Acknowledgements

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The Royal Netherlands Navy in Focus
The Royal Netherlands Navy (RNLN) represents peace and security at sea and from the sea. Every single day, all over the world, our fleet and marine units contribute to achieve this objective. Besides protecting national and allied territory, the Royal Netherlands Navy does much more in the interest of the Netherlands.

Together with our international partners, we combat sources of instability across the globe, in countries such as Mali, Iraq and Afghanistan. In the waters around Somalia, the RNLN keeps the sea routes clear by fighting piracy. On top of that, the Marine Corps provides heavily armed military security teams to protect vulnerable merchant vessels. In the Caribbean, the fleet and marines tackle drug trafficking.

Throughout the Netherlands, we are on 24 hour standby with the Marine Corps’ antiterrorism units, guard ships, port protection units, the Defence Diving Group and Marine Spearhead Task Unit, as well as various other units, to ensure the security of our country. In addition, the RNLN also clears old explosive devices from the North Sea on a weekly basis, as well as carrying out search and rescue operations at sea and mapping the sea bed.

The Royal Netherlands Navy contributes during a wide array of tasks to enforce security and prosperity for the Netherlands both far away and close to home. This contribution is made by a professional Navy-Marine Corps, capable of making a difference. Men and women of the fleet and the Marine Corps, who are proud of their work. An adaptable organisation. An organisation that commands respect, time and time again. An organisation that I am proud of.

This updated edition of ‘The Royal Netherlands Navy in Focus’ gives an overview of the materials and manpower the RNLN has available to carry out its tasks.

Lieutenant General (Marines) Rob Verkerk,  
Commander of the Royal Netherlands Navy
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The Netherlands Armed Forces and the Royal Netherlands Navy

The Netherlands armed forces are deployed for the protection and promotion of interests vital to the Netherlands. The armed forces have three main tasks: the defence of the Kingdom, enforcing the international rule of law and the support of civil authorities in law enforcement and disaster relief. These tasks are carried out jointly by the four Services within the Netherlands Armed Forces.
Tasks of the Royal Netherlands Navy

The tasks of the Royal Netherlands Navy can be divided into three major categories: safety and security at sea, from the sea and national maritime tasks.

Security at sea
This involves control of the sea (or sections of it) and the ability to deny use of the sea to others. Navy ships carry out patrols including boarding and blockade operations, to stop weapon smuggling or to fight terrorism, as well as counter-drugs and counter-piracy operations. However, the RNLN is also deployed closer to home to clear mines or to patrol the coastal waters.

Security from the sea
Royal Netherlands Navy units are capable of conducting their own land operations, or lending their support to these type of operations by supplying ammunition, food, water, medical and humanitarian aid or by providing fire support.
With one of its amphibious transport ships or the Joint Logistic Support Ship, the Navy can construct a base at sea, which can then be used to deploy marine units for operations on land. This base can also act as a centre for operational command and control. This type of sea base is entirely self-sufficient. It has its own medical care facility, helicopters, landing craft, technical support and can accommodate various military specialists such as the Maritime Explosive Ordnance Disposal Service and search teams. Furthermore, the ship is fitted with equipment for producing water and preparing food for the crew.

This ensures that staff and material can be deployed to enforce peace, safety and security in conflict areas such as Ethiopia, Iraq and Afghanistan, as well as being deployed for humanitarian aid operations, such as those that were conducted after the flooding and hurricanes in the south of the US and Nicaragua. The Royal Netherlands Navy also took part in the relief effort following the Ebola outbreak in West Africa.

National maritime operations
These tasks are of great public interest. The Navy holds operational command of the execution of coastguard tasks, both in the Netherlands and in the Caribbean. The coastguard coordinates search and rescue tasks, enforces shipping traffic regulations, carries out fishery inspections, checks for environmental violations and combats illegal activities such as drugs trafficking. The RNLN assists the coastguard in search and rescue operations, which include searching for and rescuing drowning victims, evacuating crews from ships in distress and transporting injured or ill individuals from ships or offshore installations to hospital. The Navy’s minehunters search the North Sea and Wadden Sea for undetonated explosives from the First and Second World Wars and clear these explosives to allow for safe shipping. Owing to their unique capabilities, divers from the RNLN’s Defence Diving Group (DDG) are frequently deployed to support the police and fire services in underwater searches. For instance, during criminal investigations or in the event of missing persons. In addition, at the request of local
The Marines Intervention Unit (the Marine Corps’ special forces unit) can be deployed for national anti-terrorist operations. The Royal Netherlands Navy also carries out hydrographic surveys, used for among other things, making navigational charts. These charts are subsequently used for commercial and recreational shipping.

The Royal Netherlands Navy also provides support to civil authorities, for instance in the event of flooding.

Further from home, the Navy provides protection for the territories and territorial waters of the Caribbean part of the Kingdom of the Netherlands. In order to carry out these tasks, Navy vessels are permanently stationed in the Caribbean.

**Expeditionair maritiem vermogen**

The Royal Netherlands Navy operates independently of national borders and is, by using a sea base, fully self-sufficient in terms of logistics. As a result, the Navy can be deployed globally. This is known as expeditionary maritime capability.
<table>
<thead>
<tr>
<th>Material</th>
<th>Material 2007</th>
<th>Material 2016</th>
</tr>
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<tbody>
<tr>
<td>Air defence and command frigate</td>
<td>4</td>
<td>4</td>
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<tr>
<td>Multi-purpose frigate</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Patrol ship (ocean-going patrol vessel)</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Amphibious patrol ship</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Supply ship</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Joint support ship</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Submarine</td>
<td>4</td>
<td>4</td>
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<tr>
<td>Torpedo training ship</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Minehunter</td>
<td>10</td>
<td>6</td>
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<tr>
<td>Diving vessel</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Hydrographic survey vessel</td>
<td>2</td>
<td>2</td>
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<tr>
<td>Support vessel Caribbean</td>
<td>1</td>
<td>1</td>
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<tr>
<td>NH-90</td>
<td>0</td>
<td>20</td>
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</tbody>
</table>
**Personnel**

The Royal Netherlands Navy has extensive high-grade technology. All its ships and helicopters are equipped with the latest technical devices. However, high-quality material can only prove its worth if it is used by highly trained personnel.

Therefore, the Royal Netherlands Navy’s greatest asset is its personnel. They determine the quality and the degree of readiness of their units.

The Royal Netherlands Navy employs approximately 9,900 military and civilian personnel. Of this number, 7,700 are military personnel.

Total personnel 9,900  
Military personnel 7,700  
Civilian personnel 2,200

**Corps and service groups**

All Navy military personnel are assigned to a corps (officers) or a service group (NCOs and other ranks).

<table>
<thead>
<tr>
<th>Corps (officers)</th>
<th>Service groups (NCOs and other ranks)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naval officers</td>
<td>Operational Service</td>
</tr>
<tr>
<td>Marine Corps officers</td>
<td>Marines</td>
</tr>
<tr>
<td>Engineering Service</td>
<td>Engineering Service</td>
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<tr>
<td>Logistics Service</td>
<td>Logistics Service</td>
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<tr>
<td>Special Service</td>
<td>Special Support Service</td>
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<tr>
<td>Pilot</td>
<td></td>
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<tr>
<td>Observer</td>
<td></td>
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<tr>
<td>Doctor</td>
<td></td>
</tr>
<tr>
<td>Dentist</td>
<td></td>
</tr>
<tr>
<td>Pharmacist</td>
<td></td>
</tr>
<tr>
<td>Fleet chaplain</td>
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</table>

Naval officer / Operational Service  
Engineering Service  
Logistics Service  
Korps Mariniers  
Korps Mariniers  
Pilot / Observer  
Doctor
<table>
<thead>
<tr>
<th>Fleet</th>
<th>Marine Corps</th>
</tr>
</thead>
<tbody>
<tr>
<td>Junior Rating Rating</td>
<td>Marine Marine</td>
</tr>
<tr>
<td>Ordinary Rating Rating</td>
<td>Marine Class 2 Marine</td>
</tr>
<tr>
<td>Able Rating Rating</td>
<td>Marine Class 1 Marine</td>
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<tr>
<td>Leading Rating Leading Rating</td>
<td>Corporal Corporal</td>
</tr>
<tr>
<td>Petty Officer Petty Officer</td>
<td>Sergeant Major Sergeant</td>
</tr>
<tr>
<td>Chief Petty Officer Chief Petty Officer</td>
<td>Sergeant Major Major</td>
</tr>
<tr>
<td>Warrant Officer Class 2 Warrant Officer</td>
<td>Warrant Officer Warrant Officer</td>
</tr>
<tr>
<td>Warrant Officer Class 1 Warrant Officer</td>
<td>Warrant Officer Warrant Officer</td>
</tr>
<tr>
<td>Sub-Lieutenant Sir/Madam</td>
<td>Second Lieutenant Lieutenant</td>
</tr>
<tr>
<td>Lieutenant Junior Grade Sir/Madam</td>
<td>First Lieutenant Lieutenant</td>
</tr>
<tr>
<td>Lieutenant Sir/Madam</td>
<td>Captain Captain</td>
</tr>
<tr>
<td>Lieutenant Commander Sir/Madam</td>
<td>Major Major</td>
</tr>
<tr>
<td>Commander Overste</td>
<td>Lieutenant Colonel Colonel</td>
</tr>
<tr>
<td>Captain Colonel</td>
<td>Colonel Colonel</td>
</tr>
<tr>
<td>Commodore Commodore</td>
<td>Brigadier General Brigadier</td>
</tr>
<tr>
<td>Rear Admiral Admiral</td>
<td>Major General General</td>
</tr>
<tr>
<td>Vice Admiral Admiral</td>
<td>Lieutenant General General</td>
</tr>
<tr>
<td>Admiral Admiral</td>
<td>General General</td>
</tr>
</tbody>
</table>

The form of address is given in cursive. Doctors and dentists are addressed with ‘doctor’
Ranks and decorations

A lot can be learnt from a person’s uniform. In fact, you could say it serves as a curriculum vitae. An officer’s lapels show which corps they belong to. NCOs and other ranks wear their trade badge on their upper sleeve. The coloured decorations worn above the breast pocket on the left indicate when and where he or she has been deployed and in what activities he or she has taken part. The stripes on the lower sleeve indicate rank.
Netherlands Maritime Force (NLMARFOR)

NLMARFOR is the deployable and operational staff of the RNLN, which is responsible for the command and control of fleet and marine operations. Depending on the operation, specific navy components such as frigates, mine countermeasure vessels, submarines, hydrographic vessels, marines or helicopters can be assigned to NLMARFOR. Units from other Services and/or units from other nations’ armed forces can also be added to the staff.

The four key values of NLMARFOR are: expeditionary, modular, international and joint. Depending on the nature of the maritime operation, this force can take part in either national or international cooperations.

Expeditionary
Dutch military personnel are, increasingly often deployed to far away regions, for instance to Afghanistan or at sea near Somalia. Facilities such as electricity, telephone connections, water and food are often scarcely present in such regions and for that reason need to be brought from home. In that respect it is like an expedition, hence the reason why these operations are often referred to as expeditionary. Marines units are very suitable for such operations because everything they need can be carried on the ships. NLMARFOR therefore concentrates primarily on supporting and carrying out these types of missions.

Modular
Navy units form individual modules that can operate independently, such as ships or marine combat groups. In addition, units can be combined to form another module, such as a mine countermeasures group. These types of modules can, in turn, be added to larger entities such as a maritime expeditionary task force or, at the international level, NATO’s rapid
reaction force. The NLMARFOR staff is consequently capable of commanding a range of different operations: from single mine countermeasures operations to the largest and most complex amphibious operations.

**International**
The Netherlands armed forces seldom carry out military operations on their own. International cooperation is an important element in both the preparation for and the execution of many operations, of which NATO, UN or EU operations are a few examples. Another example of the international character of this force is the far-reaching cooperation between the Belgian and Dutch navies. The training courses for the two forces are largely integrated.

**Joint**
In military terms, ‘joint’ refers to the collaboration among the various Services, which in the case of the Netherlands means the navy, army, air force and the military police, the latter is known as the Royal Netherlands Marechaussee. The Services support one another to ensure that military operations are carried out successfully.

**Maritime Expeditionary Task Force**
Depending on the size and complexity of operations, various (inter)national modules can be combined to form a rapidly deployable maritime expeditionary task force, under command of NLMARFOR. The most extensive task force is the amphibious task force, which is specialised in carrying out operations at the boundary where land meets water, allowing operations on land to be initiated and supported. At the heart of the amphibious task force are one or more Landing Platform Docks (LPDs) with a contingent of marines on board and, if necessary, other units capable of operating on land. This type of task force can be deployed, to occupy a port and secure it pending the arrival of ground troops; to assist in the evacuation of civilians from unsafe areas; or for the provision of humanitarian aid after (natural) disasters. All of the modules within a maritime expeditionary task force have their own specific tasks that are seamlessly coordinated.
Fleet

Ship names
Historically and traditionally, Royal Netherlands Navy ships belong to the King. For this reason, the ship names have the prefix His Netherlands Majesty’s Ship (HNLMS). Each ship name has a special significance. The ships are for instance named after historical figures, naval heroes or places. Examples are; the air defence and command frigate HNLMS De Zeven Provinciën, is named after the flagship of Admiral De Ruyter; the ships Van Speijk, Tromp and De Ruyter are named after naval heroes and the Alkmaar class minehunters carry the names of important towns from the ‘Eighty Years’ War. The ocean-going patrol vessels are named after Dutch coastal regions and the submarines after marine mammals.

Sensors and armament
All RNLN ships are equipped with sensor and weapon systems. The type of weapon system depends on the ship’s task.
De Zeven Provinciën class air defence and command frigates

These ships are known as the flagships of the Royal Netherlands Navy.

A flagship can accommodate the commander of the Netherlands Maritime Force (C-NLARFOR), or an Allied commander. He and his staff can from here command a group of ships. Depending on the operation, this group may comprise of any Royal Netherlands Navy units. The units are directed from the command areas, which are equipped with communication and data transfer facilities. These ships are additionally equipped for air defence, in order to protect both themselves and the other units in the group. The gun can also be used to provide fire support to any troops on land.

A typical feature of these frigates is their ‘stealth’-type build. They have no right angles, making them difficult to trace by radar. Due to far-reaching automation, and despite their large size, these frigates can be run by as few as 165 crew members. This number increases to 202 crew members when an aircraft crew and staff are on board.

Technical specifications

General
- Crew: 202
- Displacement: approx. 6,050 tonnes
- Overall length: 144 metres
- Overall beam: 17 metres
- Draught: 7 metres

Propulsion
- 2 Rolls Royce gas turbines, total 52,300 HP
- 2 Stork Wärtsilä diesels, total 13,600 HP
- Speed: 30 knots

Armament
- Vertical Launch System (VLS) with:
  - Standard missile for air defence
  - Evolved Sea Sparrow guided-missile system for air defence
  - Goalkeeper 30mm rapid-fire gun for close-in air defence
- Oto Breda 127mm gun for surface and air defence
- Systems for jamming and radar deception
- Harpoon weapon system for surface targets
- Torpedo weapon system for anti-submarine operations
- Super Rapid Blooming Offboard Chaff (SRBOC)

Sensors
- SMART-L long-range radar for surface and air defence
- APAR multi-functional radar for air defence and for missile and gun guidance
- SIRIUS long-range infrared sensor for missile detection
- Navigation radar for surface targets and navigation
- Sonar for submarine detection
- Mirador
- Tactical data links for information exchange between units and the shore organisations

Helicopters
- Embarkation area for 1 NH-90 helicopter for anti-submarine operations and surface reconnaissance

The De Zeven Provinciën class air defence and command frigates
- HNLMS De Zeven Provinciën F802
- HNLMS Tromp F803
- HNLMS De Ruyter F804
- HNLMS Evertsen F805
The Karel Doorman class multi-purpose frigates

The main tasks of the multi-purpose frigates are to engage submarines and surface vessels. In addition, they can also be deployed for air defence tasks. The shape of their hull allows them to maintain their speed in heavy seas. These frigates have a helicopter deck and a hangar. Submarines can be detected by using an active sonar device and the NH-90 helicopter, while the quiet propulsion and minimal radar reflection minimise the chance of the frigates themselves being detected. In 2010, these ships were fitted with new masts containing the most modern sensors, allowing the ships to continue to operate at the high end of the force spectrum in this modern age.

Multi-purpose frigates are propelled by diesel engines (cruising speed up to 19 knots) and gas turbines (high speed up to 29 knots). This gives them a fast response time whilst limiting fuel consumption. The armament can combat various targets simultaneously.

Technical specifications

General
- Crew: 154
- Displacement: 3,340 tonnes
- Overall length: 122 metres
- Overall beam: 14.4 metres
- Draught: 6.2 metres

Propulsion
- 2 Rolls Royce SPEY 1A gas turbines, 34,000 HP in total
- 2 Stork Werkspoor diesels, 10,000 HP in total
- Speed: 19/29 knots

Armament
- NATO Sea Sparrow Vertical Launch guided-missile system for air defence
- Harpoon weapon system for surface targets
- Torpedo anti-submarine weapon system
- Goalkeeper 30mm rapid-fire gun for close-in defence
- Oto Melara 76mm gun for air and surface defence
- .50 & 5.56mm machine guns
- Chaff & infrared flares for radar deception
- Gatekeeper & Dcompass camera system for submarines and surface targets
- Seastar radar system for surface targets
- SMART-S air and sea warning radar
- STIR tracking radars for air and surface defence
- Active sonar
- 1 NH-90 helicopter for SAR, anti-submarine warfare and surface reconnaissance

helicopters
- HNLMS Van Speijk F 828
- HNLMS Van Amstel F 831

The Karel Doorman class multi-purpose frigates

The shape of their hull allows them to maintain their speed in heavy seas. These frigates have a helicopter deck and a hangar. Submarines can be detected by using an active sonar device and the NH-90 helicopter, while the quiet propulsion and minimal radar reflection minimise the chance of the frigates themselves being detected. In 2010, these ships were fitted with new masts containing the most modern sensors, allowing the ships to continue to operate at the high end of the force spectrum in this modern age.
Amphibious transport ships

HNLMS Rotterdam is a multi-functional amphibious transport ship, also known as a Landing Platform Dock (LPD). It is capable of carrying a marine battalion with equipment, vehicles, six helicopters and various small landing craft. It has a 903 M² vehicle deck, a 885 M² dock and a helicopter deck (suitable for two helicopters to land simultaneously). The landing craft can approach and enter the ship from astern and are subsequently moored in the dock. The three onboard lifts allow for the transport of vehicles and goods.

The ship is not only used for amphibious operations, but among other things also for command and control, crisis management operations, disaster relief and evacuations. The ship also has an extensive hospital complex, complete with an operating theatre, dentist facilities, ten intensive-care beds, treatment rooms and an emergency hospital for approximately 100 patients.

HNLMS Rotterdam has been in service since 1998.

Just as the HNLMS Rotterdam, the second LPD, HNLMS Johan de Witt, is also a multi-purpose amphibious transport ship and was added to the fleet in 2007. HNLMS Johan de Witt has near enough the same properties as HNLMS Rotterdam, with the exception of the fact that the second LPD has an extra deck that has been fully equipped for an additional staff. The Joint Operations Room contains all the facilities required by a staff to command a task force. In addition, the staff deck has its own work areas and briefing areas, as well as accommodation quarters. HNLMS Johan de Witt’s dock is significantly shorter than its sister ship’s, giving it the advantage of having more available (parking) room on the vehicle decks.

The Marine Corps’ Landing Craft Control Team (LCCT) is usually part of the LPD crew. The LCCT is responsible for the maintenance and deployment of the landing craft and FRISCs. The coordination of the embarkation and debarkation of the vessels takes place through the agency of the nautical service.

For helicopter transport, HNLMS Johan de Witt has a double helicopter deck, allowing two helicopters to take off or land simultaneously. The LPD has capacity for six small or four large helicopters.

Technical specifications

<table>
<thead>
<tr>
<th>HNLMS Rotterdam L 800</th>
<th>HNLMS Johan de Witt L 801</th>
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<tbody>
<tr>
<td><strong>General</strong></td>
<td></td>
</tr>
<tr>
<td>Crew:</td>
<td></td>
</tr>
<tr>
<td>141</td>
<td>155-200 (dependent on deployment)</td>
</tr>
<tr>
<td>Embarked units:</td>
<td>526</td>
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<tr>
<td>526</td>
<td>500</td>
</tr>
<tr>
<td>Displacement:</td>
<td>12,750 tonnes</td>
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<tr>
<td>166,12 metres</td>
<td>15,500 tonnes</td>
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<tr>
<td>Overall length:</td>
<td>27 metres</td>
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<tr>
<td>166,0 metres</td>
<td>29 metres</td>
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<tr>
<td>Overall beam:</td>
<td>6 metres</td>
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<tr>
<td>27 metres</td>
<td>7 metres</td>
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<tr>
<td>Draught:</td>
<td></td>
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<tr>
<td>6 metres</td>
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<tr>
<td><strong>Propulsion</strong></td>
<td></td>
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<tr>
<td>4x Stork Wärtsila (21,000 HP in total)</td>
<td>4x Stork Wärtsila (19,800 HP in total)</td>
</tr>
<tr>
<td>Speed: 21 knots</td>
<td>Podded Propulsers (POD) propulsion</td>
</tr>
<tr>
<td>Speed: 19 knots</td>
<td>Speed: 19 knots</td>
</tr>
<tr>
<td><strong>Armament</strong></td>
<td></td>
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<tr>
<td>.50 machine guns</td>
<td>.50 machine guns</td>
</tr>
<tr>
<td>2x Goalkeeper 30mm</td>
<td>2x Goalkeeper 30mm</td>
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<tr>
<td><strong>Sensors</strong></td>
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<tr>
<td>Navigation radars for surface targets and navigation</td>
<td>Navigation radars for surface targets and navigation</td>
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<tr>
<td>Radar-interceptiesysteem</td>
<td>Radar-interceptiesysteem</td>
</tr>
<tr>
<td>Chaff voor radarmisleiding</td>
<td>Chaff voor radarmisleiding</td>
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<tr>
<td>Torpedomisleidingssysteem</td>
<td>Torpedomisleidingssysteem</td>
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<tr>
<td><strong>Helicopters</strong></td>
<td></td>
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<tr>
<td>4x NH-90, Chinook, 6x Sea King helicopters</td>
<td>6x NH-90, Chinook or Sea King helicopters</td>
</tr>
<tr>
<td>Scan Eagles</td>
<td></td>
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<tr>
<td><strong>Embarkation/Disembarkation material</strong></td>
<td>4x landing craft</td>
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<tr>
<td>4x landing craft</td>
<td>4-6 landing craft</td>
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<tr>
<td>4x FRISC</td>
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</table>
The Royal Netherlands Navy’s patrol ships are flexible vessels, equipped for the surveillance of coastal waters. They are deployable worldwide and, if necessary, can cover great distances before reaching their operating areas. This is why they are often referred to as Ocean-going Patrol Vessels (OPV).

In addition to carrying out coast guard tasks, OPVs are also ideal for combating terrorism and piracy, as well as for carrying out counter-drugs operations.

Revolutionary design
Unique to this ship is its integrated mast module (IMM). The IMM houses all the systems which together form the ‘eyes and ears’ of the ship. For the first time, radar and communication antenna systems have been combined in a single construction. This allows the ship to spot both flying and floating objects. The high-tech processing software is able to independently detect and identify objects. The mast allows the patrol vessel to efficiently detect boats carrying pirates and smugglers, while simultaneously keeping the airspace under surveillance.

The command centre is also revolutionary within the Navy. It is located behind the navigation bridge and is therefore referred to as the Command Bridge Aft (COBRA). It has windows, providing a direct view of what is happening outside during operations. The navigation bridge has also been configured according to a new concept. From what is known as the one man’s bridge, the ship can be fully operated and its systems monitored by a single person.

Environmentally friendly
Instead of four diesel engines or gas turbines, the patrol vessels have two diesel engines and two electric engines. As the ship will be mainly used for patrolling purposes, it does not need larger engines. This greatly reduces energy consumption. With the electric engines, the ship is capable of reaching a speed of 10 knots. There is a bioreactor on board, which treats wastewater so that it is safe to discharge overboard immediately. The ship is also equipped with a ballast water treatment system.

Deployment
Due to a changing world view and the new global threats arising, such as terrorism and the increase of piracy, the need arose for a number of ships that were specialised in operations at the lower end of the force spectrum. The RNLN will deploy the patrol vessels, which have been designed specifically for these tasks, to take part in counterpiracy missions and counterdrug operations and to carry out coastguard tasks in the Netherlands and the Caribbean.
**General**
- Length: 108 metres
- Beam: 16 metres
- Draught: 4.55 metres
- Displacement, approx: 3,750 tonnes

**Propulsion**
- Maximum speed: approx. 20 knots (37 km per hour)
- Power: 2 x 5400 kilowatt (14,500 HP)
- Propulsion: diesel-electric
- Number of propellers: 2

**Accommodation**
- 50 crew
- 40 temporary crew members (for instance a helicopter detachment or a medical team)
- The ship can also accommodate 100 evacuees.

**Armament**
- 76mm Oto Melara gun
- 30mm Marlin rapid fire gun
- 2 remotely operated .50 machine guns
- 6 mountings for manually operated MAG machine guns
- Water cannon

For the execution of its task, the ship can be equipped with an NH-90 helicopter and two fast FRISC motor boats.

**Oceangoing Patrol Vessels**
- HNLMS Holland P840
- HNLMS Zeeland P841
- HNLMS Friesland P842
- HNLMS Groningen P843
The Joint Support Ship (JSS) HNLMS Karel Doorman was built to ensure that the Netherlands armed forces will now and in the future be able to conduct operations outside the national boundaries. The new logistic support ship was christened in March 2014 and set off on its first sea trial on the 22nd of June 2014. The ship entered service on the 24th of April 2015.

The ship was built for three major tasks:
1. Supply tasks at sea in support of maritime units.
2. Strategic sea transport, including debarkation and embarkation of personnel and material if there are limited or no port facilities available.
3. Logistic support from the sea (seabasing), during which the ship acts as base at sea for the execution or support of operations on land. It is important that these tasks can be carried out at all levels within the spectrum of force, for instance during armed conflicts, warfare and civil support operations.

Special features: the JSS has a crane and a lift capable of lifting heavy materials. The ship can transport approximately 5,000 tonnes of heavy rolling (armoured) material. The ship has a hospital with 2 operating theatres. HNLMS Karel Doorman also has landing platforms and a hangar for helicopters such as the Chinook, Cougar and NH-90.

### Technical specifications

#### General:
- **Length:** 204.7 metres
- **Beam:** 30.4 metres (bridge wing 35 metres)
- **Draught:** 7.8 metres
- **Speed:** 18 knots
- **Tonnage:** 27,000 tonnes
- **Propulsion:** diesel-electric, 2 axles, 2 rudders, 2 x bow thrusters, 1 stern thruster

#### Deployability:
- Supply at sea (fuel, ammunition, water)
- Seabasing (long-term operational support at sea)
- Strategic sea transport
- Hospital
- 6 x NH-90 helicopter or 2 x Chinook
- 2 x FRISC or 2 x LCVP
- Number of beds: 300
- 2 supply positions
- 1 rear ramp (100 tonnes)
- Deck crane (40 tonnes)
- 1 cargo lift
- 1 integrated mast, identical to the OPV’s mast

#### Armament:
- 2 x 30 mm Goalkeeper CIWS
- 4 x SRBOC launcher
- 2 x 30 mm Marlin rapid-fire gun
- 4 x .50 Hitrole rapid-fire gun
- 6 x MAG machine gun
The Alkmaar class mine counter-measures vessels

The minehunters’ main task is to keep the sea, coastal waters and harbour approaches free of mines. This mainly takes place in the North Sea. However, during international operations also a lot further from home, for instance during operations in the Persian Gulf and off the coast of Libya. In addition, a large number of explosives dating from the First and Second World Wars are still regularly cleared from the North Sea and the Baltic Sea. Minehunters are also used to track down the wrecks of sunken ships or lost cargo and to guide maritime units through mine-risk areas.

A Dutch minehunter is a permanent part of the Standing NATO Mine Counter Measures Group 1 (SNMCMG1) quick reaction force, which is on continuous stand-by for deployment along the North-Atlantic coastline.

Special design
The most striking feature of a minehunter is the complete absence of steel: the hull is constructed out of wood and polyester, the sheet work is aluminium and the machinery is made of non-magnetic materials. The reason for this is that most sea mines are triggered by disturbances in the earth’s magnetic field. In addition, the ship is particularly quiet due to the electric propulsion, mounted in order to prevent the detonation of acoustic mines.

Sonar
The minehunters are equipped with two mine-hunting sonars: a Hull Mounted Sonar (HMS), which is permanently attached under the hull of the ship and, depending on the mission, a Self Propelled Variable Depth Sonar (SPVDS) that proceeds in advance of the ship. These devices are used to scour the seabed for mines as well as wrecks or missing containers, as they provide a clear image of what is present on the sea floor.

Seafox
The Seafox is a wire-guided submersible vessel that can identify mines and, if required, dispose of them. It is deployed once the sonar has a detected a probable mine. The Seafox is equipped with a camera to allow for the identification of objects beneath the surface. If the object detected is indeed a mine, the Seafox will subsequently destroy it at a safe distance. In addition to the Seafox, divers are also able to dispose of detected, mainly old, explosive devices. They do so by attaching an explosive charge and detonating it at a safe distance.

Technical specifications minehunters

<table>
<thead>
<tr>
<th>General</th>
<th>Armament</th>
<th>The minehunters</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Crew: 38</td>
<td>• 26 Seafox (24 x C= Combat, 2 x I= Identification)</td>
<td>• HNLMS Makkum M 857</td>
</tr>
<tr>
<td>• Displacement: 543 tonnes</td>
<td>• 3 x .50 machine guns</td>
<td>• HNLMS Schiedam M 860</td>
</tr>
<tr>
<td>• Overall length: 51.5 metres</td>
<td></td>
<td>• HNLMS Urk M 861</td>
</tr>
<tr>
<td>• Overall beam: 8.9 metres</td>
<td></td>
<td>• HNLMS Zierikzee M 862</td>
</tr>
<tr>
<td>• Draught: 3.8 metres</td>
<td></td>
<td>• HNLMS Vlaardingen M 863</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• HNLMS Willemstad M 864</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Propulsion</th>
<th>Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Auxiliary propulsion (electrical): 2 ADEC active rudders, 240 HP in total</td>
<td>• Hull-mounted sonar (HMS)</td>
</tr>
<tr>
<td>• Primary propulsion (diesel): Stork Werkspoor 1,860 HP</td>
<td>• Self Propelled Variable Depth Sonar (SPVDS)</td>
</tr>
<tr>
<td>• Speed: 13 knots</td>
<td>• Integrated Mine Counter Measures System (IMCMS)</td>
</tr>
</tbody>
</table>
The Defence Diving Group (DDG) is the Defence organisation’s subject matter expert (SME) when it comes to working in overpressure and carrying out maritime advanced search (MAS) on board ships, installations at sea and in ports. The DDG is responsible for the execution and coordination of these SME related activities, as well as providing training, instruction, certification and expertise in these fields. If necessary, these tasks can also be carried out by (semi-) governmental and civil institutions/individuals, known as second and third parties. In order to carry out its work, the DDG uses, among other things five diving vessels. These diving vessels have all the equipment the divers require on board. Two of these vessels have been specifically equipped to support port protection tasks. The DDG works in close collaboration with the Royal Netherlands Navy’s Diving Medical Centre. This centre is specialised in medical examinations, medical assistance in the event of diving accidents, the treatment of decompression sickness, providing hyperbaric oxygen therapy and treatment of other medical cases.

Maritime Explosive Ordnance Disposal Company
The Maritime Explosive Ordnance Disposal Company’s (MAREODCoy) divers are capable of disposing of any type of explosive, both in the surface and undersea domains, regardless of location (nationally and internationally). There is always a team on stand-by to investigate reports of explosives from the two World Wars. On average, between 2,000 and 2,500 reports of this nature come in annually across the EOD board. Fishing or dredging vessels often find explosive devices of this kind in their nets, but they are also regularly found during digging and construction works. In most cases, the discovery of such an explosive goes hand in hand with a so-called disruption of public order. This could also involve improvised explosive devices. The MAREOD Coy is ready for action 24 hours a day, 7 days a week.

In addition to the national tasks previously mentioned, the MAREODCoy also supports deployed ground forces, often in the form of a supporting unit embedded with marines units (Afghanistan, Iraq, Mali). This support generally comprises clearance teams, but is often also supplemented by forensic research specialists.

Technical specifications of the Cerberus class diving vessels

<table>
<thead>
<tr>
<th>General</th>
<th>Technical specifications of the Soemba diving vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew: 6 (extended version: 9 plus 23 passengers)</td>
<td>Crew: 4</td>
</tr>
<tr>
<td>Displacement: 233 tonnes</td>
<td>Displacement: 410 tonnes</td>
</tr>
<tr>
<td>Overall length: 27.3 metres (extended version: 37 metres)</td>
<td>Overall length: 41.8 metres</td>
</tr>
<tr>
<td>Overall beam: 8.7 metres</td>
<td>Overall beam: 9.5 metres</td>
</tr>
<tr>
<td>Draught: 1.5 metres</td>
<td>Draught: 1.5 metres</td>
</tr>
</tbody>
</table>

Propulsion

- 2 Volvo Penta diesels, 760 HP in total
- 1 electric bow thruster (extended version)
- Speed: 10 knots

Propulsion

- 2 Daf 1160 DKV diesels, 450 HP in total
- 1 bow thruster
- Speed: 8.5 knots

The diving vessels

- Soemba A 850
- Cerberus A 851
- Argus A 852
- Nautilus A 853
- Hydra A 854
Submarines

Submarines are hard to trace and this feature can make them seem invisible. Obviously they travel under water, but they also emit very few signals and are incredibly quiet. For the execution of their tasks, they can stay under water without assistance or supplies for long periods of time.

The motto of the Submarine Service is therefore ‘To see without being seen’. In peacetime and during peace operations, the submarines mainly carry out reconnaissance missions, during which they obtain valuable intelligence. They do so for example by taking photographs or recording video footage, observing suspicious units without being seen and by listening in on communication channels. In addition, they also have the capability to covertly put special forces units ashore. In peacetime, submarines are also used as exercise targets by frigates, helicopters and other Dutch submarines, as well as by allied vessels. In times of war, they can be given the assignment of tracking down and attacking enemy submarines and surface vessels, alongside their reconnaissance and intelligence collection tasks. The great advantage of the submarine is that it can operate in areas that have a strong enemy presence on the surface and in the air, as well as in areas that are hard to access for frigates and aircraft.

In certain cases, it can be preferable to have a visual presence in an area of tension, as this can give off an important signal. In many cases, however, the presence of the submarine goes unnoticed and the tasks are carried out in the strictest secrecy. Submarines are equipped with modern electronics and advanced sensor and weapon systems, such as the periscope for visual observations, sonar for acoustic observations, radar interception and analysis equipment and communication interception resources, all of which are fully integrated.

The submarines work in close cooperation with the submarine services of other NATO countries, such as the United States, the United Kingdom, Norway and Germany.
**Into the deep**

The exterior layer of a submarine holds the main ballast tanks. These tanks are filled with air when the submarine is on the surface. By opening the valves on these tanks the air can flow out and the tanks subsequently start to fill with water, allowing the submarine to submerge. The boat reaches its required depth by means of the horizontally placed diving rudders, located at the front and back. This depth is maintained by the using the inboard trim tanks and either filling these with sea water or releasing water from them. The boat is brought into and kept in the correct horizontal position by use of these trim tanks and the fore and after diving rudders.

To surface, compressed air is pumped into the main ballast tanks, allowing the water to be blown out of the tanks. This way, the tanks fill with air and allow the submarine to resurface.

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**Technical specifications of the Walrus class submarines**

**General**
- Crew: 50
- Displacement (surfaced): 2,350 tonnes
- Displacement (submerged): 2,650 tonnes
- Overall length: 68 metres
- Overall beam: 8.5 metres
- Draught: 7 metres

**Propulsion**
- Diesel-electric, 6,300 HP in total
- Speed above water: 13 knots
- Speed submerged: 20 knots

**Armament**
- 4 torpedo tubes

**The Walrus class submarines**
- HNLMS Walrus S 802
- HNLMS Zeeleeuw S 803
- HNLMS Dolfijn S 808
- HNLMS Bruinvis S 810

The Walrus class submarines came into service from 1993 onwards.
The Hydrographic Service executes the State’s responsibility to carry out hydrography. It produces official nautical charts (electronic and paper varieties) and nautical publications that are necessary for safe navigation at sea. In the context of the international treaty for safety of lives at sea, the area of responsibility encompasses the Dutch part of the Continental Shelf and the waters surrounding the Caribbean region of the Kingdom of the Netherlands.

In addition, the service also produces military hydrographical and meteorological products in accordance with the NATO product standards, for use during national and international operations at and from the sea. It is not without reason then, that the Hydrographic Service’s motto is “Ex usu nautae”, which translates as “in service of the seafarer”.

The service operates two survey vessels for marine information acquisition, HNLMS Snellius and HNLMS Luymes. These ships are efficient and operate with a small crew. The main task of these ships is to conduct hydrographic surveys for civilian and military purposes in order to provide information on our and other areas of operation. They survey the traffic separation systems out in the North Sea as well as the expeditionary landing areas and the corresponding approach routes. One of the two vessels carries a ‘double crew’, making it permanently deployable.

In addition to the hydrographic survey vessels, the Royal Netherlands Navy also has hydrographic sloops and smaller platforms equipped with what is known as a hydrographic survey package. This allows the RNLN to quickly chart (coastal) regions that had previously gone uncharted, or where the available information is outdated. These areas can be of vital importance to current and/or future capability building, disaster relief, humanitarian or military operations. The hydrographic capabilities will be expanded in the near future, with the addition of a new yet to be built expeditionary survey boat, which will be entirely adapted to join the Dutch task group during exercises and missions.

**Technical specifications of the hydrographic survey vessels**

**General**
- Crew: 20, additional accommodation for 22 persons
- Length: 75 metres
- Beam: 13.1 metres
- Draught: 4 metres

**Propulsion**
- Diesel-electric: 3141 HP
- Speed: 13 knots

**Survey vessels:**
- HNLMS Snellius A 802
- HNLMS Luymes A 803
Support vessels

**HNLMS Mercuur**
The torpedo training ship HNLMS Mercuur (A900) falls into the same category as the minehunters, namely that of the small surface ships. Nonetheless, the Mercuur has an inseparable connection with the Walrus class submarines. The primary task of the Mercuur is to support the submarines, in particular with regard to torpedoes. In addition, HNLMS Mercuur is also responsible for supplying the submarines in exercise areas near Scotland and the Norwegian fjords. The ship often acts as a mock target for exercise torpedoes, which the Mercuur subsequently retrieves safely.

**Sensors**
The most important sensors on the Mercuur are the navigation radar and the passive sonar. Modern torpedoes are invisible under water. The sonar allows the torpedo training ship to follow launched torpedoes and prevent them from being lost. In addition, the Mercuur is equipped with an underwater telephone, which allows the ship to communicate with the submerged submarine.

**Technical specifications**

**General**
- Displacement: 1,400 tonnes
- Length: 64.8 m
- Beam: 12 m
- Draught: 4.3 m
- Crew: 39

**Propulsion**
- 2 MAN 6L-20/27 diesels (1,632 HP in total)
- Speed: 14 knots

**Armament**
- 1x torpedo launcher for Mark 48 torpedoes

**HNLMS Urania**
HNLMS Urania is the Royal Naval College’s (KIM) sailing training ship. The Urania is used extensively by future naval officers. The ship was built in 2004 with parts from the old Urania.

The training ship has a long list of achievements to her name. The Urania recently won two races during the Race of the Classics for young professionals.

**Technical specifications**

**General**
- Displacement: 75 tonnes
- Length: 27 m
- Beam: 6.1 m
- Draught: 2.7 m
- Crew: 3-4 (maximum 17)

**Propulsion**
- 305 m² of sail
- Caterpillar 186 kW engine, 253 HP
- Speed: Engine 10 knots
  Sail 12 knots
Helicopters

NH-90 (NATO Helicopter)
The Netherlands armed forces acquired the NH-90 helicopter in 2010. This helicopter comes in two models: the maritime combat helicopter, known as the NATO Frigate Helicopter (NFH) and the tactical maritime transport helicopter, the Transport NATO Frigate Helicopter (TNFH).

The NH-90 project originates from the 1980s, when a number of European NATO countries required a new generation of helicopters to replace the helicopter fleet of the time. France, West Germany, Italy and the Netherlands decided to cooperate in this project, with Belgium joining in 2007. An additional 9 countries also use the NH-90.

Weapon system
The NH-90 is a versatile weapon system that is suitable for a range of tasks, including intelligence tasks, surveillance and reconnaissance, targeting submarines and surface vessels, (maritime) special operations, search and rescue operations (SAR), evacuation of casualties and tactical transport.

New technology
The NH-90 belongs to the newest generation of medium helicopters. The helicopter has a composite airframe, making it lighter and stronger in comparison to aircraft made with traditional materials such as aluminium. It is powered by two gas turbines. The engines give the helicopter a maximum speed of 324 km/h (175 kts), a maximum take-off weight of 11,000 kg and each of the engines are powerful enough to keep the helicopter airborne in the unlikely event that one of the engines fails.

The NH-90 is automated to a great extent and has a fully digital cockpit. The flight instruments have been replaced by multifunctional screens and the cockpit is suitable for the use of night vision goggles (NVG).

This high degree of automation also applies to the helicopter controls.

Fly by wire
The NH-90 is the first helicopter to be equipped with fly-by-wire controls. This means that the controls are no longer powered by cables, pipes and pulleys, but rather by electronic signals and computers. The controls now take up less room, are less vulnerable to ballistic damage and are easier to maintain. Another important advantage of this technology is that the helicopter, in combination with an advanced 4-axis auto-pilot, is relatively straightforward to control.

Two types
There are two basic types of the NH-90. The NATO frigate helicopter (NFH) is meant for maritime combat operations, such as combating submarines. The tactical transport helicopter (TTH) is designed for tactical transport tasks over land, such as dropping troops in enemy territory.

The most important differences between the NFH and the TTH are the mission systems. The TTH has a loading ramp at the rear of the helicopter for the embarkation and debarkation of troops and material, six additional seats and an advanced infrared night-vision system. Instead of this system, the NFH is equipped with a radar, a tactical forward-looking infrared (FLIR) system, a sonar and the ability to fire torpedoes and guided missiles.

In addition, the NFH was designed for operations from vessels. Due to the limited space on board the vessels, the NFH has rotor blade and tail folding mechanisms and a rotating nose wheel. In order to compensate for the movement of the ship, the landing gear of the helicopter has been reinforced and the helicopter has a deck locking system which allows it to hook onto the deck of the ship. Lastly, the NFH is equipped with a buoyancy system in case the helicopter hits the water.

<table>
<thead>
<tr>
<th>NH-90 technical specifications</th>
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<tbody>
<tr>
<td>• Length: 19.6 metres</td>
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<tr>
<td>• Rotor diameter: 16.3 metres</td>
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<tr>
<td>• Maximum weight: 11,000 KG</td>
</tr>
<tr>
<td>• Engines: 2 x Rolls Royce RTM 322</td>
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<tr>
<td>• Flight range: 800 kilometres</td>
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<tr>
<td>• Cruising speed: 220 km/h</td>
</tr>
<tr>
<td>• Maximum speed: 320 km/h</td>
</tr>
<tr>
<td>• Armament: Torpedoes, machine gun</td>
</tr>
<tr>
<td>• Sensors: Sonar, radar and infrared camera</td>
</tr>
</tbody>
</table>
What is the Marine Corps?
Amphibious and special operations. These two characteristics make up the most important part of the Marine Corps’ tasks. These maritime light infantry units can deploy at sea, on land and where the sea meets land. From warfare to humanitarian aid, from covert reconnaissance to counter-terrorism operations. The Corps also distinguishes itself with its expertise in the fields of riverine warfare and operations in arctic, mountainous and desert environments.

Amphibious and inland operations
The Marines carry out their missions under the most testing conditions, with little time and few means. In total, the Marine Corps has an approximately 2,300 strong force that is always ready to protect the interests of the Netherlands, anywhere in the world. This is reflected in their age-old motto ‘Qua Patet Orbis’, which translates as ‘as far as the world extends’.

Origin
The origin of the Marine Corps dates back to roughly the 17th century, the Dutch Golden Age. During this Golden Age for the Republic of the Seven United Provinces, fields such as science, art and commerce were at their prime. However, global commerce resulted in continuous conflict with the great powers of England and Spain.
Soldiers with sea legs

The importance of global merchant trade led to the need for global defence. As a result of this, Grand Pensionary Johan de Witt and Admiral Michiel Adrianszoon de Ruyter saw the need for a permanent group of ‘soldiers with sea legs’. These soldiers would replace the army troops that were assigned among the fleet in certain situations.

This idea resulted in the establishment on 10 December 1665 of a regiment of sea-going soldiers, under the command of Lieutenant Colonel Willem Joseph baron van Ghent. The Marine Corps is the present-day successor of the original regiment led by Van Ghent. Initially, the regiment’s area of responsibility was mainly fleet-orientated, but this focus shifted to the colonies later on.

Units

The Marine Corps’ operational units consist of: 2 combat units, special forces, amphibious combat and training units and a support unit.

These are:

- the Marine Combat Groups (1MCG and 2MCG);
- the Netherlands Maritime Special Operations Forces (NL-MARSOF);
- the Surface Assault & Training Group (SATG);
- the Sea-based Support Group (SSG).

The Marine Corps’ operational units are based in Doorn (moving to Vlissingen in the future), in Den Helder and on Texel. In addition, there are operational units stationed in the Dutch Caribbean. The Marine Corps’ training and education programmes are based in Rotterdam and on Texel. The Marine Corps totals around 2,300 men.

Identity and solidarity

Identity and solidarity are important values that allow the Marine Corps to function properly. The commander of the Marine Corps maintains and strengthens the esprit de corps with the Corps’ values of Strength, Unity and Dedication whenever possible. These values are taught to future marines from the moment they set foot in the Rotterdam base to take part in initial training.

The current Royal Netherlands Navy Director of Operations holds the position of Commander of the Marine Corps as an additional task.

Cooperation

The Netherlands Marine Corps is an inextricable part of the Royal Netherlands Navy. In addition, it also cooperates with civil and military partners both in the Netherlands and abroad.

Since 1973, the marines have been embedded in the United Kingdom-Netherlands Landing Force (UK/NL Landing Force). This amphibious unit sees the Netherlands Marine Corps cooperate closely with the British Royal Marines. The unit is part of the Joint Expeditionary Force, with which the United Kingdom and the Netherlands, among other countries, provide a collective contribution to the yet to be established NATO ‘spearhead force’.

Within the Netherlands, marines are part of the framework of special forces that protect the Netherlands against terrorism. An example of this is the Special Intervention Service (DSI), in which they work closely together with the police force and the Royal Netherlands Marechaussee.

Present day

These days, the deployment of marines varies from warfare and training activities to (natural) disaster relief and humanitarian relief operations. One moment the marine is engaged in combat and the next he could be providing aid, keeping the peace or instructing foreign military personnel. This requires the ability to quickly switch between the roles of fighter, trainer, peacekeeper and aid worker.
Directorate of Material Sustainment

The Royal Netherlands Navy’s high-quality, modern and robust material is maintained and modified by the RNLN’s Directorate of Material Sustainment (DMI).

By carrying out maintenance, the sustainment division ensures the Defence organisation’s material remains fully functional. The DMI is responsible for the maintenance of parts and systems on board a ship: the ship’s hull, platform systems, sensor systems, weapon systems and communication systems. They carry out preventive and corrective maintenance and make modifications. Preventive maintenance is aimed at preventing any malfunctions or defects occurring during the use of the systems. Similar to a car being serviced, the ship is subjected to minor and major maintenance periodically. Corrective maintenance refers to the repair of malfunctions or defects that have occurred during the use of the systems. Wherever in the world a ship is, the mechanics and technicians will resolve the problem. Modifications are meant to increase the lifespan of a system, to improve the functionality of a ship or system or to lower maintenance costs.

Means of production
Maintenance to of smaller vessels such as mine countermeasure vessels and submarines takes place at the shiplift complex in Den Helder. The shiplift complex has capacity for multiple vessels and comprises a repair hangar, open docks, a lifting platform for the purpose of lifting vessels out of the water and an extensive transport system for the transportation of vessels across the facility. Adjacent to the shiplift complex, the DMI also has a covered dock, called Dok VI. Dok VI is one of the largest covered docks in Europe. The dock can accommodate all large RNLN vessels, with the exception of the HNLMS Karel Doorman Joint Support Ship and the amphibious transport ships (LPDs). Owing to the roof, ventilation system and heating system, the dock always provides the most ideal conditions for work. In addition to Dok VI and the shiplift complex, the directorate of material sustainment also has a large number of other facilities and workshops that allow for specific maintenance works, such as:

- Workshops for maintenance, repairs and modifications to optical and optronic equipment.
- Night vision goggles for pilots of fighter aircraft and helicopters, for instance.
- A periscope tower for maintenance to submarine periscopes.
- A measurement and calibration centre, for the measurement and calibration of testing and measuring equipment, and a mobile calibration facility in the form of a portable trailer, that calibrates all testing and measuring equipment at Dutch air bases at least twice a year.
- Workshops for maintenance to small calibre weapons, torpedoes, missiles and rescue and survival resources.
- A wood and polyester workshop, which produces the accommodation facilities for vessels. The product line in this workshop is very varied, ranging from flag poles, masts, polyester hulls, weapon shields and interior cupboards to beds, name signs, tables and transport chests.
- The Near Field Test Range, one of the largest and most accurate testing facilities for (radar) antennae in the world. Measurements and, if required, calibrations of radar system antennae are carried out here.

Supply
When it comes to logistic support, a reliable partner is of vital importance for an organisation such as Defence. After all, the Royal Netherlands Navy depends heavily on the daily availability of various resources. The DMI is responsible for all supply activities relating to stock management, sourcing, storage and physical distribution and, for this purpose, it has its own storage and distribution centre.

Day in, day out, they provide the storage and distribution of thousands of articles for clients across the world; from the RNLN’s base in Den Helder itself to the Caribbean or mission areas in for example Somalia and Afghanistan. In order to make sure the storage and distribution process runs smoothly, various storage systems and an automated order-picking and sorting system are used. It goes without saying that this also requires an array of transport methods, including fork-lifts, heavy duty cranes and special transport means for missiles.
The Flag Officer in the Caribbean

Aruba, Curacao and Sint Maarten are independent countries within the Kingdom of the Netherlands. This means that they handle all their own governmental business, except for foreign affairs and defence matters. The Netherlands armed forces are responsible for the latter. 8,000 kilometres from home, more than 500 Navy personnel - from the fleet and marine corps - ensure the safety of the territories of Aruba, Bonaire, Curacao, Sint Maarten, Sint Eustatius and Sabá.

Tasks
Besides the external defence of the Caribbean part of the Kingdom of the Netherlands, this naval unit also plays an important part in maintaining the international rule of law. Owing to the location of the islands, this pertains in particular to the combating of the international drugs trade by sea. It is for this reason that the RNLN in the Caribbean is closely integrated with the Joint Inter Agency Task Force South international counter-drugs organisation based in Key West. The Flag Officer in the Caribbean is the commander of one of the task forces of this organisation, Task Group 4.4.

Apart from this, the Flag Officer in the Caribbean is also responsible for the possible deployment of military units for maintaining public order or for disaster relief, in addition to him being the commander of the Dutch Caribbean Coastguard. The coastguard is a civil organisation that is responsible for monitoring the territorial waters surrounding the Caribbean islands and is closely linked to the Royal Netherlands Navy. Together, these two organisations cooperate during counterdrugs operations, search and rescue operations and in upholding the rule of law, for instance by monitoring illegal fishing practices and environmental crimes.

Material
There is a Royal Netherlands Navy vessel permanently stationed in the Caribbean. This guard ship is deployed by both the navy and the coastguard for counterdrugs operations, upholding the rule of law, search and rescue operations and, support in the event of a hurricane. In 2005, a guard ship provided assistance near New Orleans in the aftermath of Hurricane Katrina and in 2007, after Hurricane Felix hit north-eastern Nicaragua.
The Flag Officer in the Caribbean’s support vessel, HNLMS Pelikaan (A804), is used for strategic transport between the islands, offering support to operations and exercises being carried out by units in the area. In the event of natural disasters, the Pelikaan can also offer a quick response with required material, personnel and humanitarian aid goods.

**Special task**

Finally, the Flag Officer in the Caribbean is also responsible for the management and the training and instruction of the Curaçaoan and Aruban Militia. This professional militia carries out various tasks for Curaçao and Aruba, such as security assignments and supporting the local authorities. In addition, it is responsible for the surveillance and security of defence objects on the islands. The military training and instruction of personnel takes place at the Suffisant Navy barracks on Curaçao or the Savaneta Marines barracks on Aruba, and is in accordance with the Marine Corps training and instruction standards.

Upon completion of this training, the militia personnel often cooperate with the Marine Corps’ 32 Raiding Squadron, which is stationed on Aruba. Suffisant and Saveneta barracks also contribute to the social education project (Sociaal Vormend Traject), which gives youths with a troubled background a new chance to get their lives back on track. This project, set up by the Netherlands Ministry of Education, starts with a period during which the youths are taught military values such as discipline, perseverance and cooperation. After this, they continue on to a regular vocational educational programme or can decide to join the Curaçaoan and Aruban Militias’ training and instruction programme.

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**Technical specifications HNLMS Pelikaan**

**General**
- Crew: 13, additional accommodation 77 persons
- Displacement: 1150 tonnes
- Length: 65 metres
- Beam: 13 metres
- Draught: 4 metres

**Propulsion**
- 2 x diesel engine
- Speed: 14.5 knots
Dutch Caribbean Coastguard

The Dutch Caribbean Coastguard has monitoring and service tasks. It is a separate organisation under the responsibility of the Minister of Defence and comes under the command of the Flag Officer Caribbean. The Royal Netherlands Navy base Parera on the island of Curaçao houses the coastguard centre, from where the daily activities, as well as search and rescue operations, are coordinated.

The coastguard has auxiliary bases on Aruba and St Maarten. Its material consists of three coastguard cutters and a large number of smaller units. The guard ship is also deployed for coastguard operations.

Technical specifications

**coastguard cutters**

**General**
- Crew: 11, additional accommodation for 6 persons
- Displacement: 195 tonnes
- Length: 42 metres
- Beam: 7 metres
- Draught: 2 metres

**Propulsion**
- 2 x diesel engine
- Speed: 27 knots

**Armament**
- 1 x machine gun

**Coastguard cutters**
- Jaguar P 810
- Panter P 811
- Poema P 812
Netherlands Coastguard

The Netherlands Coastguard is an independent civilian organisation with its own tasks, powers and responsibilities. The Coastguard has three main objectives:
1. Responsible use of the North Sea
2. Safety at sea, both in the fields of services and enforcement.
3. Ensuring the observance of national and international rules, regulations and obligations.

The Coastguard carries out fifteen tasks for five different ministries. The day-to-day command of the coastguard rests with the Director of the Coastguard. Administratively, the coastguard is part of the Royal Netherlands Navy. The Ministry of Transport, Public Works and Water Management is responsible for all policy-related issues. The Coastguard Centre in Den Helder coordinates all activities carried out by the various air and sea units. The units, which include salvage vessels, buoying vessels, surveillance vessels and oil recovery vessels, as well as patrol aircraft and search and rescue helicopters, are made available by the participating services. The Coastguard Centre is manned 24 hours a day, 7 days a week and acts as a central control, information and coordination centre. At the same time, it is also the National Maritime and Aeronautical Rescue Coordination Centre (RCC).

Work area
The work area of the Rescue Coordination Centre comprises the territorial waters (up to 12 nautical miles off the coast) and the adjacent Exclusive Economic Zone (coincides with the Dutch Continental Shelf, up to a maximum of 200 nautical miles off the coast). The coastguard is responsible for the execution of search and rescue operations in the North Sea, the Wadden Sea, the IJsselmeer including the border lakes, and the rivers of South Holland and Zeeland. The Amsterdam flight information region (FIR) is the area of responsibility with regard to aeronautical search and rescue.

The tasks of the coastguard include:

1. Services:
   - Responding to distress, emergency and safety transmissions
   - Search and rescue
   - Disaster and incident prevention
   - Maritime assistance
   - Vessel traffic services
   - Buoying
   - Shipping surveys

2. Enforcement in the context of:
   - General policing duties
   - Customs control
   - Border control
   - Legislation with regard to the environment, fishing industry,
   - Mining and shipping industry.

For more information, see www.kustwacht.nl
Belgian-Dutch cooperation

The Netherlands and Belgium are frontrunners in the field of international defence cooperation. An important example of this is the Belgian-Dutch naval cooperation BENESAM. Since its establishment in 1996, BENESAM has been a unique example of ‘deeper’ cooperation and even integration, unlike anything taking place elsewhere in Europe. The two navies are highly integrated in the fields of maintenance, training and instruction. This cooperation leads to increased efficiency with regard to knowledge, personnel and finances.

Belgian-Dutch training and instruction

In 1964, the Belgian and Dutch navies decided to combine their mine countermeasures training and instruction programmes. At that point, the two organisations had already been working together for 16 years. While the Belgian forces had invested in an advanced mine countermeasures school (thanks to American support), the Dutch mine service training and instruction programme lacked a stable home. On the 1st of April 1965, the move to Belgium went ahead and on Tuesday the 2nd of April 1965 the first Dutch students attended courses at the Belgian school. This cooperation in mine countermeasures training and instruction continued to grow. In 1975, the school became a formally integrated part of the Belgian-Dutch organisation, allowing it to offer programmes to NATO partners. In 2006, the Belgian-Dutch Mine Countermeasures School received accreditation as a NATO Naval Mine Warfare Centre of Excellence.

Intensive cooperation

In 1970 it was decided that the Royal Netherlands Navy would aid its Belgian counterpart in the construction of new Belgian frigates of the Wielingen class. Following this, their level of cooperation kept increasing. In 1972, a steering group was established that focused on cooperation in the fields of training and instruction, technical support, supply management, mine countermeasures, legal affairs, financial affairs and the procurement of joint material. Arrangements were also made for the upkeep and improvement of software on the Belgian frigates by the Royal Netherlands Navy’s Centre for the Automation of Weapon and Command Systems (CAWCS) in Den Helder. In the early 1980s, the Belgian and Dutch navies also started cooperating closely with regard to material on account of the Tripartite project. This project involved cooperation with France and saw the three countries use the same type of minehunter. In addition to the Belgian-Dutch cooperation, both countries also cooperate with other countries under the NATO banner. Thanks to NATO and countless international exercises, the treaty organisation’s navies are well attuned to one another. This has also resulted in successful cooperation in the area of operations, as the procedures used
by for example the Dutch and Belgian navies are now identical. What is taught in the Belgian-Dutch schools, is often collectively put into practice. Dutch and Belgian vessels have been cooperating extensively for a considerable time, with Belgian helicopters also operating from Dutch vessels since 1996.

Admiral Benelux

The cooperation is not limited to the practical workplace. The senior levels of the organisations also have a strong bond. On the 27th of March 1975, the Admiral Benelux (ABNL) in times of the Cold War was established. On the 1st of January 1996, the Dutch and Belgian Navy operational staffs also joined forces as one integrated staff in peacetime. Subsequently, the Admiral Benelux headquarters was stationed at the Nieuwe Haven site in Den Helder.

M-frigates and minehunters

In 2007 and 2008, Belgium bought the two Dutch M-frigates HNLMS Karel Doorman and HNLMS Willem van der Zaan. This resulted in a unique cooperation: the Netherlands became responsible for the training and instruction of Dutch and Belgian M-frigate crews and for logistics and maintenance for these ships. Belgium has the same responsibilities for the mine counter-measures vessels. Command of these ships rests with the integrated binational navy headquarters in Den Helder. Owing to this, the four M-frigates are often present in Den Helder, as are the Dutch minehunters in Belgium.

Since 2015, a permanent Belgian-Dutch maintenance team that oversees the maintenance of all minehunters has been located in Zeebrugge. The team assumes temporary management of the ship and is responsible for facilitating the maintenance, ensuring the material readiness and for the handover of the ship to the new crew once the maintenance is completed.
Music units

The Marine Band of the Royal Netherlands Navy
The Marine Band is a large military harmony band that has acted as the musical representation of the Royal Netherlands Navy since 1945. The band comprises specially selected men and women who have completed vocational training at a music academy. The band’s most important task is to provide musical accompaniment at military ceremonies for the Royal Family, the Royal Netherlands Navy and other Netherlands Defence organisation services. These include guards of honour during visits by foreign heads of state or ambassadors, remembrance ceremonies and inaugurations. During Prinsjesdag, the opening of Parliament, the band plays the Dutch national anthem, the Wilhelmus, upon the arrival of the King in the Golden Coach.
In addition, they perform nationally and internationally and record CDs in a number of different styles. Owing to the high level of skill and diversity, this musical unit has developed into a band of national and international standing. Over the past few years, the band has performed successfully in New York, Berlin, Oslo, Moscow and London to name but a few places. For special occasions or at special locations, smaller musical ensembles such as the Strings ensemble, the Combo, the Dance Band or the Brass Quintet can be formed from the members of the band.

The Netherlands Marine Corps Fifes and Drums
The Fifes and Drums of the Marine Corps comprises of marines who, upon completion of their basic marines training, have attended vocational training and have specialised in either drums or the piccolo flute (fifes). All members of the Fifes and Drums are able to play the bugle. They are stationed in Rotterdam, with the operational units in Doorn, in Den Helder, the Dutch Caribbean or in crisis areas worldwide.

The Marine Corps Fifes and Drums often cooperates with the Marine Band to provide musical accompaniment at military ceremonies such as transfers of command, the christening and commissioning of ships, military funerals and events such as the national military tattoo. These contributions can be individual or as a ensemble.

The Royal Netherlands Marine Corps Steel Band
The RNLMC Steel Band is made up of members of the Fifes and Drums. The characteristic steel drum instruments were gifted to the Marine Corps by the Aruban population in 1969. With their extensive Latin American inspired repertoire and ‘sunny sound’, these enthusiastic musicians bring the laid-back Caribbean atmosphere to open days, reunions, receptions and other festive occasions. Up-to-date information about the Marine Band and the Fifes and Drums of the Marine Corps can be found on their public Facebook pages:
www.facebook.com/marinierskapel and www.facebook.com/tamboersenpijpers
All members of the military require a great investment when it comes to training and instruction. Not only by the organisation, but also by the individuals themselves.

This training and instruction can be divided into two components: (general) military education and job-specific (vocational) training and instruction.

Ratings and NCOs of the fleet attend their initial military training at the school for Basic Military and Maritime Training. Following this, they specialise at one of the Royal Netherlands Navy’s vocational schools in the field of, for instance, engineering, logistics or operations.

Marines receive their initial training at the Marines Training Centre (MOC). Subsequently, they can specialise over the course of their career.

Officers receive their basic training at the Royal Naval College, which is also followed by a chosen specialisation in either the field of operations, engineering, logistics or marines.

**Royal Netherlands Navy training ship Van Kinsbergen**

The Navy training ship Van Kinsbergen is used for practical nautical training. The ship has a double training bridge and is equipped with a rigid hull inflatable boat (RHIB).

In addition, there are also various other naval schools such as the school for chemical, biological, radiological and nuclear defence, damage control and occupational safety (SCBRNDCBV) or the School for Maritime Training, Business Operations and Didactics (SMVBO), which provides management and leadership training. During their career, military personnel attend various training courses given at these institutes on a regular basis.
History

The Royal Netherlands Navy Museum
The RNLN Museum in Den Helder is the ideal place to truly experience the Navy. For instance, on board of original Navy ships. The submarine ‘Tonijn’ remains a popular public attraction. Come aboard and listen to the crew share their stories. The ‘Abraham Crijnssen’ minesweeper has a colourful history. In the Second World War, the ship escaped the Japanese by camouflaging itself as a tropical island. The museum restaurant is located on board the stately ‘Schorpioen’ ramming vessel. The bridge of the ‘De Ruyter’ is an attraction in its own right. Enter the world of the modern Navy and experience the power of the radar.

The tower houses five centuries of Navy history. In the armoury, you will find interactive exhibitions about the technical world behind the navy and the impressive exhibition ‘Pirate Hunt’ will introduce you to the phenomenon of modern piracy.

The Navy Museum is open Monday – Friday from 10:00 to 17:00 hrs and on Saturdays, Sundays and public holidays from 12:00 to 17:00 hrs.

From November to April the museum is closed on Mondays, with the exception of national school holidays. The museum is also closed on the 25th and 26th of December and the 1st of January.

The Marine Corps Museum
The Marine Corps Museum presents an overview of the age-old history of the Marine Corps. Visitors are able to see for themselves what it is like to be a marine, from boarding parties to international peace missions. There are regular temporary exhibitions.

The Naval Museum is open Tuesdays to Fridays from 10:00 to 17:00 hrs and on Saturdays and Sundays from 11:00 to 17:00 hrs. The museum is closed on Mondays and on public holidays, with the exception of Easter Monday, Whit Monday, Ascension Day and Boxing Day.

The museum is located near Rotterdam Blaak train station.

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1781 AA Den Helder
+31 (0)223 65 75 34
www.marinemuseum.nl

Marine Corps Museum
Wijnhaven 7-13
3011 WH Rotterdam
+31 (0)10 412 96 00
www.mariniersmuseum.nl
A look to the future

The Royal Netherlands Navy has recently added the largest navy ship in its history to the fleet, the HNLMS Karel Doorman. This addition results in a fleet of robust, technologically advanced units, ranging from minehunters, patrol ships (OPVs), multi-purpose frigates, air defence and command frigates, amphibious transport ships and submarines, to the brand new Joint Support Ship. The marines battalions have also been reinforced and reshaped into Marine Combat groups. As a result, these units can take on a larger set of tasks and can be deployed independently for a longer period of time. All these units make the Navy an expeditionary and flexible force, capable of being deployed anywhere in the world and anywhere within the spectrum of force. The Navy is versatile, adaptive and operationally sustainable. In addition to that, the Navy must be future-proof. This requires constant adaptation and innovation. The Navy uses high-tech innovative systems (weapons, radar, sensors, propulsion). However, it is not just the hardware that is innovative. The innovative crew concept on the ocean-going patrol vessels has resulted in an optimal crew size, allowing the Navy to operate in a sustainable manner.

To stand still is to fall behind. It is with this in mind that the Navy continuously invests in innovation. A number of major material projects are planned for the coming years, for instance the replacement of the four Walrus class submarines. The (expeditionary) capabilities of these submarines are globally unique, but are however in need of an update to current requirements. In addition, the coming years will see the replacement of both multi-purpose frigates. This replacement will guarantee in particular anti-submarine operational capabilities. Finally, the mine countermeasures capability must be renewed. These innovations will take place in close cooperation with the Dutch maritime business sector and knowledge institutes. The Royal Netherlands Navy is a launching customer for Dutch maritime innovative technology. These planned investments will allow the Navy to continue to carry out its tasks efficiently and effectively.

The Navy is heavily relied upon, and this dependency will only increase. Both nationally, for instance for the disposal of Second World War explosives in the North Sea, and internationally, for various crisis management and peace missions. In order to meet these requirements, the availability and readiness of our units (fleet or marines) needs to be increased. We have a permanent forward deployed presence in the Dutch Caribbean (counter-drugs) and in the Horn of Africa (counter-piracy), as well as being on continuous stand-by, ready to deploy 24 hours a day, 7 days a week. In order to maintain this level of readiness, an intensive exercise and training programme is in place.

The aim is to search for (even) more international cooperation in the future. However, this is nothing new, as international cooperative ventures have existed for years, in the fields of operations, material-logistics and training, instruction and exercise. That being said, as a result of the decreasing defence budget, future international cooperation will be intensified in order to achieve a sustainable Defence organisation.
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