

The building of new tankers for the Anglo-Saxon Petroleum Company according to Dutch newspapers in 1926

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In the newspaper *Algemeen Handelsblad* evening edition dated 9 January reported that the tanker which was built by the yard Nieuwe Waterweg at Schiedam was fitted out with a 4,400 hp diesel engine of Werkspoor at Amsterdam. The *Schiedamsche Courant* dated 8 October 1926 reported that the day earlier from one of the slips of the yard owned by the Scheepsbouw Maatschappij Nieuwe Waterweg with success the motor ship Telena was launched for account of the Anglo-Saxon Petroleum Company Ltd. Of London, she was baptized by miss A.C. Knappe.

The newspaper *Het nieuws van den dag voor Nederlandsch-Indië* dated 16 January described the fire which destroyed the tanker no. 180 being build at the yard of the Nederlandsche Scheepsbouw Maatschappij at Amsterdam on Tuesday evening 10 December 1925. Chief controller Duivendijk discovered around 20.00 when the building activities were stopped that on the slip near the railroad where the tanker was build fire was broken out and flames were visible below the ship nearby the water. Despite all efforts done to extinguish the fire was it at 20.15 o'clock clear that it was a major fire and around 21.00 o'clock was the structure at both sides of the ship burning and for a major part fallen down and still fire burning below the ship. Although it was still standing on the blocks the ship already descended about 30 metres on the slip. At 24.00 o'clock were all efforts to extinguish the fire stopped.(1)



Het *Nieuws van den dag voor Nederlandsch-Indië* dated 14 April 1926 published a photo of the tanker which was destroyed by the fire and broken up.

The newspaper *Het Vaderland* evening edition dated 16 February reported that at the new yard of the Nederlandsche Scheepsbouw Maatschappij the building was started of a new tanker to replace the one earlier burnt at the old yard at the Conraadstraat. The newspaper *Tilburgsche Courant* dated 17 February confirmed this news item.

In the newspaper *Algemeen Handelsblad* morning edition dated 9 March 1926 reported the correspondent of the newspaper *Times* at The Hague that the Royal Shell ordered another 9 large tankers. In the morning edition dated 11 March was pointed out that the Anglo-Saxon Petroleum Company Ltd ordered within 18 months the building of 14 ships with a total tonnage of 127,200 tons, all fitted out with Dutch Werkspoor diesel engines. Eight of these ships were build in the Netherlands. Of the engines were 6 build by Werkspoor at Amsterdam, the other by licence holders in England.

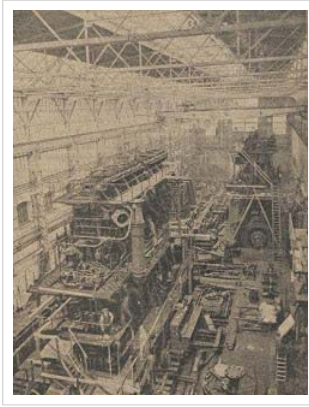
The newspaper *Het Nieuws van den dag voor Nederlandsch-Indië* dated 9 March published an item dated The Hague 8 March according to which the Royal Shell intended this building.

The newspaper *Amigoe di Curacao* dated 1 May reported that during the board meeting of the Royal Petroleum Company decided was to build another 9 large tankers above the tankers ordered in March 1925 by the Anglo Saxon Company.

The newspaper *Algemeen Handelsblad* evening edition dated Sunday 6 June reported that in the afternoon of the day before at the yard at the Conradstraat of the Nederlandsche Scheepsbouw Maatschappij (N.S.M.) with success the motor tanker Phobos was launched. She was build for account of the Royal Shell Group. She was baptized by mrs. C. Mulder-Thijse spouse of J. Mulder chief technical department of the Nederlandsch Indische Stoomboot Maatschappij. The N.S.M. was ordered to build 3 of 8 eight tankers of similar size in the Netherlands. The Phobos was the first of the three launched while the first was destroyed by fire in December 1925 a few days before her launching. Her remains were still visible.(1)

The newspaper *Nieuwe Rotterdamse Courant* morning edition dated Wednesday 11 August 1926 published an item dated Amsterdam 4 August that on next Saturday the third ship of the order from the Anglo-Saxon Petroleum Company was to be launched on the new yard located on the other side of the IJ. After the launching was the slip to be used for laying down the keel of the fourth tanker. The newspaper *Het Vaderland* evening edition dated Tuesday 10 August supplied more details about this third ship. Her stern belonged to the tanker which was mainly destroyed by the fire in January on the old yard at the Conradstraat. Afterward was concluded that the stern was despite the fire in an unexpected condition and transferred with a floating derrick to the new yard where on 23 January the keel of the 3rd tanker was laid down. (1)

The newspaper *Het Vaderland* morning edition dated 21 September reported that the Anglo-Saxon Petroleum Company (Royal Shell Groep) ordered the building of 2 double screw tankers each of 9,500 tons deadweight by the yard Chantiers de la Seine Maritime, le Trait at Rouen to be fitted out with 3,800 hp Werkspoor engines.



De *Sumatra Post* dated 6 October 1926 published the photo above of the largest Werkspoor engine ever build in the Netherlands for the 10,000 tankers.

The newspaper *Algemeen Handelsblad* morning edition dated 20 October 1926 reported that the Anglo Saxon Company (Royal Shell Group) ordered the building of 2 tankers of each 9,000 tons at the French yard of Ateliers&Chantiers de la Seine Maritime. As presumably known ordered this company also the building of tankers in the Netherlands and Italy.

The newspaper *Het Vaderland* evening edition dated 30 November reported that the same day the motor tanker Phobos of 10,000 tons was trying her engines near the dam in the IJ of Amsterdam. She was one of the 3 tankers build at the yard of the Nederlandsche Scheepsbouw Maatschappij for account of the Bataafsche Petroleum Maatschappij and was nearly completed. She was build on the new yard of this company located at the other side of the IJ. The tanker which was being build at the old yard at the Conradstraat was last year just for the launching destroyed.(1) The newspaper *Nieuwe Rotterdamse Courant* evening edition dated 30 November confirmed the trying out and reported that the Phobos was fitted out with a 6 cylinder double operating Werkspoor diesel engine of 3,600 hp, the first ever build in the Netherlands. Her trials were expected soon. The evening edition of the newspaper *Algemeen Handelsblad* dated 21 December reported that her trials of the Phobos were on 17 and 18 December and that's he was build for account of the Nederlandsch Indische Stoomboot Maatschappij at The Hague. Her main dimensions were 440'0"x 59'0"x 32'9" (hold) and a draught of 25'3"with a carrying capacity of 10,000 tons. She was build conform the longitude truss and cross truss system of the Millar patent with two longitude trusses and 14 cross trusses. Except for the so-called deep tank were 21 oil tanks available through a coffer dam in the front and aft separated from the rest of the ship. Above the deep tank was a cargo hold while both spaces were separated through a coffer dam from the fire ship. The oil bunkers were situated between the engine room and the aft cofferdam and the pump room was situated between the tanks no.'s 3 and 4. Before the pump room was the middle deckhouse built with the accommodations for the master and steersmen. The accommodation for the engineers and the engine room personal was aft wards at both sides of the refrigerator. The other crewmembers were living in the fore ship. She was fitted out with a double working -tact Werkspoor diesel engine supplying 3,500 hp allowing an average speed of 12¼ knots. This was the first of this kind build in the Werkspoor plant conform the demands of C. Zuiver of the Anglo-Saxon Petroleum Company. The engine room was further more with some Werkspoor engines fitted out to be used as auxiliary engines. The technical department of the Nederlandsch Indische Stoomboot Maatschappij was responsible for the supervision during the building. She belonged to the highest class of Lloyds' register and was build conform the demands of the Board of Trade. Her dimensions were 440' x 59'x 32'9" and the carrying capacity was 10,000 tons. She was to be fitted out with a double working 4-tact 6-cylinder Diesel engine supplying 3,500 ahp allowing a speed of 12¼ miles. The evening edition of the newspaper *Nieuwe Rotterdamse Courant* dated 21 December supplied similar details.

The evening edition of the *Het Vaderland* dated 14 December mentioned that the tanker Elax build for account of the Anglo-Saxon Petroleum Company still was on stocks.

The evening edition of the *Nieuwe Rotterdamse Courant* dated 15 December reported that the same day the tanker Goldmouth build for account of the Anglo-Saxon Petroleum Company with success was launched at the yard of the Maatschappij voor Scheeps- en Werktuigbouw Fijenoord. She was baptized by mr. ir. J.E.F. de Kok, director of the Kon. Ned. Maatschappij tot exploitatie van Petroleumbronnen in Nederlands-Indië. The morning edition of the newspaper *Algemeen Handelsblad* dated 16 December confirmed this launching.

The newspaper *Algemeen Handelsblad* evening edition dated 20 December published an item dealing with the shipyards at Rotterdam and their activities in 1926. Two 10,000 tons motor tankers build for the Anglo-Saxon Petroleum Company were nearly completed at the yard of the maatschappij Fijenoord and the Rotterdamse Droogdok Maatschappij delivered the 10,000 tons deadweight Marpessa to the Petroleum company Corona.(4)

The evening edition of the *Nieuwe Rotterdamse Courant* dated 30 December reported that on 29 December from one of the slips of the Rotterdamse Droogdok Maatschappij with success the motor ship Trocas build for account of the Anglo-Saxon Petroleum Company Ltd. at London was launched. She was baptized my miss Alexandra Zulver.

Note

1. The *Schiedamsche Courant* dated 11 December reported that the tanker was lost due to a large fire on the evening of 10 December started around 20.00 o'clock on the large slip. When the support work-benches were destroyed the ship started to launch herself. After an investigation it was clear that the ship was completely lost just before her launching planned on 19 December. Costs of damage to the ship and yard were estimated to be more as 1,000,000 Dutch guilders. Regarded the news item in *Het Vaderland* was not the complete ship lost.