

Neritina

Neritina was launched in 1943 and was used significantly in WW2 convoys. She was broken up in 1961 giving her a service life of 18 years. There is further information about some of her voyages on the **Recollections** section of the Benjidog website [HERE](#).

Image 1 is from an old postcard of **Neritina** - the date is not known.



Career Highlights

Date	Event
31 Aug 1943	Launched
3 Dec 1943	Completed
Pre 9 Dec 1943	Sea trials completed
9 Dec 1943	Maiden voyage
Jul 1961	Broken up at Hirao

Images 4 to 6 show the crew list for **Neritina's** maiden voyage. This was the first ship for 8 of the crew.

Home addresses have been blurred for security purposes as the crew may have relatives at the same address. Stan Mayes name appears as #22. Anyone researching their family history that wants more information about one of those listed is invited to contact the website - see the Home Page for contact details.

Basic Data: Neritina

Type: Tanker

Registered owners, managers and operators:

Anglo-Saxon Petroleum Co Ltd,
London

Builders: Harland & Wolff

Yard: Govan

Country: UK

Yard number: 1174g

Registry: London

Official number: 169634

Signal letters: N/K

Call sign: GDFY

Classification society: N/K

Gross tonnage: 8,228 tons

Net tonnage: 4,788 tons

Deadweight: 11,874 tons

Length: 483.3 Feet

Breadth: 59.5 Feet

Depth: N/K

Draught: 33.8 Feet

Engines: Oil 4 SC S.A - 8 cylinders, 25 9/16" bore, 55 1/8" stroke

Engine builders: Harland & Wolff

Works: Glasgow

Country: UK

Boilers: 2 double, 180lb/sq inch

Power: N/K

Propulsion: N/K

Speed: N/K

Cargo capacity: N/K

Crew: 58 on maiden voyage - this included a number of DEMS gunners

15	J. Hanagan	18	Manchester.			
16	See, John Corp. 1129518 HP	26	Liverpool		Suffolk	1943 January
17	J. S. King	37	Chesham		London	4 DEC 1943 GREENOCK
18	G. Jones	23	Newmarket		S.	4 DEC 1943 GREENOCK
19	A. Campbell 1128047 HP	20	Liverpool		London	4 DEC 1943 GREENOCK
20	H. Hamilton	25	London		King James	4 DEC 1943 GREENOCK

* If a British subject, state town or country of birth, and if born in a foreign country, should be described as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £20 a week.

8

Name of

PARTICULARS

No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Col. 17)	Age	Nationality (If British, state birthplace or subject)	HOME ADDRESS (N.B.—The Home address is the one to which communications should be sent in the event of the death of the Seaman)	Name of last ship, with Official No. or Port of Registry and year of discharge (If more than a year previous)	
					Date	Place
MR	R18200 HP A. B. ...	32	South Africa		Suffolk	1943 January
SP	R197000 HP S. P. Mayes	22	Grays Essex		London	1943 January
SP	R233857 A. Wood	21	Grays Essex		London	1943 January
SP	R232758 J. McDermott	19	London		London	4 DEC 1943 GREENOCK
SP	R233195 HP D. Murray	18	London		London	4 DEC 1943 GREENOCK
S	R28387 HP P. Dutton	19	Liverpool		London	4 DEC 1943 GREENOCK
SP	R25660 HP J. R. Allen	26	Suffolk		London	4 DEC 1943 GREENOCK
MI	R200162 HP R. Viney	23	London		London	4 DEC 1943 GREENOCK
S	R9478 W. Aitcher	38	Stratford		London	4 DEC 1943 GREENOCK
S	R49142 HP W. Clark	37	London		London	4 DEC 1943 GREENOCK
S	R241602 HP J. Hills	21	Grays		London	4 DEC 1943 GREENOCK
SP	R72271 A. Burns	32	Perth		London	4 DEC 1943 GREENOCK
SP	R374243 A. W. ...	39	Essex		London	4 DEC 1943 GREENOCK
SP	R4474 HP J. ...	36	Bristol		London	4 DEC 1943 GREENOCK
SP	R297169 Ralph ...	30	India		London	4 DEC 1943 GREENOCK
SP	R122657 P. H. ...	50	London		London	4 DEC 1943 GREENOCK
SP	1753166 J. ...	53	Dulwich		London	4 DEC 1943 GREENOCK
S	R216420 HP O. ...	20	London		London	4 DEC 1943 GREENOCK
SP	R776335 Thomas ...	20	Essex		London	4 DEC 1943 GREENOCK
S	R239134 A. ...	26	London		London	4 DEC 1943 GREENOCK

* If a British subject, state town or country of birth, and if born in a foreign country, should be described as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is not Officer whose employment is non-manual and remunerated at a rate exceeding £20 a week.

49	D. M. Hill	15	London	19	Sept	4 DEC 1943
50	B. J. Daniels	32	London	19	Sept	4 DEC 1943
51	A. Boffin	21	London	20		4 DEC 1943
52	J. H. Jones	31	London	19	Sept	4 DEC 1943
53	H. J. Raymond	31	London			4 DEC 1943
54	S. Mathias	26	Bham.			4 DEC 1943
55	W. A. Davies	29	London			4 DEC 1943
56	David Wallace Clark	25	London			4 DEC 1943
57	R. P. S. Y. I. N. P.	10	London			4 DEC 1943
58	A. D. Whiteley	23	Bham.			4 DEC 1943

* If a British subject, state town or country of birth, and if born in a foreign country, state the country of birth, and in the Certificate of Discharge as Engine Drivers, Dockyardmen, etc., should be described as such.

† If any member of the Crew enters His Majesty's Service, the Name of the King's Ship into which he enters is to be stated under the head of "Cause of Leaving".

** An entry should be made in column 21 for every member of the Crew as follows:—(a) The number of weeks for which contributions are payable. (b) "F," where the Seaman is an Officer whose employment is non-seasonal and remunerated at a rate exceeding £20 a year.

Images 5 and 6 are from the records of Neritina from 1943-4.

- There is a reference to a seaman being hospitalised in Jan 1944.
- It refers to an exchange rate of \$4 to £1. When the site author was a child we used to refer to five shillings as "a dollar" - which is in line with this rate.
- Many entries are accompanied by special stamps issued by the Consular Service

14

Name of

FEES CHARGEABLE BY CONSULAR OFFICERS.

NOTICE.

The following are the Fees, among others, chargeable for services rendered by Consular Officers. The number which precedes each fee is that shown in the Consular Fees Orders in Council.

Services required by Law.		In countries other than China.	In China.	Services required by parties interested.		In countries other than China.	In China.
		s. d.	s. d.			s. d.	s. d.
(10.)	For every seaman engaged before a Consular Officer	3	0	(33.)	For preparing a fresh agreement with the Crew of a British vessel on new Articles of Agreement being opened at a Foreign Port, and for furnishing the copy which the Merchant Shipping Act requires should be made accessible to the Crew—		
(11.)	For every alteration in agreements with seamen made before a Consular Officer. (N.B.—This fee is chargeable separately in respect of every seaman concerned)	4	0	<i>In Countries other than China—</i>			
(12.)	For every seaman discharged or left behind with the sanction of a Consular Officer	3	0	Minimum of 10/- for a Crew not exceeding fifteen men, and 1/6 for each additional man—maximum £2 10s. 0d.			
(13.)	For every desertion certified by a Consular Officer	4	0	<i>In China—</i>			
(14.)	For receiving a return of the birth or death of any person on board a ship, and for endorsing the ship's agreement with respect thereto	4	0	2/- for each man with minimum of £1 and maximum of £3 0s. 0d.			
(15.)	For custody of ship's papers, making any endorsement thereon, and giving the certificate required by Section 237 of the Merchant Shipping Act, 1894—(To include the fee for inspection of ship's papers—See No. 48)	6	7	(48.)	For inspecting ship's papers when their production is required to enable a Consular Officer to perform any specific service on the ship's behalf. (N.B.—This fee is not to be charged in addition to Fee 19, unless the agreement has been withdrawn from the Consular Office in the interval)	6	7

NOTE.—Consular Fee Stamps to the value of the Fees charged must be affixed and cancelled. In the case of No. 33, the Fee Stamps are to be affixed at the top left-hand corner of the front page of the fresh agreement, which is to be signed by the Crew and delivered to the Master. In all other cases the Stamps must be affixed to the endorsements hereon. Stamps must on no account be removed.

CERTIFICATES

Or Endorsements made by Consular Officers or Superintendents.

All bills to produce on Engagement have been handed back to Seaman

British Consulate General
New York

Vessel: 28-12-43
Articles: 29-12-43
Rate of exchange on £403 per

BRITISH CONSULATE GENERAL
PHILADELPHIA

Vessel arrived: January 18th 1944
Articles deposited: January 19th 1944
Articles returned: January 20th 1944
Average Rate of Exchange: £103 1/2

I certify that the undersigned Allen has been left behind in hospital with my sanction and that the balance of wages due to him has been delivered to me together with a Discharge and Unemployment Insurance Card. The seaman's effects have been left in his possession.

Ref. No. 10

For H. N. Scheel General

BRITISH CONSULATE GENERAL
NEW YORK



Notes on stamps on documents:

The use of stamps on documents is an interesting one which most of us will have seen but probably not taken a lot of notice of. The following summary account is from [Ext Ref. 28](#):

Tax Stamp

In Britain, the use of pre-stamped papers for fiscal purposes dates from the Stamp Duty Act (5&6 William & Mary, C21) of 1694. The principle, subsequently applied to a wide range of taxation, provides that documents embodying a taxable transaction should be stamped before anything is written or printed on them. Blank papers and parchments were supplied ready-stamped by the Stamp Office or brought to the Stamp Office by lawyers, stationers, etc. for stamping. In the case of ready-stamped papers a charge was made (by way of taxation) for the stamp itself; there was a separate additional charge to cover the cost of the paper. In the case of paper brought for stamping, the charge was for stamping only.

The word "stamp" has undergone a change since its 17th century application. Initially, the word referred to an applied impression, whether inked or "blind"; later, it referred to a separate piece of paper which, bearing an impressions, is affixed to a document, thus "stamping" it. Tax stamps, affixed or directly applied, are to be found on documents of great variety, including indentures, passports, leases, insurance policies, almanacs, licences, patents, bonds, letters of administration, playing cards, hair-powder tax labels, agreements, Newgate pardons, university degrees, mortgages, naturalization papers, and many others. Most such stamps bear the amount of the tax in words, expressed either as a sum or as a percentage; many also indicate the subject of the tax: "Dog licence", "Copyright of design", "Consular Service", etc. A number of British tax stamps remained in use at the close of the 20th Century. The embossed tax stamp on cheques, one of the most widely known in the 20th Century, was abolished in Britain in 1971.

Participation in WW2

Meritina was built during WW2 and, according to Stan Mayes who was on her maiden voyage, she was defensively equipped as follows:

- Torpedo protection nets: Admiralty Net Defence (A.N.D)
- One 4" gun aft
- One anti-aircraft gun forward
- Four Oerlikons
- Four machine guns.

Meritina took part in 21 convoys according to information shown in the table below which is provided courtesy of [Convoyweb](#) - see [Ext. Ref. #5](#). Convoyweb also lists a number of independent voyages undertaken by this ship.

Note that the JW and RA series denote convoys to or from Russia.

There are accounts of some of the early convoys on this site [HERE](#) from Stan Mayes.

Convoy No.	Route	Convoy No.	Route
ON.215	9 Dec 1943: Liverpool - NYC	GUS.45	13 Jul 1944: Port Said - Hampton Roads
UGS.31	25 Jan 1944: Hampton Roads - Port Said	HX.304	17 Aug 1944: NYC - Liverpool
OS/KMS.67	16 Feb 1944: Ex OS67/ KMS41 - Freetown	JW.60	Sep 1944: Loch Ewe - Kola Inlet
LTS.12	4 Mar 1944: Lagos - Freetown	RA.61	2 Nov 1944: Kola Inlet - Loch Ewe
TAG.123	24 Mar 1944: Trinidad - Guantanamo	ON.267	19 Nov 1944: Southend - NYC
TAG.124	31 Mar 1944: Trinidad - Guantanamo	HX.330	3 Jan 1945: NYC - Liverpool
GN.124	3 Apr 1944: Guantanamo - NYC	JW.64	3 Feb 1945: Clyde - Kola Inlet
HX.287	12 Apr 1944: NYC - Liverpool	RA.65	23 Mar 1945: Kola Inlet - Loch Ewe
ON.235	4 May 1944: Liverpool - NYC	ON.299	27 Apr 1945: Southend - NYC

UGS.44 2 Jun 1944: Hampton Roads - Port Said
GUS.44 30 Jun 1944: Port Said - Hampton Roads

UGS.93 18 May 1945: Hampton Roads - Oran

Neritina in Dublin

The following account including a reference to **Neritina's** visit to Dublin in 1944 is given by Walter Kennedy in [Ext. Ref. 27](#)

WEDNESDAY 26 APRIL

*Trade with Lisbon suspended.. A large grey tanker at Alexandra Quay. This was **Neritina** 8,222 tons built 1943 by Harland and Wolff Govan and owned by Anglo Saxon Petroleum Co London and she had brought 12,000 tons of oil products from Curacao. She had paravane gear at the bows and a large gun forward on the forecastle head as well as another near the stern. She had the same arrangement of goalpost masts, derricks and torpedo nets as previous ships, but carried her Red Ensign on a gaff atop the centre goalpost.*

***Oak** and **E.Hayward** were at North Wall. **Irish Plane**, **Monaleen** and **City of Antwerp** as Saturday last.*

FRIDAY 28 APRIL

***Neritina** had moved to Sir John Rogerson's Quay. Across the quay was a public house named "The Oil Well" and some of her sailors were in there singing and enjoying themselves. Folklore has it that the pub owners had adopted the name 'Oil Well' after winning compensation for alleged leakage into their premises from nearby oil pipes.*

At close quarters the tankers armament appeared to include a 4" gun on the poop and a twelve pounder or 3" in the bows. Machine guns were around the bridge. Guns such as Hotchkiss, 20 mm Oerlikon and 40 mm Bofors were installed on ships like these for defence against aircraft attack.

SATURDAY 29 APRIL

*The tugs **Coliemore** and **Ben Eadar** came to take **Neritina** out. While they connected towlines - **Coliemore** at bows and **Ben Eadar** astern, the crew took in the gangway and put a Jacob's ladder over the side for the Pilot. As the moorings were taken in and the ship moved away from the quay a large number of bystanders waved and all the crew on deck waved back.*

*Downriver **Ben Eadar** let go the stern line and **Neritina's** engines started up. **Coliemore** then let go the bow line and tugs and tanker exchanged salutes on their sirens as they parted company - **Neritina** to sea and the tugs to their berths in Alexandra Basin. **Neritina** was trimmed to 15 feet forward and 18 feet aft.*

MONDAY 1 MAY

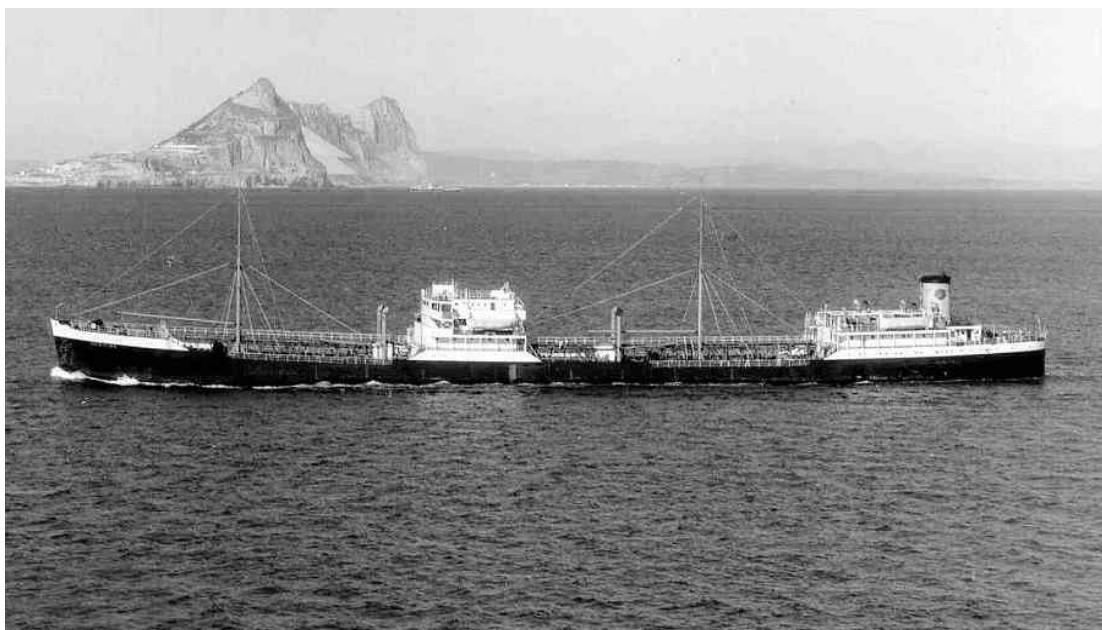
Trade with Lisbon had been suspended in the interests of security while preparations for the invasion of Normandy were taking place.

Churchill had issued a warning to all shipping that any ship seen within an exclusion zone would be sunk.

Service after WW2

No information is currently available other than that **Neritina** remained with the same company throughout her working life and was broken up at Hirao in Japan in 1961.

Image 7 is from a scan of another undated postcard showing **Neritina**.



Images

1. All Images on this page were provided by Stan Mayes
2. It is understood that images #2 to #6 were initially provided by Billy McGee.