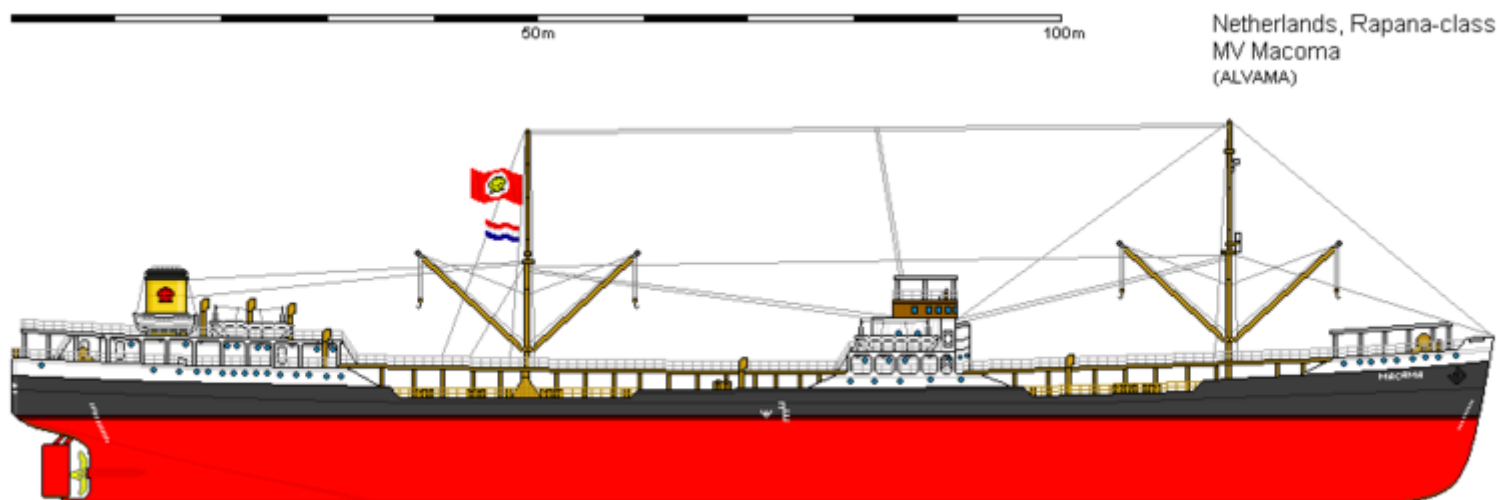


Dutch Royal Shell tanker (1935-1943 & 1945-1959) and merchant aircraft carrier (MAC) Macoma 1944-1945

Computer line drawings by Alexander van Maanen, 2011 as a tanker and as a Merchant Aircraft Carrier (MAC) with and without disguise

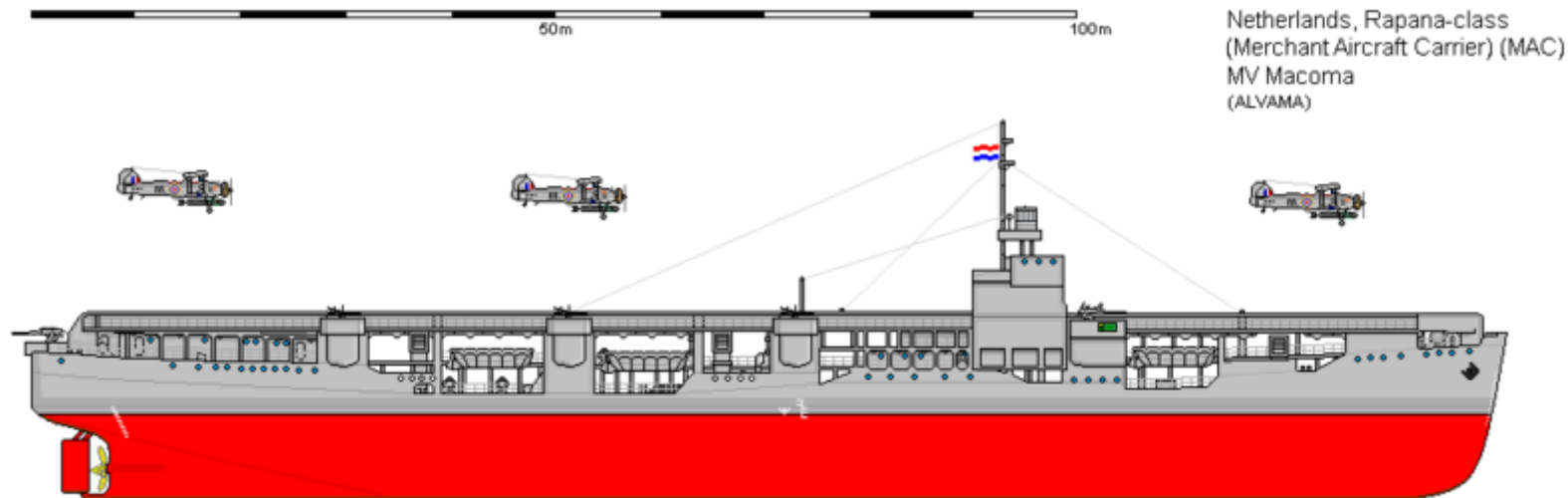
Text by Ronald van Maanen, 2011



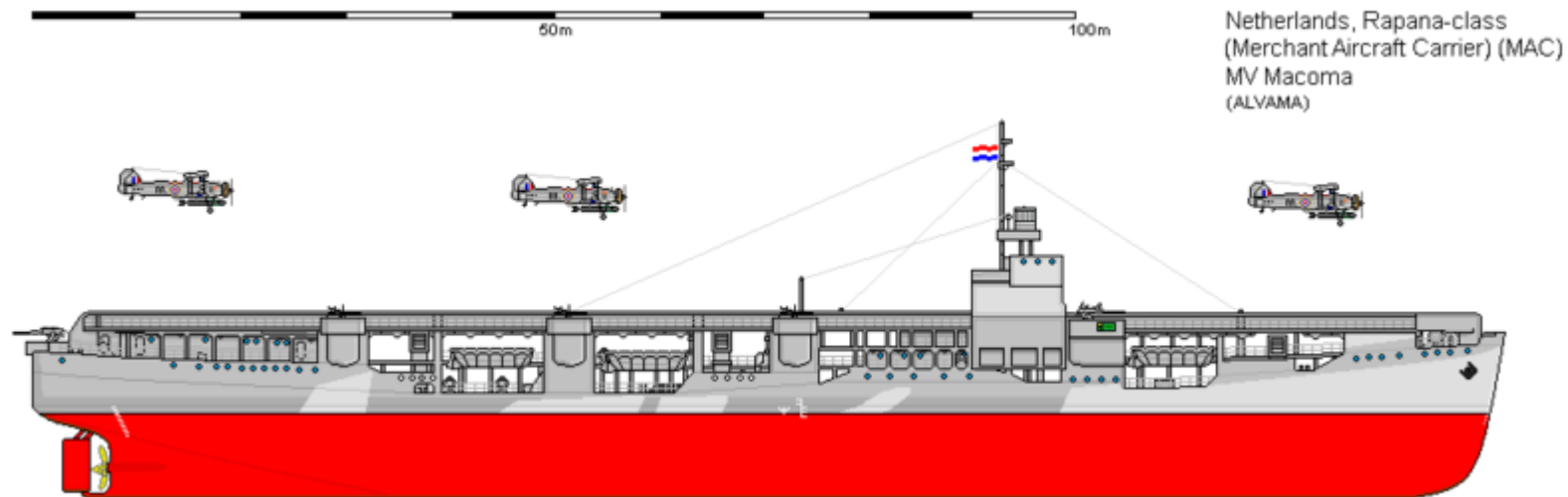
In the Dutch newspaper *Het Vaderland: staat- en letterkundig nieuwsblad* evening edition dated 31 December 1935 was item published dealing with her launching. Today was the single screw motor tanker Macoma launched from one of the slips of the Nederlandsche Scheepsbouw Maatschappij for account of the Royal Shell. She was baptized by Mrs. C. Mak van Waay-Zuiver, daughter of C. Zuiver, Marine Super Intendant of the Shell. The **Macoma** was the first of the millions order of the Shell which prevented in 1935 the closing of several Dutch shipyards. At that moment were 9 tankers with a total cargo capacity of more as 57,000 tons still standing on stocks at Amsterdam, Rotterdam, Vlissingen, Krimpen aan den IJssel and Slikkerveer while the Shell ordered in the meantime the building at Dutch yards of another four tankers with a capacity of around 40,000 tons. The Macoma was the 28th ship built for the Shell by the NSM. She was designed by the Shell according to all demands of the Scheepvaart Inspectie, Nederlands-Indische Schepenwet and Lloyds Register and the several regulations in the countries where she was to load and unload. The Dutch newspaper *Vlissingse Courant* dated 31 December 1935 supplied more details. Today was the **Macoma**

with success launched. Her dimensions were 460'0" (between perpendiculars) x 59'0" x 27'6" and a hold of 34'0" while she had a loading capacity of 12,150 tons. She had one 'cruiser deck' and was of the most modern tanker design built according to the combined transverse truss system with two bulkheads in the length. There were 32 oil-resistant compartments. The two pump chambers were each equipped with 2 pumps for loading with a total pumping capacity of 1,000 tons a hour. It was possible to load or unload four different types of oil at the same time. The cabins of the master and officer was amidships, the cabins of the engineers in the aft ship and for sailors in the fore ship. All cabins were large, comfortable and well refurbished and natural and artificial ventilated.

In the Dutch newspaper *Het Vaderland: staat- en letterkundig nieuwsblad* morning edition dated 8 May 1936 was her trial announced. Amsterdam, 7 May. The newly built tanker **Macoma** for account of the Petroleum Maatschappij La Corona at The Hague would on 13 May depart for a trial at the North Sea and from there go to Rotterdam. In the same newspaper evening edition dated Thursday, 14 May 1936 was a small news item published dealing with her trial the day before. She was built by the Nederlandsche Scheepsbouw Maatschappij and made a successful trial at the North Sea leaving in the morning of 13 May IJmuiden and arriving in the evening on the Nieuwe Waterweg. On board were several representatives from the ship trading and merchandise. Around 16.30 o'clock when she was off Hoek van Holland was the flag of the yard lowered and the flag of the Royal Shell hoisted. She was to leave the same week for the West Indies with E.D. de Muinck as master. The *Schiedamsche Courant* dated 14 May 1936 added to the item that she was fitted out with a 8-cylinder Werkspoor diesel of 4,000 hp allowing a medium speed of 12¾ miles.



Converted into a MAC ship between end 1943-April 1944 at Palmers Shipbuilding & Iron Company at Hebburn on Tyne and commissioned on 1 April 1944 (other sources claimed 27 February). Her first voyage of totally 12 voyages as a MAC ship started 15 March of the same year. She was not fitted out with an aircraft hangar and had just a flight deck of 150 x 20 metres and still served as a freighter while used as a MAC escorting convoys. The **Macoma** carried with her 3-4 Fairley Swordfish torpedo planes while the armament consisted of 1-102,cm gun, 2-40mm machine guns and 6-20mm machine guns. The crew consisted of 115 men of which 65 men form the merchant trade shipping (mostly belonging to the Shell) and 50 men of the Royal Netherlands Navy (the Squadron 860). Her master was a Shell master just like the helmsmen, deck personnel and the engineers. The navy personnel consisted of one aviation officer who assisted the master in flight operations, four crews for planes each of three men and ground- and technical personnel.



Decommissioned on 30 May 1945. The flight deck was removed in 1946 when she was reconverted into a tanker at the Rotterdamsche Droogdok Maatschappij and returned to her original owner. The breaking up at Hong Kong was completed on 14 December 1959.