<br>8025             | 30         | 120                                          | 20                                     | 8,5                                      | 670                                                                                              | 2360                           | —                       | —    | —     | —                | 924 887,—                                                       | id.                                      | 84 <sup>1)</sup>                                     | 7            | id.      | id.      | id.             |                                                         |

(1) Tijdelijk, wordt later vervangen door een kn. v. 15 c.M. n°. 2.

| N A M E N<br>DER<br>S C H E P E N. | Aantal schroeven. | Samenstelling. (1) | Op stapel gezet.                                                                     | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Waterverplaatsing in<br>tonnen. | G e s c h u t.                                                 |                 | Torpedo-<br>inrichtingen. |           | Machinevermogen in<br>P.K. (5). | Vaart. (6). | Brandstofbergruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordelig<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totalen brand-<br>stofvoorraad<br>bij de<br>vaart van: |          | Pantser in millimeters. |                                |                     |      | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Bemannig.<br>Levensduur sedert de<br>te waterlating. | Toestand van |                  |                   | Aanteekeningen.   |                                                                                                     |
|------------------------------------|-------------------|--------------------|--------------------------------------------------------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|---------------------------------|----------------------------------------------------------------|-----------------|---------------------------|-----------|---------------------------------|-------------|--------------------------------------------|----------------------------------------|-------------------------------------------|---------------------------------------------------------------------------------------------------|----------|-------------------------|--------------------------------|---------------------|------|-----------------------------------------------------------------|------------------------------------------|------------------------------------------------------|--------------|------------------|-------------------|-------------------|-----------------------------------------------------------------------------------------------------|
|                                    |                   |                    |                                                                                      |                     |                           |                            |                                                |                                 | Soorten.                                                       | Aantal stukken. | Lanceerbulzen.            | Kanonnen. |                                 |             |                                            |                                        |                                           | Kol. 17.                                                                                          | Kol. 18. | Gordel.                 | Geschutturens<br>of barbetten. | Commando-<br>toren. | Dek. |                                                                 |                                          |                                                      | romp.        | werk-<br>tuigen. | ketels.           |                   |                                                                                                     |
|                                    |                   |                    |                                                                                      |                     |                           |                            |                                                |                                 |                                                                |                 |                           |           |                                 |             |                                            |                                        |                                           |                                                                                                   |          |                         |                                |                     |      |                                                                 |                                          |                                                      |              |                  |                   |                   |                                                                                                     |
| 1.                                 | 2.                | 3.                 | 4.                                                                                   | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                              | 10.                                                            | 11.             | 12.                       | 13.       | 14.                             | 15.         | 16.                                        | 17.                                    | 18.                                       | 19.                                                                                               | 20.      | 21.                     | 22.                            | 23.                 | 24.  | 25.                                                             | 26.                                      | 27.                                                  | 28.          | 29.              | 30.               | 31.               | 32.                                                                                                 |
| Bulhond . . . . .                  | 2                 | S.                 | 1910<br>id.                                                                          | 1911                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510                             | kn. v. 7,5 c.M. s. aut.<br>n <sup>o</sup> . 2.<br>mitrailleur. | 4<br>4<br>8     | —                         | 2         | 8550<br>I.<br>8300              | 30,3        | 120                                        | 20                                     | 8,5                                       | 670                                                                                               | 2360     | —                       | —                              | —                   | —    | f 872 950,—                                                     | reserve.                                 | 84 <sup>2)</sup>                                     | 6            | gunstig.         | gunstig.          | gunstig.          | <sup>1)</sup> Steenkolen<br>+ stookolie.<br><sup>2)</sup> Waarvan 44<br>inlandsche<br>schepelingen. |
| Jakhals . . . . .                  | 2                 | id.                | 1910<br>id.                                                                          | 1912                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510.                            | id.                                                            | 8               | —                         | 2         | 8540<br>I.<br>8300              | 30          | 120                                        | 20                                     | 8,5                                       | 670                                                                                               | 2360     | —                       | —                              | —                   | —    | 873 670,—                                                       | id.                                      | 84 <sup>2)</sup>                                     | 5            | id.              | id.               | id.               |                                                                                                     |
| Lynx . . . . .                     | 2                 | id.                | 1912<br>id.                                                                          | 1912                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510                             | id.                                                            | 8               | —                         | 2         | 9190<br>I.<br>8000              | 30,2        | 120 <sup>1)</sup><br>+ 12,5                | 20                                     | 8,5                                       | 750                                                                                               | 2700     | —                       | —                              | —                   | —    | 832 139,—                                                       | dienst.                                  | 84 <sup>2)</sup>                                     | 5            | id.              | id.               | id.               |                                                                                                     |
| Hermelijn . . . . .                | 2                 | id.                | 1912<br>id.                                                                          | 1912                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510                             | id.                                                            | 8               | —                         | 2         | 9500<br>I.<br>8500              | 30,3        | 120 <sup>1)</sup><br>+ 12,5                | 20                                     | 8,5                                       | 750                                                                                               | 2700     | —                       | —                              | —                   | —    | 830 050,—                                                       | id.                                      | 84 <sup>2)</sup>                                     | 5            | id.              | id.               | id.               |                                                                                                     |
| Vos. . . . .                       | 2                 | id.                | 1912<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1913                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510                             | kn. v. 7,5 c.M. s. aut.<br>n <sup>o</sup> . 3.<br>mitrailleur. | 4<br>4<br>8     | —                         | 2         | 8650<br>I.<br>8500              | 30          | 120 <sup>1)</sup><br>+ 12,5                | 20                                     | 8,5                                       | 750                                                                                               | 2700     | —                       | —                              | —                   | —    | 829 889,—                                                       | id.                                      | 84 <sup>2)</sup>                                     | 4            | id.              | id.               | id.               |                                                                                                     |
| Panter. . . . .                    | 2                 | id.                | 1912<br>id.                                                                          | 1913                | 70,1                      | 6,7                        | 20,6<br>(28,4)                                 | 510                             | id.                                                            | 8               | —                         | 2         | 8980<br>I.<br>8500              | 30,3        | 120 <sup>1)</sup><br>+ 12,5                | 20                                     | 8,5                                       | 750                                                                                               | 2700     | —                       | —                              | —                   | —    | 819 578,—                                                       | id.                                      | 84 <sup>2)</sup>                                     | 4            | id.              | id.               | id.               |                                                                                                     |
| d. Torpedo                         |                   |                    |                                                                                      |                     |                           |                            |                                                |                                 |                                                                |                 |                           |           |                                 |             |                                            |                                        |                                           |                                                                                                   |          |                         |                                |                     |      |                                                                 |                                          |                                                      |              |                  |                   |                   |                                                                                                     |
| Idjen . . . . .                    | 1                 | S.                 | 1888<br>Amsterdam,<br>Rijkswerf.                                                     | 1889                | 39,2                      | 4,0                        | 12,0<br>(19,0)                                 | 91                              | kn. v. 3,7 c.M.                                                | 2               | 1                         | 1         | 840<br>I                        | 20,6        | 13                                         | 16,0                                   | 8,0                                       | 350                                                                                               | 1400     | —                       | —                              | —                   | —    | f 164 868,—                                                     | dienst                                   | 16                                                   | 28           | gunstig.         | gunstig.          | bruik-<br>baar.   |                                                                                                     |
| Empong . . . . .                   | 1                 | id.                | 1887<br>Londen,<br>Yarrow & Co.                                                      | 1888                | 39,2                      | 4,0                        | 11,7<br>(18,9)                                 | 86                              | id.                                                            | 2               | 1                         | 1         | 1090<br>I.                      | 22,8        | 18                                         | 16,0                                   | 8,0                                       | 300                                                                                               | 1400     | —                       | —                              | —                   | —    | 156 600,—                                                       | id.                                      | 16                                                   | 29           | id.              | id.               | id.               |                                                                                                     |
| Makjan . . . . .                   | 1                 | id.                | 1889<br>Amsterdam,<br>Rijkswerf.                                                     | 1890                | 32,9                      | 4,2                        | 10,8<br>(17,2)                                 | 60                              | id.                                                            | 2               | 2                         | 1         | 790<br>I.                       | 20,7        | 12                                         | 16,0                                   | 8,0                                       | 200                                                                                               | 1000     | —                       | —                              | —                   | —    | 137 026,—                                                       | id.                                      | 13                                                   | 27           | id.              | id.               | id.               |                                                                                                     |
| Ophir . . . . .                    | 1                 | id.                | 1900<br>Londen,<br>Yarrow & Co.                                                      | 1901                | 46,5                      | 4,7                        | 12,8<br>(23,9)                                 | 143                             | kn. v. 5 c.M. n <sup>o</sup> . 2.                              | 2               | —                         | —         | 1740<br>I.<br>1900              | 25,4        | 40                                         | 20,0                                   | 8,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 297 352,—                                                       | reserve.                                 | 25                                                   | 16           | id.              | id.               | gunstig.          |                                                                                                     |
| Pangrango . . . . .                | 1                 | id.                | 1900<br>id.                                                                          | 1901                | id.                       | id.                        | 12,8<br>(23,9)                                 | 143                             | id.                                                            | 2               | —                         | 3         | 1880<br>I.<br>1900              | 26          | 40                                         | 20,0                                   | 8,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 296 824,—                                                       | dienst.                                  | 25                                                   | 16           | id.              | id.               | id.               |                                                                                                     |
| Rindjani . . . . .                 | 1                 | id.                | 1900<br>Londen,<br>Yarrow & Co.                                                      | 1901                | id.                       | id.                        | 12,8<br>(23,9)                                 | 143                             | id.                                                            | 2               | —                         | 3         | 1970<br>I.<br>1900              | 26,3        | 40                                         | 20,0                                   | 8,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 300 387,—                                                       | id.                                      | 25                                                   | 16           | id.              | id.               | id.               |                                                                                                     |
| Smeroe . . . . .                   | 1                 | id.                | 1901<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1903                | id.                       | id.                        | 12,8<br>(23,9)                                 | 144                             | id.                                                            | 2               | —                         | 3         | 1930<br>I.<br>+ 1900            | 24,6        | 40                                         | 20,0                                   | 8,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 271 663,—                                                       | reserve.                                 | 25                                                   | 14           | id.              | id.               | id.               |                                                                                                     |
| Tangka . . . . .                   | 1                 | id.                | 1901<br>id.                                                                          | 1903                | id.                       | id.                        | id.                                            | id.                             | id.                                                            | 2               | —                         | 3         | 1900<br>I.<br>+ 1900            | 25,6        | 40                                         | 20,0                                   | 8,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 273 869,—                                                       | dienst.                                  | 25                                                   | 14           | id.              | id.               | id.               |                                                                                                     |
| Wajang . . . . .                   | 1                 | id.                | 1901<br>id.                                                                          | 1903                | id.                       | id.                        | id.                                            | id.                             | id.                                                            | 2               | —                         | 3         | 1980<br>I.<br>1900              | 24,7        | 40                                         | 20,0                                   | 9,0                                       | 530                                                                                               | 1630     | —                       | —                              | —                   | —    | 269 926,—                                                       | reserve.                                 | 25                                                   | 14           | id.              | id.               | id.               |                                                                                                     |
| G <sup>1</sup> (Johan van Brakel)  | 1                 | id.                | 1903<br>Vlissingen,<br>Koninklijke Maat-<br>schappij<br>„de Schelde”.                | 1904                | id.                       | id.                        | id.                                            | id.                             | id.                                                            | 2               | —                         | 3         | 2090<br>I.<br>1900              | 25,3        | 30                                         | 20,0                                   | 8,0                                       | 400                                                                                               | 1230     | —                       | —                              | —                   | —    | 265 492,—                                                       | herstelling.                             | 25                                                   | 13           | id.              | herstel-<br>ling. | herstel-<br>ling. |                                                                                                     |

| N A M E N<br>DER<br>S C H E P E N.                    | Aantal schroeven. | Samenstelling. (1) | Op stapel gezet.                                                                     | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Waterverplaatsing in<br>tonnen. | Geschut.                           |                 | Torpedo-<br>inrichtingen. |           | Machinevermogen<br>in P. K. (5) | Vaart. (6) | Brandstofbegruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordeel<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totaal brand-<br>stofvoorraad<br>bij de<br>vaart van: |          | Pantser in millimeters. |                                |                     |      | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Bemannig.<br>Levensduur sedert de<br>tewaterlating. | Toestand van |                  |          | Aanteekeningen. |     |
|-------------------------------------------------------|-------------------|--------------------|--------------------------------------------------------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|---------------------------------|------------------------------------|-----------------|---------------------------|-----------|---------------------------------|------------|-------------------------------------------|----------------------------------------|------------------------------------------|--------------------------------------------------------------------------------------------------|----------|-------------------------|--------------------------------|---------------------|------|-----------------------------------------------------------------|------------------------------------------|-----------------------------------------------------|--------------|------------------|----------|-----------------|-----|
|                                                       |                   |                    |                                                                                      |                     |                           |                            |                                                |                                 | Soorten.                           | Aantal stukken. | Lanceerbuizen.            | Kanonnen. |                                 |            |                                           |                                        |                                          | Kol. 17.                                                                                         | Kol. 18. | Gordel.                 | Geschutturens<br>of barbetten. | Commando-<br>toren. | Dek. |                                                                 |                                          |                                                     | romp.        | werk-<br>tuigen. | ketels.  |                 |     |
| 1.                                                    | 2.                | 3.                 | 4.                                                                                   | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                              | 10.                                | 11.             | 12.                       | 13.       | 14.                             | 15.        | 16.                                       | 17.                                    | 18.                                      | 19.                                                                                              | 20.      | 21.                     | 22.                            | 23.                 | 24.  | 25.                                                             | 26.                                      | 27.                                                 | 28.          | 29.              | 30.      | 31.             | 32. |
| G <sup>2</sup> (Jan Danielszoon<br>van de Rijn). . .  | 1                 | S.                 | 1903<br>id.                                                                          | 1904                | 46,5                      | 4,7                        | 12,5<br>(23,7)                                 | 140                             | kn. v. 5 c.M. n <sup>o</sup> . 2.  | 2               | —                         | 3         | 1990<br>I.<br>1900              | 25,2       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 264 874,—                                                       | reserve.                                 | 25                                                  | 13           | gunstig.         | gunstig. | gunstig.        |     |
| G <sup>3</sup> (Meyndert Jentjes)                     | 1                 | id.                | 1903<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1904                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2070<br>I.<br>1900              | 24,8       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 276 337,—                                                       | dienst.                                  | 25                                                  | 13           | id.              | id.      | id.             |     |
| G <sup>4</sup> (Willem Willemsze)                     | 1                 | id.                | 1903<br>id.                                                                          | 1904                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2090<br>I.<br>1900              | 24,3       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 271 434,—                                                       | reserve.                                 | 25                                                  | 13           | id.              | id.      | id.             |     |
| G <sup>5</sup> (Roemer Vlaeg)                         | 1                 | id.                | 1905<br>id.                                                                          | 1906                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | 1                         | 2         | 2020<br>I.<br>1900              | 25,1       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 271 717,—                                                       | dienst.                                  | 25                                                  | 11           | id.              | id.      | id.             |     |
| G <sup>6</sup> (Pieter Constant).                     | 1                 | id.                | 1905<br>id.                                                                          | 1906                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | 1                         | 2         | 2060<br>I.<br>1900              | 25,1       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 273 343,—                                                       | id.                                      | 25                                                  | 11           | id.              | id.      | id.             |     |
| G <sup>7</sup> (Jacob Cleydijck)                      | 1                 | id.                | 1905<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1906                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | 1                         | 2         | 2130<br>I.<br>1900              | 23,7       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 263 003,—                                                       | id.                                      | 25                                                  | 11           | id.              | id.      | id.             |     |
| G <sup>8</sup> (Cornelis Janssen<br>de Haan). . . . . | 1                 | id.                | 1905<br>id.                                                                          | 1906                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | 1                         | 2         | 2160<br>I.<br>1900              | 24,2       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 264 989,—                                                       | id.                                      | 25                                                  | 11           | id.              | id.      | id.             |     |
| G <sup>9</sup> . . . . .                              | 1                 | id.                | 1907<br>id.                                                                          | 1908                | id.                       | id.                        | id.                                            | 141                             | id.                                | 2               | —                         | 3         | 1970<br>I.<br>1900              | 24,9       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 279 178,—                                                       | id.                                      | 25                                                  | 9            | id.              | id.      | id.             |     |
| G <sup>10</sup> . . . . .                             | 1                 | id.                | 1907<br>id.                                                                          | 1908                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2130<br>I.<br>1900              | 24,6       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 277 729,—                                                       | reserve.                                 | 25                                                  | 9            | id.              | id.      | id.             |     |
| G <sup>11</sup> . . . . .                             | 1                 | id.                | 1907<br>id.                                                                          | 1908                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2010<br>I.<br>1900              | 24,3       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 272 361,—                                                       | id.                                      | 25                                                  | 9            | id.              | id.      | id.             |     |
| G <sup>12</sup> . . . . .                             | 1                 | id.                | 1907<br>id.                                                                          | 1908                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2160<br>I.<br>1900              | 24,6       | 30                                        | 20,0                                   | 8,0                                      | 400                                                                                              | 1230     | —                       | —                              | —                   | —    | 274 119,—                                                       | dienst.                                  | 25                                                  | 9            | id.              | id.      | id.             |     |
| G <sup>13</sup> . . . . .                             | 1                 | id.                | 1912<br>Vlissingen,<br>Koninklijke<br>Maatschappij<br>„de Schelde”.                  | 1913                | 49,5                      | 5,2                        | 14,1                                           | 180                             | kn. v. 7,5 c.M. n <sup>o</sup> . 4 | 2               | —                         | 3         | 3021<br>I.<br>2600              | 26,2       | 42                                        | —                                      | —                                        | —                                                                                                | —        | —                       | —                              | —                   | —    | 334 560,—                                                       | id.                                      | 27                                                  | 4            | id.              | id.      | id.             |     |
| G <sup>14</sup> . . . . .                             | 1                 | id.                | 1912<br>id.                                                                          | 1913                | id.                       | id.                        | id.                                            | id.                             | id.                                | —               | —                         | 3         | 3059<br>I.<br>2600              | 26,6       | 42                                        | —                                      | —                                        | —                                                                                                | —        | —                       | —                              | —                   | —    | 334 590,—                                                       | id.                                      | 27                                                  | 4            | id.              | id.      | id.             |     |
| G <sup>15</sup> . . . . .                             | 1                 | id.                | 1912<br>Rotterdam,<br>Maatschappij<br>voor Scheeps- en<br>Werktuigbouw<br>Fijenoord. | 1914                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 3064<br>I.<br>2600              | 26,0       | 42                                        | —                                      | —                                        | —                                                                                                | —        | —                       | —                              | —                   | —    | 322 854,—                                                       | id.                                      | 27                                                  | 3            | id.              | id.      | id.             |     |
| G <sup>16</sup> . . . . .                             | 1                 | id.                | 1912<br>id.                                                                          | 1914                | id.                       | id.                        | id.                                            | id.                             | id.                                | 2               | —                         | 3         | 2871<br>I.<br>2600              | 25,07      | 42                                        | —                                      | —                                        | —                                                                                                | —        | —                       | —                              | —                   | —    | 322 172,—                                                       | id.                                      | 27                                                  | 3            | id.              | id.      | id.             |     |

| NAMEN<br>DER<br>SCEPEN.                    | Aantal schroeven. | Samenstelling. (1) | Op stapel gezet.                                                            | Te water gelaten in | Grootste lengte in M. (2) | Grootste breedte in M. (3) | Grootste diepgang in zee-<br>water in d.M. (4) | Watersverplaatsing in<br>tonnen. | Geschut.                               |                 | Torpedo-<br>inrichtingen. |           | Machinevermogen<br>in P.K. (5)     | Vaut. (6) |
|--------------------------------------------|-------------------|--------------------|-----------------------------------------------------------------------------|---------------------|---------------------------|----------------------------|------------------------------------------------|----------------------------------|----------------------------------------|-----------------|---------------------------|-----------|------------------------------------|-----------|
|                                            |                   |                    |                                                                             |                     |                           |                            |                                                |                                  | Soorten.                               | Aantal stukken. | Lanceerbuizen.            | Kanonnen. |                                    |           |
| 1.                                         | 2.                | 3.                 | 4.                                                                          | 5.                  | 6.                        | 7.                         | 8.                                             | 9.                               | 10.                                    | 11.             | 12.                       | 13.       | 14.                                | 15.       |
| Z <sup>1</sup> . . . . .                   | 2                 | S.                 | Amsterdam<br>Nederl. Scheepsb.<br>Maatschappij.                             | 1916                | 61,3                      | 6,3                        | —                                              | ± 322                            | kn. v. 7,5 c.M. n°. 4.<br>mitrailleur. | 2<br>2          | —                         | 4         | —                                  | —         |
| Z <sup>2</sup> . . . . .                   | 2                 | id.                |                                                                             | —                   | id.                       | id.                        | —                                              | id.                              | id.                                    | 4               | —                         | 4         | —                                  | —         |
| Z <sup>3</sup> . . . . .                   | 2                 | id.                |                                                                             | 1917                | id.                       | id.                        | —                                              | id.                              | id.                                    | 4               | —                         | 4         | —                                  | —         |
| Z <sup>4</sup> . . . . .                   | 2                 | id.                |                                                                             | 1917                | id.                       | id.                        | —                                              | id.                              | id.                                    | 4               | —                         | 4         | —                                  | —         |
| Z <sup>5</sup> . . . . .                   | 2                 | id.                | 1914<br>Vlissingen,<br>Koninkl. Maatsch.<br>„de Schelde.”                   | 1915                | 58,5                      | 6,0                        | 16,6                                           | ± 310                            | id.                                    | 4               | —                         | 4         | —                                  | —         |
| Z <sup>6</sup> . . . . .                   | 2                 | id.                |                                                                             | 1915                | id.                       | id.                        | id.                                            | id.                              | id.                                    | 4               | —                         | 4         | —                                  | —         |
| Z <sup>7</sup> . . . . .                   | 2                 | id.                | 1914<br>Rotterdam,<br>Maatsch. v. Scheeps-<br>en Werktuigbouw<br>Fijenoord. | 1915                | id.                       | id.                        | id.                                            | id.                              | id.                                    | 4               | —                         | 4         | 5616<br>I.<br>5500                 | 27,0      |
| Z <sup>8</sup> . . . . .                   | 2                 | id.                |                                                                             | 1915                | id.                       | id.                        | id.                                            | id.                              | id.                                    | 4               | —                         | 4         | 5723<br>I.<br>5500                 | 27,35     |
| Michiel Gardeyn . .<br>(K <sup>o</sup> )   | 1                 | id.                | 1904<br>id.                                                                 | 1905                | 30,0                      | 3,6                        | 10,3<br>(17,3)                                 | 48                               | kn. v. 3,7 c.M.                        | 2               | 1                         | 1         | 580<br>I.<br>450<br>min-<br>stens. | 18,5      |
| Christiaan Cornelis .<br>(K <sup>o</sup> ) | 1                 | id.                | 1904<br>id.                                                                 | 1905                | 30,0                      | 3,6                        | id.                                            | id.                              | id.                                    | 2               | 1                         | 1         | 590<br>I.<br>450<br>min-<br>stens. | 19,0      |
| Willem Warmont . .<br>(K <sup>o</sup> )    | 1                 | id.                | 1904<br>id.                                                                 | 1905                | 30,0                      | 3,6                        | id.                                            | id.                              | id.                                    | 2               | 1                         | 1         | 570<br>I.<br>450<br>min-<br>stens. | 18,6      |

## e. Onderzee

De Koninklijke Marine bezit thans 9 onderzee-

## III. Schepen en vaartuigen

## a. Schoeners voor politie

|                   |   |     |                                    |      |      |     |      |     |                 |   |   |   |           |      |
|-------------------|---|-----|------------------------------------|------|------|-----|------|-----|-----------------|---|---|---|-----------|------|
| Zeehond . . . . . | 1 | S.  | 1891.<br>Amsterdam,<br>Rijkswerf.  | 1892 | 51,4 | 8,6 | 41,7 | 720 | kn. v. 3,7 c.M. | 2 | — | — | 660<br>I. | 11,0 |
| Dolfijn. . . . .  | 1 | id. | 1886<br>Maatschappij<br>„de Maas”. | 1889 | 41,7 | 6,6 | 30,4 | 290 | id.             | 2 | — | — | 390<br>I. | 10,7 |

## Bijlage A.

(Staatsbegroting voor het dienstjaar 1918. 2. VI. 5—6.)

## Tweede Kamer.

| Brandstofbergruimte<br>in M <sup>3</sup> . | Grootste vol te houden<br>dienstvaart. | Vaart bij voordeelig<br>brandstofverbruik. | Af te leggen<br>weg in<br>zeemijlen met<br>totalen brand-<br>stofvoorraad<br>bij de<br>vaart van: |          | Pantser in millimeters |                                 |                     |      | Prijs van<br>het schip bij<br>eerste<br>uitrusting<br>voor zee. | Bevindt<br>zich op<br>1 Juli 1917<br>in: | Bemanning.<br>Levensduur sedert de<br>tewaterlating. | Toestand van: |                  |          | Aanteekeningen. |     |
|--------------------------------------------|----------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------|----------|------------------------|---------------------------------|---------------------|------|-----------------------------------------------------------------|------------------------------------------|------------------------------------------------------|---------------|------------------|----------|-----------------|-----|
|                                            |                                        |                                            | Kol. 17.                                                                                          | Kol. 18. | Gordel.                | Geschutstorens<br>of barbetten. | Commando-<br>toren. | Dek. |                                                                 |                                          |                                                      | romp.         | werk-<br>tuigen. | ketels.  |                 |     |
|                                            |                                        |                                            |                                                                                                   |          |                        |                                 |                     |      |                                                                 |                                          |                                                      |               |                  |          |                 |     |
| 16.                                        | 17.                                    | 18.                                        | 19.                                                                                               | 20.      | 21.                    | 22.                             | 23.                 | 24.  | 25.                                                             | 26.                                      | 27.                                                  | 28.           | 29.              | 30.      | 31.             | 32. |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | aanbouw.                                 | 39                                                   | 1             | —                | —        | —               |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | —             | —                | —        | —               |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | —             | —                | —        | —               |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | —             | —                | —        | —               |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | dienst.                                  | 39                                                   | 2             | —                | gunstig. | gunstig.        |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | 2             | —                | id.      | id.             |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | 2             | —                | id.      | id.             |     |
| —                                          | —                                      | —                                          | —                                                                                                 | —        | —                      | —                               | —                   | —    | —                                                               | id.                                      | 39                                                   | 2             | —                | id.      | id.             |     |
| 5                                          | 15,0                                   | 9,0                                        | 160                                                                                               | 500      | —                      | —                               | —                   | —    | f 98 333,—                                                      | id.                                      | 12                                                   | 12            | gunstig.         | id.      | id.             |     |
| 5                                          | 15,0                                   | 9,0                                        | 160                                                                                               | 500      | —                      | —                               | —                   | —    | 101 194,—                                                       | id.                                      | 12                                                   | 12            | id.              | id.      | id.             |     |
| 5                                          | 15,0                                   | 9,0                                        | 160                                                                                               | 500      | —                      | —                               | —                   | —    | 99 690,—                                                        | id.                                      | 12                                                   | 12            | id.              | id.      | id.             |     |

## booten.

booten, waaronder 1 onderzeebootmijnenlegger.

bestemd voor bijzondere diensten.

## toezicht op de visscherij.

|    |     |     |      |      |   |   |   |   |             |          |    |    |          |          |          |
|----|-----|-----|------|------|---|---|---|---|-------------|----------|----|----|----------|----------|----------|
| 78 | 9,5 | 6,0 | 1500 | 2500 | — | — | — | — | f 383 522,— | reserve. | 72 | 25 | gunstig. | gunstig. | gunstig. |
| 29 | 9,0 | 6,0 | 1600 | 2500 | — | — | — | — | 115 743,—   | dienst.  | 42 | 28 | id.      | id.      | id.      |

### b. Opnemingsvaartuigen.

Voor militair-hydrographische werkzaamheden: *Hydrograaf*, waterverplaatsing 300 ton; diepgang 19,0 d.M.; dienstvaart 9 mijl  
*Geep, Raaf*, (ontw. kn. booten) waterverplaatsing 200 ton; diepgang 22 d.M.; dienstvaart 7 mijl.

### c. Depotschepen.

*Vali* (depotschip voor onderzeebooten) 1 3,7 c.M.; *Ulfr* (brandstoftankschip voor pantserbooten).  
*Cornelis Drebbel* (depotschip voor onderzeebooten) 1 3,7 c.M.

### d. Instructie-, logement- en wachtschepen.

Adelborsten: . . . . *Ever*, ontw. kn. bt.; waterverplaatsing 210 ton; diepgang 22 d.M.; dienstvaart 7 mijl.

Marine-reserve: . . . . *Atjeh* (ontw. fregat). (1 7,5 c.M. n<sup>o</sup>. 1). 1 3,7 c.M.)

Adspirant-machinisten: . *Bonaire*, waaraan toegevoegd *Bulgia* (ontw. kn. boot) waterverplaatsing 200 ton; diepgang 22 d.M.; dienstvaart 7 mijl, en *Fret* (ontw. kn. boot).

Korporaals-konstabel en

kanonniers: . . . . *Bellona* (stoomschip) 1 12 c.M. n<sup>o</sup>. 1, 2 7,5 c.M. n<sup>o</sup>. 2, 1 7,5 c.M. s.-aut. n<sup>o</sup>. 1, 2 5 c.M. n<sup>o</sup>. 1, 6 3,7 c.M., 2 kn. rev., 3,7 c.M., 1 mr. 7,5 c.M. A., 1 mitrailleur, waterverplaatsing 980 ton; diepgang 38 d.M.; dienstvaart 8 mijl. *Spericer* (kn. boot), 1 7,5 c.M. n<sup>o</sup>. 2, 3 3,7 c.M., 1 mitrailleur; waterverplaatsing 210 ton diepgang 22 d.M.; dienstvaart 7 mijl.

Werfdivisie: . . . . *van Speyk* (ontw. fregat) waaraan toegevoegd:

*Los* (ontw. kn. boot); waterverplaatsing 180 ton; diepgang 22 d.M.; dienstvaart 7 mijl.

Torpedisten: . . . . *Koningin Emma der Nederlanden* (ontw. fregat); *Schorpioen* (ontw. pantserschip); *Mercur* (torpedo-transportvaartuig); *Pijl* (communicatie-vaartuig); *Heimdall* (1 5 c.M. n<sup>o</sup>. 1) luchtstation te Hellevoetsluis.

Matrozen en jongens: . *van Galen* (ontw. fregat) tevens dd. wachtschip te Hellevoetsluis, waaraan toegevoegd *Buffel* (ontw. pantserschip) 2 7,5 c.M. n<sup>o</sup>. 1, en twee kotters; kanonneerb<sup>o</sup>ot n<sup>o</sup>. 3 (te Leiden); *Atjeh* (opleiding lichtmatrozen te Willemsoord, waaraan toegevoegd *Nautilus* (ontw. korvet).

Zeemiliciens: . . . . *Neptunus* (ontw. fregat).

Wachtschepen: . . . . *Adolf Hertog van Nassau* (Willemsoord); *van Galen* (Hellevoetsluis).

### e. Schepen en vaartuigen afgevoerd uit de sterkte en opgelegd in afwachting van nadere bestemming.

*Stier* (ontw. pantserschip); *Udur* (ontw. kn. boot).

*Castor* (brik); *Bever* (ontw. kn. boot).

*Jasper Leynsen* (ontw. torp. boot); waterverplaatsing 37 ton; diepgang 9,1 (15,2).

*Ardjoeno*

*Cycloop*

*Nobo*

} (ontw. torp. booten).