



DESTROYER
HNLMS KORTENAER

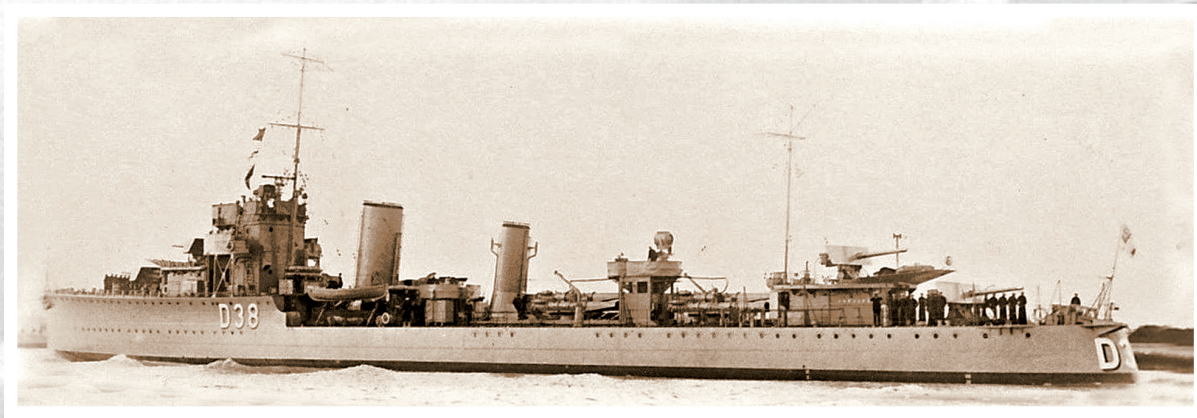
Designed by Yarrow, the ships of the Admiralen-class were a modified design of HMS *Ambuscade* from which they differed very little in specification. They did however differ in having funnels of equal section, the position of mainmast and equipment to meet Dutch requirements. These latter included the carrying of mines, a seaplane stowed above the after torpedo tubes and not having gun-shields in 'B' and 'Y' positions. Speed at deep load was 34 kts.

A pair was laid down each year -starting in 1925- in Netherlands yards. The main machinery was manufactured by Yarrow.

They had slightly less power, speed, and bunkerage than *Ambuscade*, but had a heavier light anti-aircraft armament and originally shipped a seaplane, which better suited them for an independent role when not working with the fleet.

HNLMS Kortenaer was the second destroyer of the first group.



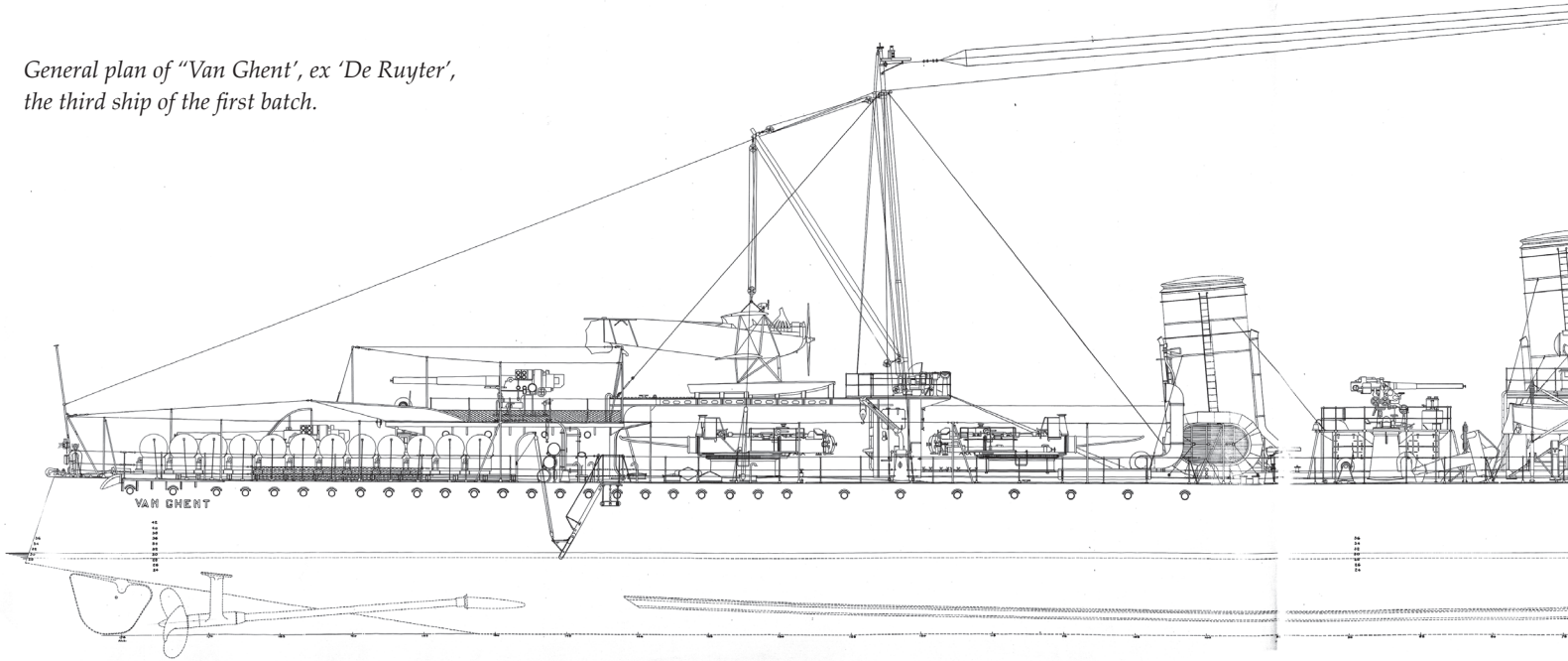


HMS Ambuscade was a British Royal Navy destroyer which served in the Second World War. She and her Thornycroft competitor, HMS Amazon, were prototypes designed to exploit advances in construction and machinery since World War I and formed the basis of Royal Navy destroyer evolution up to the Tribals of 1936.

She was launched at Yarrow on 15 January 1926, served in World War II, and was broken up at Troon in 1946.

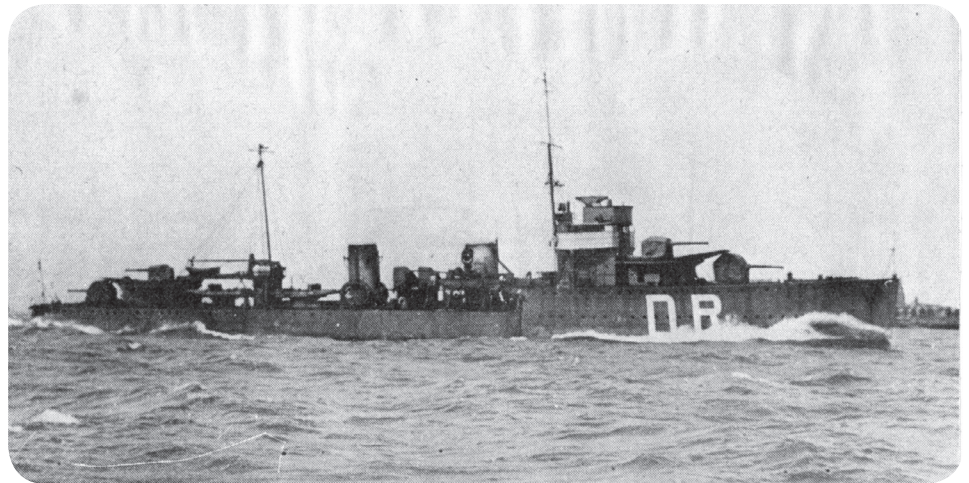


General plan of "Van Ghent", ex 'De Ruyter', the third ship of the first batch.



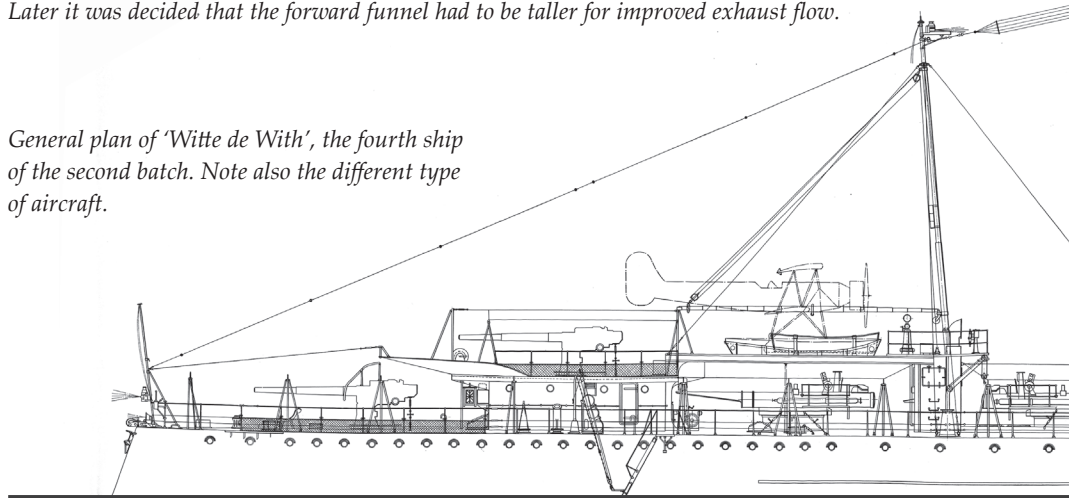
The mainmast was stepped between the torpedo tubes and was rigged with a derrick for handling the aircraft which was stowed on the light deck over the after bank of torpedo tubes. Later, however, the aircraft was landed and the deck used for the stowage of light boats. Only the fo'c'sle and quarterdeck guns had shields while both superimposed guns were open mountings.

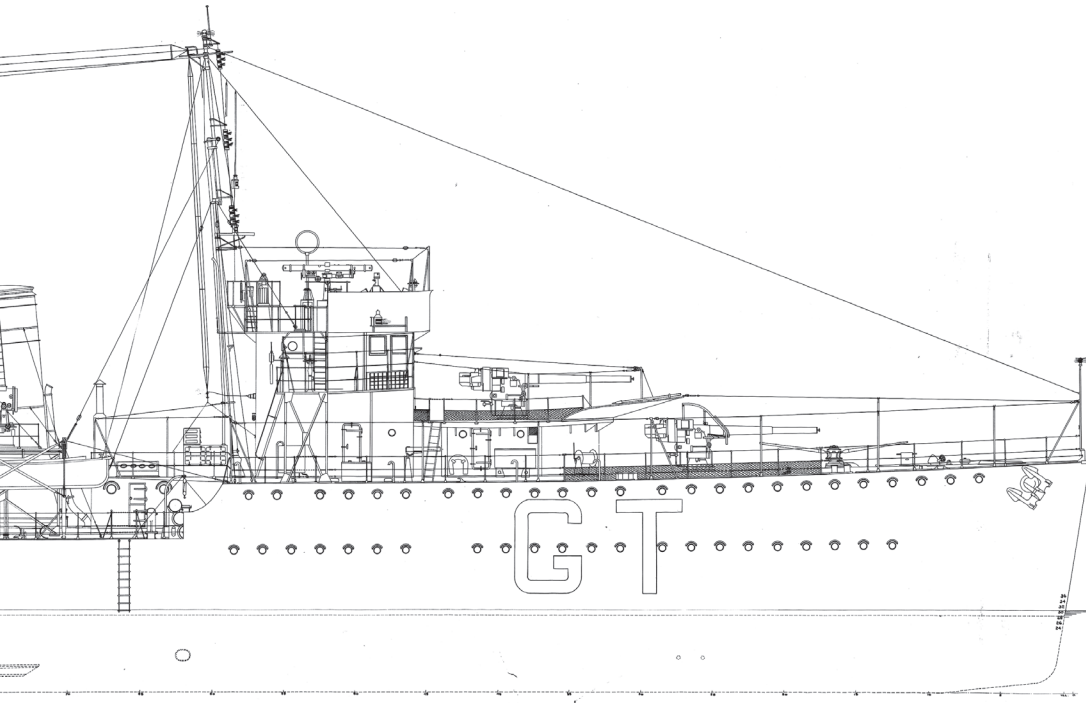
The four vessels of the first batch had two 3-inch anti aircraft guns between the funnels and the searchlights abreast the fore funnel, but the destroyers of the second batch had only a single 3-inch anti aircraft gun placed between the funnels together with the searchlights arranged in echelon, and the light anti aircraft armament was supplemented by the addition of two twin 40 mm mountings. In addition, the first batch were fitted for minelaying and the second batch for mine-sweeping, making them a versatile class for general purpose.



The last ship of the first group, 'De Ruyter' on trials. Note both funnels have the same height. Later it was decided that the forward funnel had to be taller for improved exhaust flow.

General plan of 'Witte de With', the fourth ship of the second batch. Note also the different type of aircraft.





Below: An ad taken from the 1927 edition of Jane Fighting Ships. That year the shipyard was building 3 destroyers (Evertsen, Kortenaer and Piet Hein). The company was founded in 1852, and after some investments building ships since 1910. Burgerhout's received in 1925 their first order from the navy, of what would be 5 destroyers of this class. When in 1929 the Great depression took place, it had a devastating impact on the yard. Beginning 1932 they were forced to close.

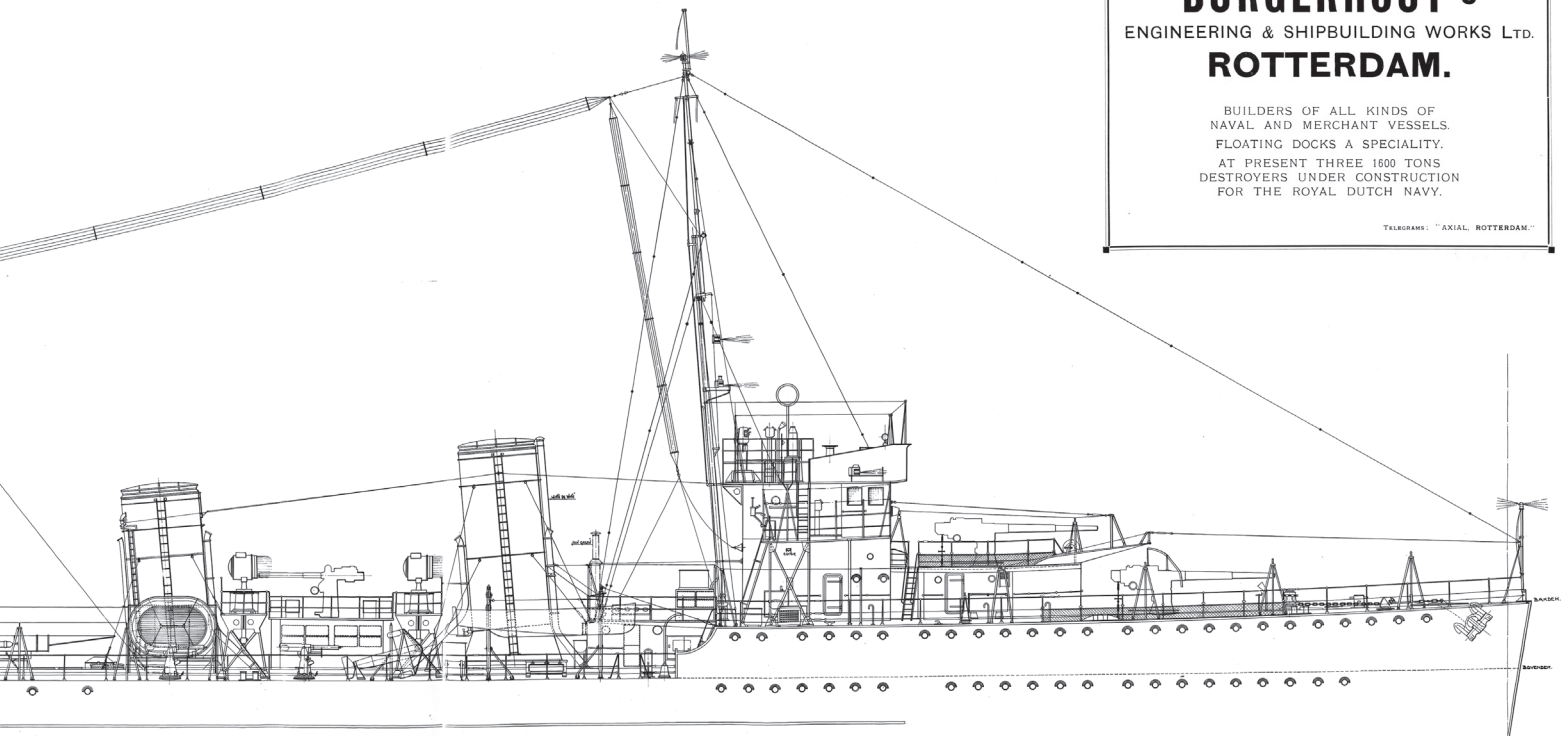
First batch: 1,310 tons	
EV	Evertsen
KN	Kortenaer
PH	Piet Hein
GT	Van Ghent (ex De Ruyter)

Second batch: 1,316 tons	
BK	Banckert
VG	Van Galen
VN	Van Nes
WW	Witte de With

BURGERHOUT'S
ENGINEERING & SHIPBUILDING WORKS LTD.
ROTTERDAM.

BUILDERS OF ALL KINDS OF NAVAL AND MERCHANT VESSELS. FLOATING DOCKS A SPECIALITY. AT PRESENT THREE 1600 TONS DESTROYERS UNDER CONSTRUCTION FOR THE ROYAL DUTCH NAVY.

TELEGRAMS: "AXIAL, ROTTERDAM."





Egbert Kortenaer

Also referred to by following names:

- Egbert Meeuwsz Kortenaer
- Egbert Meeuwzoon Kortenaar
- Egbert Meussen Cortenaer
- Egbert Bartholomeusz Kortenaer
- Egbert Meeuwsz Cortenaer

Kortenaer was born about 1605 in Groningen. His father was a soldier. Little is known about the youth of Kortenaer. His name appeared in a crew list of the Admiralty of the Maze of 1626, indicating that he served as a gunner on one of its ships. In 1636 he was imprisoned by the Dunkirk Privateers and bailed out later. The famous Admiral Maarten Harpertzoon Tromp appointed Kortenaer in 1643 as mate on his flagship *Aemilia*.

First Dutch War

In 1652, Kortenaer was first mate on the flagship *Brederode*. He went through most naval battles in the first Dutch War in the North Sea and The Channel, but also in the Mediterranean. The war between England and the Dutch Republic lasted from 29 May 1652 to 15 April 1654, ending with the Treaty of Westminster.

During the battle of Dungeness on 10 December 1652, he lost his left eye and was injured on his right hand. In the spring of 1653, he was promoted flag captain of Tromp.

When on 10 August 1653 Tromp was killed in the battle of Terheide, Kortenaer did not strike the Admirals flag. So the death of the Admiral remained unknown, preventing panic in the fleet; supporting the second in command, Admiral Witte de With.

As a reward for his bravery, he was temporarily appointed to command 17 ships to protect a convoy to the north. There was no opportunity to distinguish as Commodore, as the enemy was not met. Once returned he became "Board Assistant" for the new Lieutenant-Admiral of Holland and West Friesland, the Cavalry officer Jacob van Wassenaer Obdam. Many others had refused this, given the lack of seamanship of Van Wassenaer Obdam. Kortenaer fulfilled this function for six years, without any token of appreciation on the part of the Lieutenant-Admiral.



Battle of the Sound, painting by Peter van de Velde

Battle of the Sound

The naval Battle of the Sound took place on 8 November 1658 during the Second Northern War, near the Sound or Øresund, just north of the Danish capital, Copenhagen. Sweden had invaded Denmark and an army led by Charles X of Sweden had Copenhagen itself under siege. The Dutch fleet was sent to prevent Sweden from gaining control of both banks of the Sound and thereby controlling access to the Baltic Sea as well as of its trade.

The Dutch, under the command of Lieutenant-Admiral Van Wassenaer Obdam with Kortenaer as his flag captain, who had sailed to the Baltic in support of the Danish. During the battle the flagship *Brederode* ran aground, captured by Wismar and sank, killing admiral Witte de With. Kortenaer became his successor in 1659 but wasn't given command of the confederate Dutch fleet because he was a supporter of the House of Orange.

Battle of Lowestoft

In 1665 Kortenaer became Luitenant-Admiral of the Maze. That same year he took his battle fleet to sea to prevent a second English blockade after the first was broken off by the English for lack of supplies.

On 11 June Van Wassenaer sighted the English fleet but there was a calm and no battle could take place. The next day the wind started to blow - and from the east, giving Van Wassenaer the weather gage. However, he simply didn't attack, despite clear orders to do so under these conditions. Next morning the wind had turned to the west and now he approached the enemy fleet.

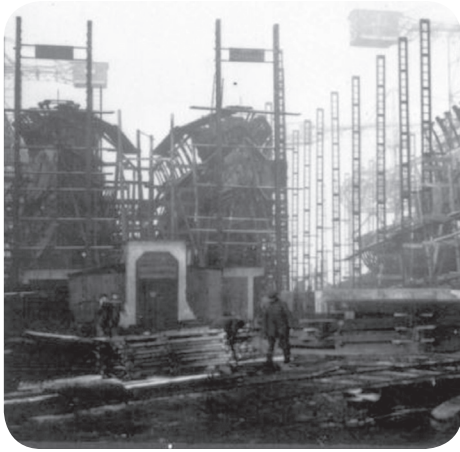
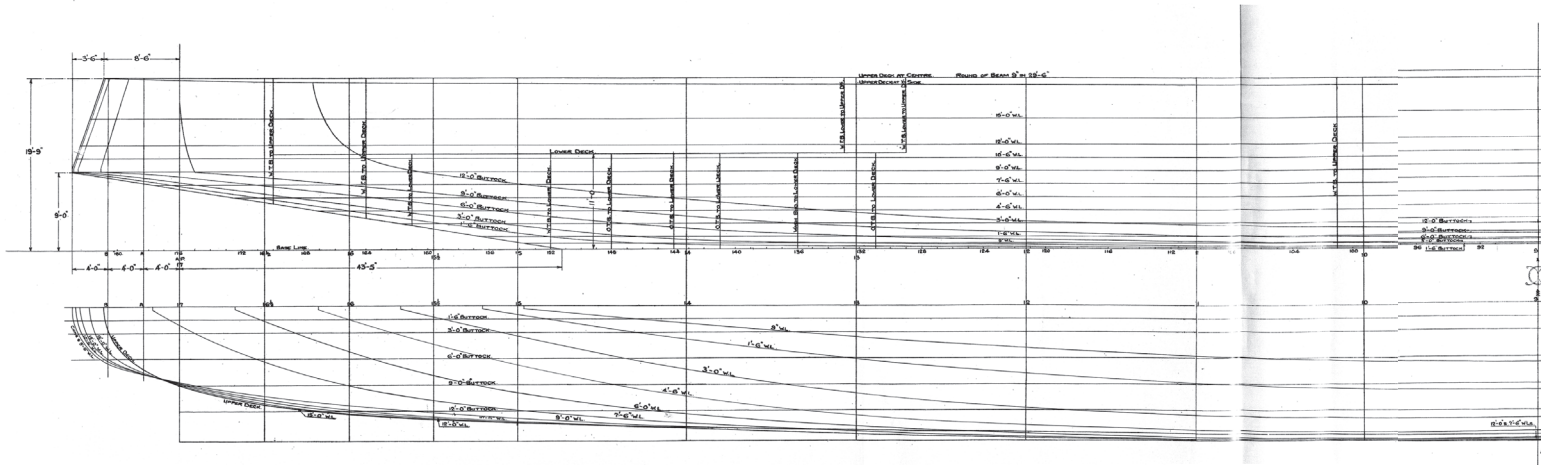
In the early morning of the 13th the Dutch fleet was positioned to the southeast of the English fleet. Kortenaer commanded the advanced force, as second in command after Van Wassenaer. Early in the battle on board of *Groot Hollandia* he was fatally wounded by a cannonball striking his hip.

On 29 June 1665 the funeral of Kortenaer took place in Rotterdam. Four years later the mortuary monument was revealed.



Kortenaer's tomb memorial engraved with a poem by Gerard Brandt:

*The Hero of the Maze, bereft of eye
and his right hand
Yet of the Wheel the Eye, Fist of
the Fatherland
KORTENAER the Great, the terror
of foe's fleets
the forcer of the Sound by this grave
his country greets*



Both illustrations: Destroyers Piet Hein (left) and Kortenaer at the yard of Burgerhout.

