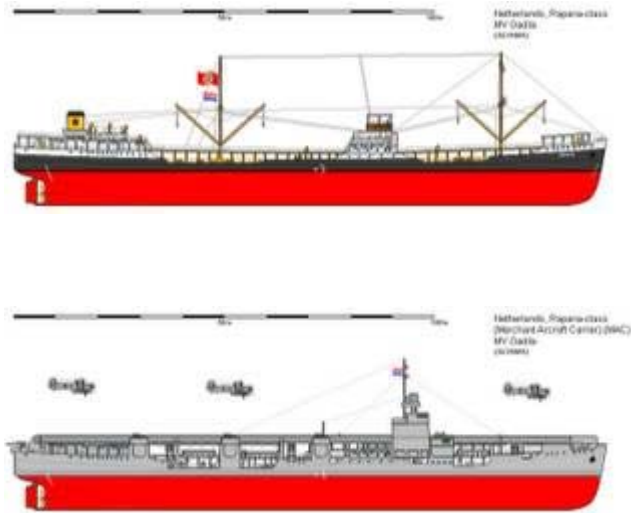


The new Shell tankers in 1934-1935 in Dutch newspapers

Computer line drawings by Alexander van Maanen



Text by Ron van Maanen

According to the *Algemeen Handelsblad* evening edition dated 10 November 1934 (1) were 3-12,000 tons tankers build for the Koninklijke Shell Groep were to be named Sunetta, (2) which was in the meantime launched at the yard of the N.V. Rotterdamsche Droogdok Maatschappij at Rotterdam, Rapana (3) and Rotula (4) both being build at the yards of the N.V. Wilton-Fijenoord at Rotterdam and the N.V. Nederlandsche Scheepsbouw Maatschappij at Amsterdam. All three tankers were property of the N.V. Petroleum Maatschappij La Corona just like the 12,000 tons tanker Perna which was at that moment being build at the Odens Staaskibsvaerft at Odense. The 2-4,000 tons tankers Rosa (5) and Rita (6) which the Koninklijke Shell Groep ordered at the N.V. Nederlandsche Scheepsbouw Maatschappij at Amsterdam were to become property of the N.V. Curacaosche Scheepsvaart Maatschappij and the the N.V. Petroleum Maatschappij La Corona became owner of the 12,500 ton tankers Sunetta, Rapana, Rotula, Perna, Gadila (7) (being build at the yard of Howaldtswerke at Kiel) and the Genota which was recently launched at the yard of the Deutsche Werft at Hamburg.

Notes

1. The *Het Vaderland* evening edition dated 9 November 1934 confirmed this tidng. The morning edition dated 22 December 1934 reported that the Board of the Koninklijke Shell groep decided that of the 12 ships now being build 8 would come in service under the Dutch flag. The Rosa and the Rita would be owned by the N.V. Curacaosche Scheepsvaart Maatschappij.

2. The *Algemeen Handelsblad* evening edition dated Wednesday 7 November reported that she was a day earlier launched. Her measurement was 12,100 tons. The evening edition dated 7 November reported that this single screw motor tanker was the second of 12 similar ships which was launched. She was christened by Mrs. C. Mak-van Waay-Zuiver daughter of marine intendent C. Zuiver. Her dimensions was 460' (between perpendiculars) x 59' (outside trusses) x 27'6" and a hold of 34' and a capacity of 12,100 tons. The construction was the combined crossbars-long spans system with two longitudinal bulkheads which with the transverse bulkheads divided the ship in 21 separate cargo compartments. There were two pump rooms each equipped with large cargo pumps and separate connections in deck making it possible to load or unload four different cargoes. The fore cargo hold was especially fitted out for the transport of packed petroleum products. All cargo holds were equipped with heating coils to heat thick oil. The Werkspoor engines were delivered by the Dutch firm Stork at Hengelo.

3. The *Nieuwsblad van het Noorden* dated 6 March 1935 reported that the trial of the motor tanker *Rapana* on 5 March was successful. The evening edition of the *Het Vaderland* reported on 8 November of the same year that she struck the lodge at Brunsbuttel underway from Curacao towards Gothenburg, Stockholm, Helsinki, Riga and Memel causing a dented bow to be fixed at Kiel, Germany.
4. The *Leeuwarder Nieuwsblad* dated Monday 24 December 1934 reported that she was to be launched within short time leaving all slips of the yard than unused. The *Nieuwe Tilburgsche Courant* dated 24 December confirmed this news item. The *Vaderland* daily edition dated 28 January 1935 reported that she was to be launched on Saturday 2 February, a tidng confirmed by the *Nieuwsblad van het Noorden* dated 18 January 1935. The *Vaderland* evening edition dated 2 February reported her launching that day christened by Mrs. De Vlught souse of the major. The latter was also resident commissary of the company. The director of the yard D. Goedkoop gave a short speech. The dimensions were given as 489'0" (over all) x 59'0"x 27'6" (loaded) and a hold of 34'0" with a displacement of 16,800 tons. The building was supervised by Lloyds Register of Shipping and daily oversight by the technical service of the Nederlandsch Indische Tankstoomboot-Maatschappij. The main engines was a Werkspoor 8 cylinder 4 tact diesel engine with cylinders with a diameter of 650mm and furthermore a stroke of 1,400mm supplying 3,500 hp and allowing a speed of 12 miles. According to the *Nieuwe Tilburgsche Courant* dated 19 April 1935 was her trial planned on 2 May. The *Algemeen Handelsblad* morning edition dated 4 May 1935 reported that the trial was a day earlier and successful. Her measurement was according this news item 12,000 tons, was she fitted out with a 8-cylinder Werkspoor diesel engine and could with her 21 large oil tanks transport 11,000 tons oil. She was handed over to the new owner and arrived in the meantime at Rotterdam.
5. The *Leeuwarder Nieuwsblad* dated Monday 24 December 1934 reported that the Saturday before with success the double screw team tanker *Rosa* was launched and that her sister ship *Rita* would be launched within some weeks. The *Nieuwe Tilburgsche Courant* dated 24 December confirmed this news item. The *Algemeen Handelsblad* morning edition dated 23 December supplied however far more details. Her dimensions were 335'0"x 56'0" x 13'6" (maximum in seawater) and with this draught a capacity of 3,960 tons. The hold below the main deck was 14'6" and below the trunk deck 22'6½". She was fitted out with two longitudinal bulkheads and 18 cargo tanks. The two steam engines provided totally 2,500 ihp allowing a speed of 11 knots. The engines were delivered and installed (in the aft ship) by the Werkspoor N.V. of Amsterdam. Before the engine room were a pump chamber and a fuel banker situated. The firm N.V. Groeneveld v.d. Poll&Co's Electrotechnische Fabriek of Amsterdam was responsible for the electric equipment and the firm A. v.d. Ben of IJsselmonde for the several pipelines.
6. See also note 5. According to the *Nieuwsblad van het Noorden* dated 18 January 1935 was her launching planned on 16 February.
7. One of the two so-called MAC ships (Merchant Aircraft Carriers) during the Second World War serving in the Dutch navy.