

## 1946 JASPIS



**Type:** Malmskip  
**Flagg:** NOR  
**Bygger:** Blytswood Shipbuilding Company  
 Scotstoun, Glasgow  
**Bygge år:** 1946  
**Eier:** A/S Kosmos (Anders Jahre & Co AS), Sandefjord  
**Klasse:**

**IMO no:** 180877  
**Reg.havn:** Sandefjord  
**Bygg nr.:** 82

**Tonnasje:** 12.150 tdw, 8113 brt  
**Dimensjoner:** L: 482.8', B: 59.2'  
**Laste/losseutstyr:**

**Navigasjonsutstyr:**  
**Kommunikasjon:**  
**Kjenningssignal:**

**Fremdrift:**  
**Fart/forbruk:**  
**Hjelpemaskineri:**  
**Total el.kraft:**  
**Kjele(r):**  
**Eksoskjel:**

**Bemanning:** pers,

**Historikk:** 1946 Bygd som britisk motor tanker **NEOTHAUMA** ved Blytswood Shipbuilding Company Scotstoun, Glasgow for Anglo-Saxon Petroleum Company i London. Sjøsat 21/3-1946. Ble i sine første 9 år brukt til frakting av råolje og raffineriprodukter world wide motor  
 1955 Innkjøpt av Anders Jahre & Co AS for ombygging til malmskip. Ombygging utført ved Kieler Howaldswerke, Kiel  
 1956 Satt i fart i mars som malmskip mellom Vitoria i Brasil til Rotterdam med malm som råstoff til stålindustrien i Europa under navnet **JASPIS(2)**.  
 1960 I opplag utenfor Ranvik I 1960.  
 1961 Solgt til hugging. Hugging påbegynt i Osaka, Japan 1/6/1961

**History in english:** 1946 Built as british motor tanker **NEOTHAUMA** by Blytswood Shipbuilding Company Scotstoun, Glasgow for Anglo-Saxon Petroleum Company i London. Launched 21/3-1946. Trading as crude and product carrier world wide the first nine year of her life.  
 1955 Purchased by Anders Jahre & Co AS for conversion to ore carrier. Converted at Kieler Howaldswerke, Kiel and named **JASPIS**.  
 1956 Started trading between Vitoria, Brazil and

Rotterdam, Holland in March to feed the steel industry in Europe with ore.

**1960** In lay-up in Sandefjord.

**1961** Sold and scrapped. Scrapped - 01/06//1961

Scrapping began at Osaka 1/6/1961

**Nacella**

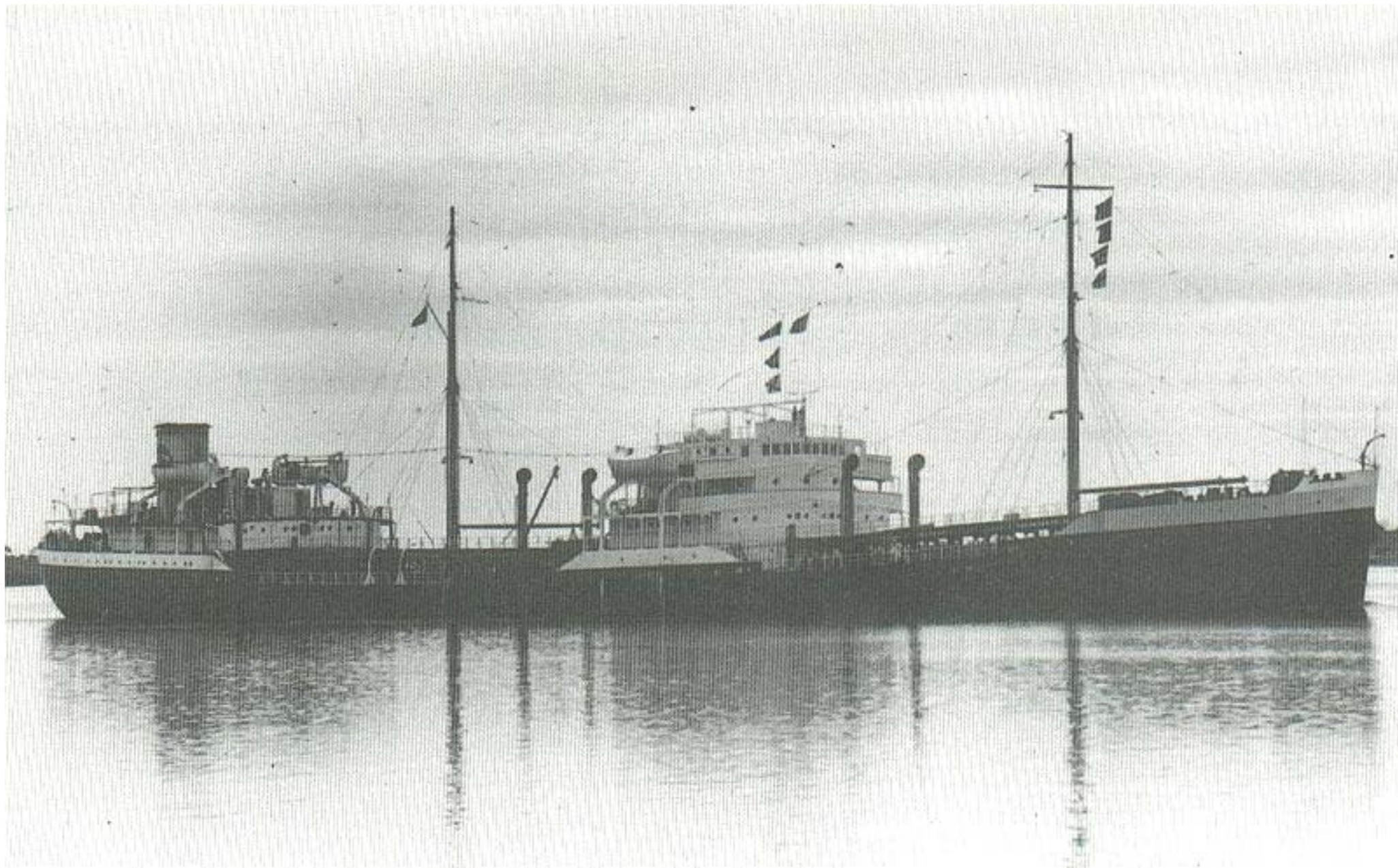


## SS Naninia



Naninia 1946

SS Naninia



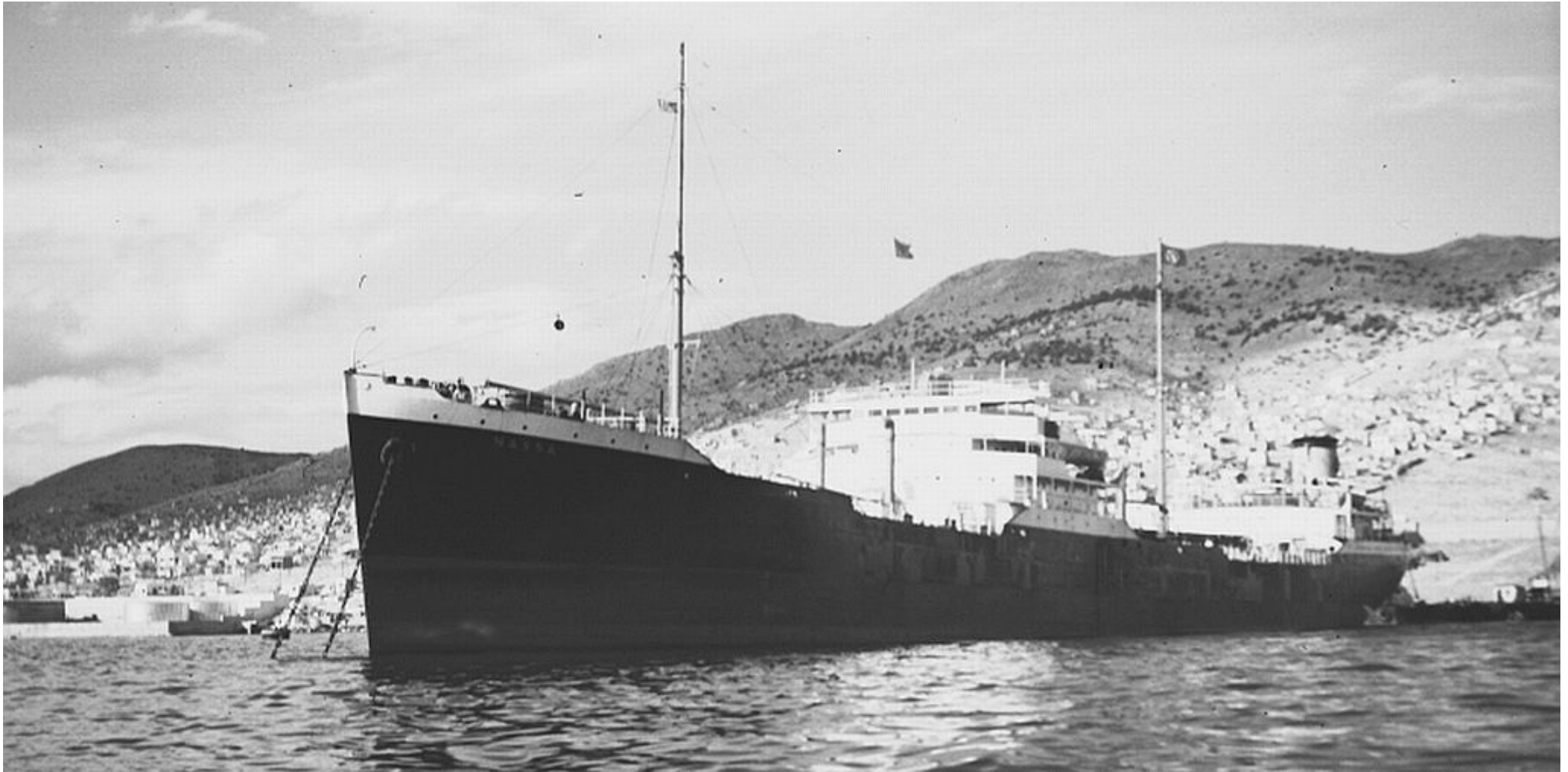


Naninia launched as Empire Macmahon 1943.  
Merchant Aircraft Carrier with Atlantic Convoys in WWII.  
Purchased by Anglo-Saxon and renamed Naninia 1946.  
March 1960 scrapped in Hong Kong.

**SS Naninia**



## mv Nassa



Official No.168307; Port of Registry-London; Gross Tonnage 8158; Nett Tonnage 4774; BHP 3550.  
Representative of the popular Shell Tanker "N" class  
Otherwise known as the "3 Twelves"  
12,000 ton deadweight, 12 knot service speed and 12 tons of bunkers/day.



Name: NATICINA

Type: Tanker

Launched: 25/09/1942

Completed: 01/1943

Builder: R & W Hawthorn, Leslie & Co Ltd

Yard: Hebburn

Yard Number: 652

Dimensions: 8179grt, 4767nrt, 465.3 x 59.3 x 33.8ft

Engines: Oil engine, 8cyl (25.6 x 55.3ins), 502nhp

Engines by: R & W Hawthorn, Leslie & Co Ltd, Newcastle

Propulsion: 1 x Screw

Construction: Steel

Reg Number: 168373

History:

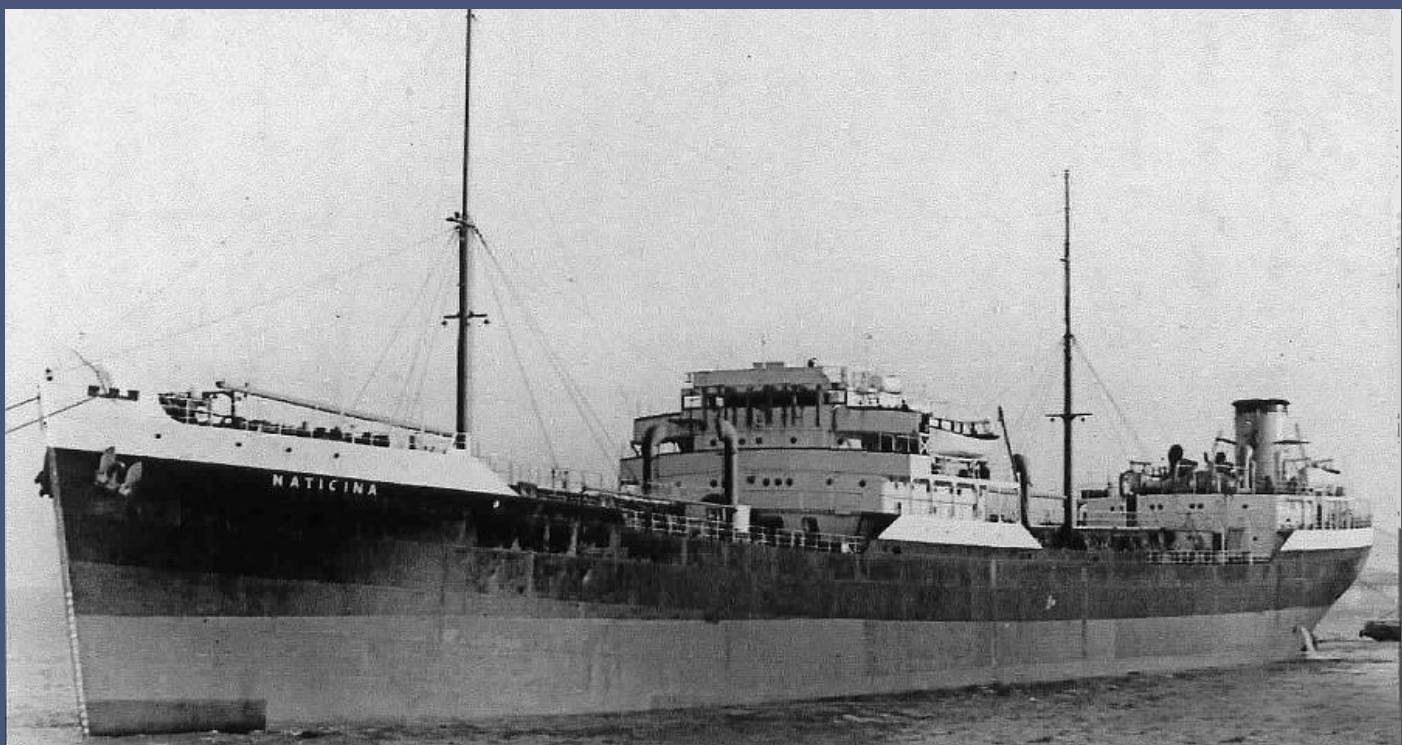
01/1943 Anglo-Saxon Petroleum Co Ltd, London

1955 Shell Petroleum Co Ltd, London

1960 Shell Tankers Ltd, London

23/08/1962 Broken up

Comments: 23/08/1962:Arrived at Yokosuka for breaking up by Tojyo Tsusho



## SS Naticina - 1967



**Naticina was built 1967, at Odense Denmark for Shell Tankers.  
She was the first ship to exceed 100,000 tons in the fleet.  
In 1972 was fitted out as a lightening ship, and spent the rest of her career around UK coast meeting the larger ships  
and taking off part of their cargo, except for a couple of years in Nigeria doing the same job off Bonney.  
Transferred to Dutch fleet in 1990, Scrapped at Chittagong 1993**

Name: NAVICELLA

Type: Tanker

Launched: 04/08/1944

Completed: 12/1944

Builder: Hawthorn Leslie & Co Ltd

Yard: Hebburn

Yard Number: 663

Dimensions: 12000dwt, 8255grt, 4765nrt, 465.0 x 59.0 x 33.8ft

Engines: 8cyl, 4SCSA, oil engine

Engines by: Hawthorn Leslie & Co Ltd

Propulsion: 1 x Screw, 12.0knots

Construction: Steel

Reg Number: 180014

History:

12/1944 Anglo-Saxon Petroleum Co Ltd, London

1955 Shell Petroleum Co Ltd, London

1959 Shell Tankers NV, The Hague

25/02/1963 Broken up

Comments: 25/02/1963: Broken up at Brugse Scheepssloperij, Bruges, Belgium





MT. ONDINASTEIGER EN KRAANSPOOR | BEELDBANK AMSTERDAM

## NDSM werf 1946 - 1984

Op 27 februari 1946 besloten twee Amsterdamse scheepswerven, de NV Nederlandsche Scheepsbouw Maatschappij (NSM) en de Nederlandsche Dok Maatschappij NV (NDM) tot een fusie. In september van dat jaar werd de nieuwe werf opgericht onder de naam Nederlandsche Dok en Scheepsbouw Maatschappij VoF (NDSM). Het nieuwe bedrijf nam bijna twee kilometer oever aan de noordzijde van het IJ in beslag.

### **Shell Koninklijke Marine Stork**

NDSM legde zich vooral toe op vrachtschepen en tankers. Eén van de grootste opdrachtgevers was Shell Tankers, waarvoor in 1958 de Vasum (20.685 brt) als grootste in Nederland gebouwde tanker werd opgeleverd, wat in 1967 werd herhaald met de Neverita (57.906 brt). Maar ook de Koninklijke Marine was een belangrijke klant, zoals in 1960 met de ombouw en verlenging van twee tankers tot bulkcarriers. De afdeling machinebouw leverde complete machinekamers af en had licenties voor de bouw van motoren van diverse bedrijven, waaronder Stork.



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### **Verolme**

In 1968 was de NDSM gedwongen te fuseren met Verolme Verenigde Scheepswerven NV (VVSW) te Rotterdam. Het bedrijf werd voortaan bestuurd vanuit Rotterdam. De VVSW fuseerde in 1971 met Rijn-Schelde Machinefabrieken en Scheepswerven NV (RSMS) te Rotterdam tot Rijn-Schelde-Verolme Machinefabrieken en Scheepswerven NV (RSV). Gezamenlijk bouwde men onder meer een aantal mammoettankers, waarvan het voorschip bij de NDSM werd gebouwd, dat vervolgens in het grote droogdok van Verolme Dok en Scheepsbouw Maatschappij NV (VDSM) in Rozenburg aan het aldaar gebouwde achterschip werd gelast.

### **Sluiting en nieuw begin**

In 1978 verstrekke de overheid RSV alleen nog krediet als de verliesgevende onderdelen van NDSM gesloten zouden worden. In 1979 werd onder de naam Nederlandse Scheepsbouw Maatschappij BV (NSM) een nieuwe werf opgericht, waar 400 ex-NDSM-ers bleven werken. Ondanks enkele winstgevende jaren bleek ook dit niet levensvatbaar. De vier dokken werden in 1987 in gebruik genomen door Shipdock Amsterdam. De leegstaande gebouwen werden na verloop van tijd gekraakt. Hieruit ontwikkelde zich één van de Amsterdamse 'broedplaatsen', onder de naam Kinetisch Noord. (bron: Wikipedia)

**ss Dordt**

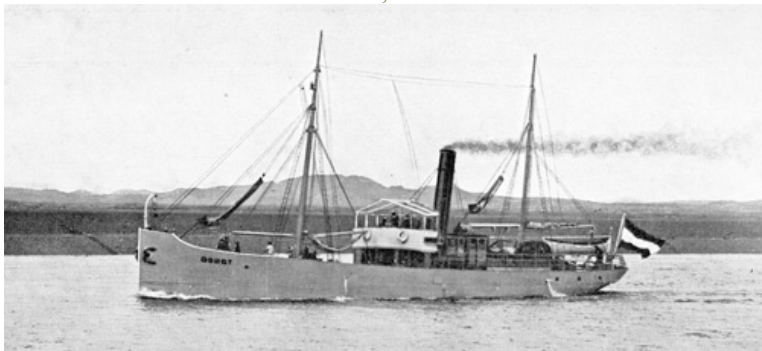
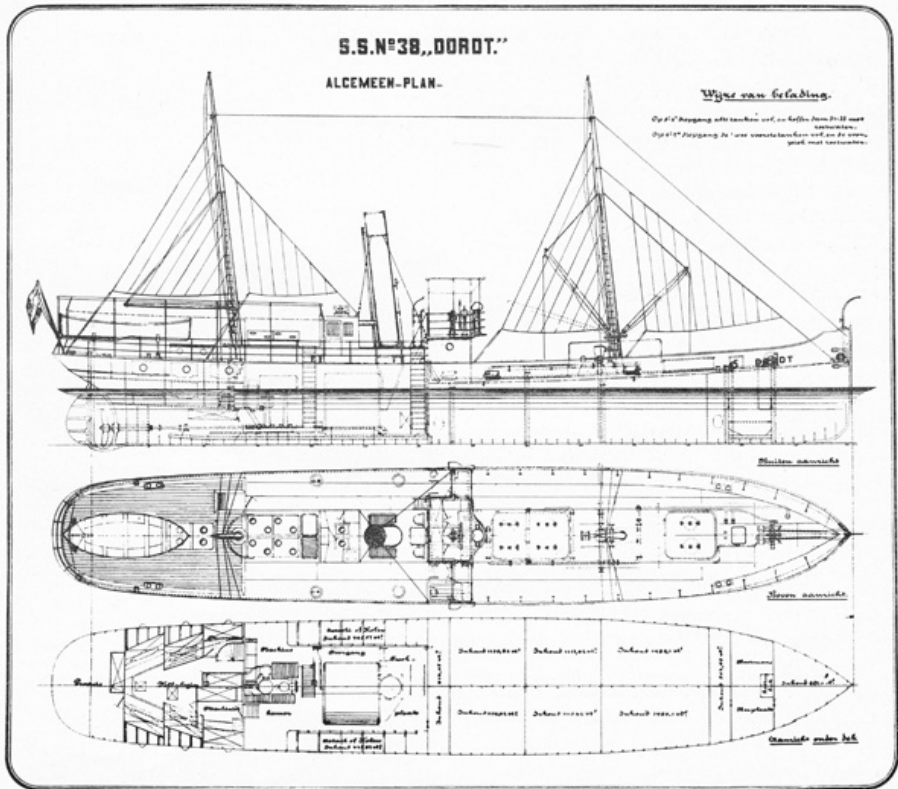
tanker

Bouwnummer 38, 1901

Werk: NSM, Conradstraat, Amsterdam

Opdrachtgever: Dordtsche Petroleum Maatschappij, Dordrecht

Afmetingen: 36 x 6.40 x 2.90 meter





# NEDERLANDSCHE SCHEEPSBOUW MAATSCHAPPIJ

(NETHERLANDS SHIPBUILDING COMPANY).

## Steel screw steamer "DORDT".

This vessel, built for the "DORDISCHE PETROLEUM MAATSCHAPPIJ", of Dordrecht (Holland), is constructed for carrying petroleum in bulk.

She has the machinery and crew-accommodation placed aft, the oil-hold is separated from the boiler-space by means of a cofferdam.

The boiler can be fired with astatki (oil-refuse).

The fore-peak can be used as trimming-tank.

The lighting is by electricity.

The principal dimensions of the "DORDT" are:

Length betw. perp. . . . .	118'-0"
Breadth . . . . .	21'-0"
Depth moulded . . . . .	9'-6"
Mean draught loaded. . . . .	8'-6"
Displacement loaded . . . . .	364 tons
Deadweight capacity . . . . .	202 "
Fresh water in tanks . . . . .	19.3 "
Coal capacity in bunkers . . . . .	30 1/2 "
Hold capacity . . . . .	7468 ft. <sup>3</sup>
Astatki-bunker-capacity . . . . .	1371 1/2 "
Gross tonnage . . . . .	191
Net tonnage . . . . .	65

Indic. Horse Power . . . . .	200
Diam. H.P. Cyl. . . . .	13 "
"    L.P. Cyl. . . . .	21 "
Stroke . . . . .	17 1/2 "
Type of circl. pump . . . . .	single acting driven from main engines
"    "    feed pump . . . . .	driven from main engines
Cooling surface . . . . .	410 ft. <sup>2</sup>
Astatki-pump . . . . .	2x2" x 1 1/2" x 2 1/2"
Steam pressure . . . . .	90 lbs.
Number of boilers . . . . .	1
Length . . . . .	8'-7"
Diam. . . . .	9'-6"
Number of furnaces . . . . .	1
Corrugated or plain? . . . . .	plain
Heating surface . . . . .	800 ft. <sup>2</sup>
Grate area . . . . .	28 "
Diam. of propeller . . . . .	6'-0"

The machinery has been constructed by the "NEDERLANDSCHE FABRIEK VAN WERKTUIGEN EN SPOORWEG-MATERIEEL", at Amsterdam.

AMSTERDAM.

HOLLAND.

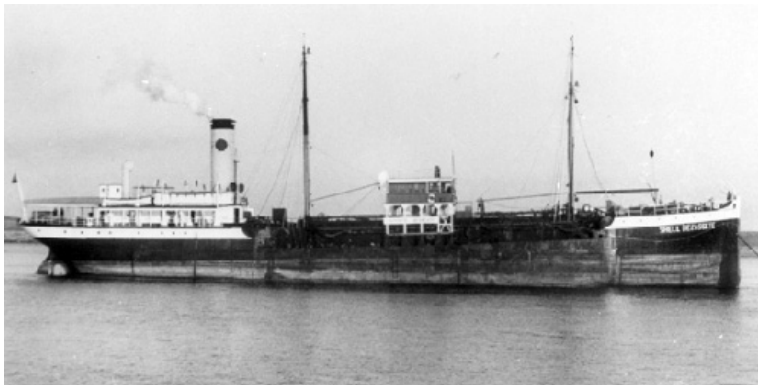
Op 16 februari

1901 was ss Dordt de eerste bij de NSM opgeleverde onder stoom varende tanker.



*De stapelloop in 1904*

*als ss Sultan van Koetei.*



*ss Shell Desazette is van 1924*

*tot 1941 onder die naam in de vaart geweest en daarna als Lotia verder gegaan.  
In 1947 opnieuw in de vaart als ss Shell Desazette en in 1957 in Portugal te Lissabon gesloopt.*



*De ss Palembang in  
een droogdok*

**ss Utrecht**

zeelichter

Bouwnummer **98**, 1909

Werk: NSM, Conradstraat, Amsterdam

Opdrachtgever: Nederlandsch Indische Tankstoomboot Maatschappij

Afmetingen: 66.23 x 12.18 x 4.31 meter



*(De Utrecht na de*

*stapelloop)*

**ss Limburg**

tanklichter

Bouwnummer **99**, 1909

Werk: NSM, Conradstraat, Amsterdam

Opdrachtgever: Nederlandsch Indische Tankstoomboot Maatschappij

Afmetingen: 66.23 x 12.18 x 4.31 meter

(afbeelding volgt)



**NEITHEA 1926 – 1958**

**Imo : 5421261**

**Callsign : SFQG**

**Owner : Rederi A/B Shell**

**Homeport / Flag : Stockholm – Sweden**

**Builder / Year : Finnboda Varf No 308 / 1926**

**Type : Tanker**

**Tonnage : 321gr 370dwt**

**Dimensions : 41.89 X 7.12**

**Max dr : 3.50**

**Propulsion : Lister 2 sa 8cyl**

**Capacity : 8 tanks 202liquid**

**Subsequent history :**

**1948 lengthened till above mentioned measurements**

**1958 sold as Tarnsjo**

**1963 sold as Malaro I**

**1973 sold as Tunis**

**1977 sold as Elgo**

**1995 deleted.**

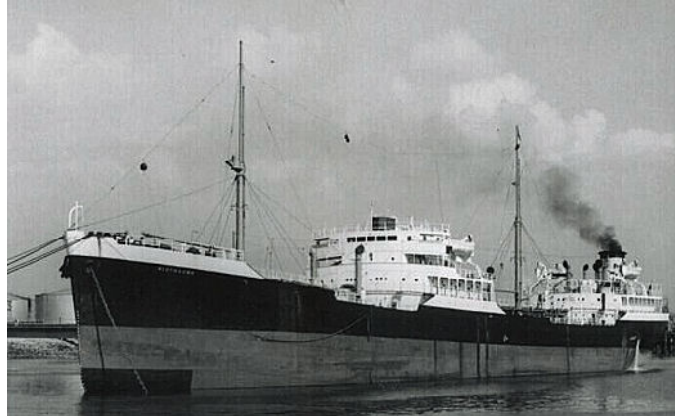
# Jaspis

## Ore Carrier

### Delivery after Conversion: 1956

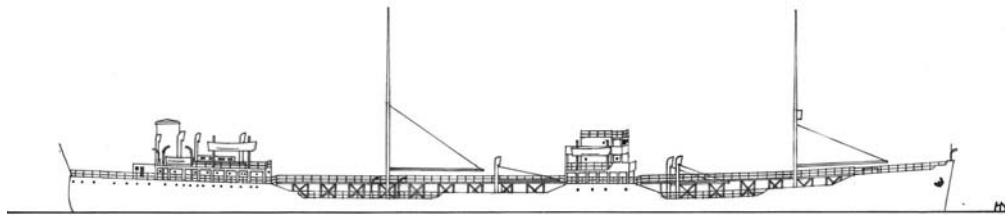
**1946** Built as tanker by Blythswood Shipbuilding Co. Ltd, Glasgow, Great Britain, as yard-nr. 82; launched 21.03.1946. Delivered June of the year to Anglo – Saxon Petroleum Co. Ltd., London; Mgr.: - ; „Neothauma“; London – Great Britain

**Meas:** 8,229; 4,768 **Dw:** 12,407 **Dim:** 147.12; ~ 141.40; 18.03; 8.38; 10.36 (main deck) **Cap:** 16,884 oil **EP:** 1 Oil, 4 SA, 8 Z; Kincaid – B & W; 2,462 kW; 1 Pr; ~ 11.0 kn **Sister ships:** „Neritopsis“ (yard-nr. 83); ~ „Nassa“ (yard-nr. 68); „Naranio“ (yard-nr. 69); „Ninella“ (yard-nr. 70); „Neocardia“ (yard-nr. 74); „Northia“ (yard-nr. 76); „Nuttallia“ (yard-nr. 79)



„Neothauma“

Foto (~ 1950): Collection Kees Helder



“Neothauma” (as built)

Scale 1 : 1250

**1955** A/S Kosmos, Sandefjord; Mgr.: A. Jahre & Co. A/S, Sandefjord; “Jaspis”; Sandefjord – Norway **1955/56** Converted to ore carrier by Kieler Howaldtswerke AG, Kiel

**Meas:** 8,503; 4,284 **Dw:** 12,410 **Dim:** 147.12; ~ 141.40; 18.03; 8.38; 10.36 (main deck) **Cap:** 7,328 ore **EP:** 1 Oil, 4 SA, 8 Z; Kincaid – B & W; 2,462 kW; 1 Pr; ~ 11.0 kn **Der:** 2 – 4.0; 2 – 1.5 **Ha:** 6 **Sister ships:** -



“Jaspis”

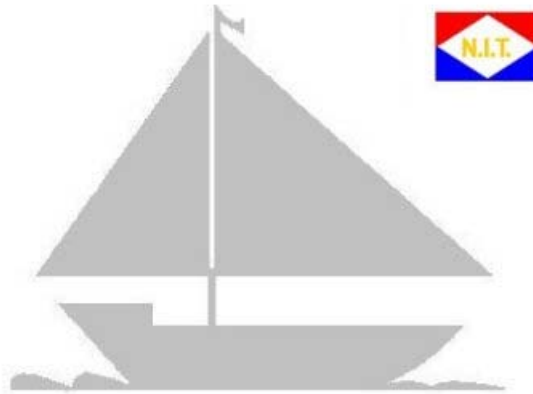
Photo (1956): Kieler Howaldtswerke AG



“Jaspis” (as ore carrier) ← “Neothauma”

Scale 1 : 1.250

**1960/61** Laid up in Sandefjord **1961** Sold for breaking up in Osaka, Japan; breaking up commenced 01.06.1961

**Bouwnummer RDM-019, s.s. "Neptunus", 1908, sleepboot.**

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**Scheepswerf:** RDM.

**Opdrachtgever:** N.V. Nederlandsch Indische Tank Stoomboot Maatschappij.

**Tonnage:** 266 brt, 228 dwt, 600 twvp.

**Hoofdafmetingen:** L = 37,00 m, B = 7,00 m, H = 4,10 m.

**Voortstuwing:** 495 apk, snelheid 9 kn.

**Verdere gegevens:**

**Historie:**

Opgeleverd in 1908.

Op 18-05-1923 arriveert de zeesleepboot "Neptunus" met de zeetanklichter "Zeelandia" in Curaçao. De "Neptunus" werd daar haar vaste sleepboot.

Op 21-04-1928, na het vergaan van de sleepboot "Atlas" (RDM nr. 020) voor de kust van Venezuela, werd de "Neptunus" de vaste sleepboot van de zeetanklichter "Luetta".

De "Neptunus" werd in 1948 gesloopt.

**Meer foto's:**

**Bronnen:**

- 1902-1952, Een Halve Eeuw "Droogdok", uitgegeven door de RDM op 23 januari 1952.

- <http://scheepsfotoruilbeurs.web-log.nl> (Teun v/d Zee), via Roel Zwama, Rotterdam.

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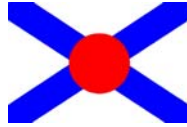
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## Neritina

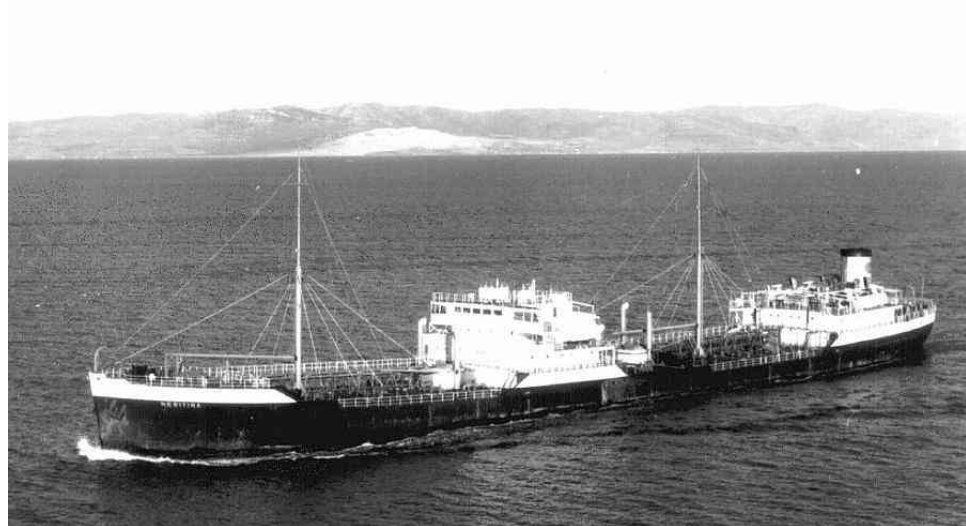


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## Introductie

**Neritina** was een tanker gelanceerd in 1943 en veelvuldig gebruikt in WW2 konvoeien. Ze werd gesloopt in 1961 het geven van haar een levensduur van 18 jaar.

**Afbeelding 1** is van een oude prentbriefkaar van **Neritina** - de datum en de locatie is niet bekend.



## Basisgegevens

Item	Gegevens
Type	Tankschip
Geregistreeerde eigenaren, beheerders en exploitanten	Angelsaksische Petroleum Co Ltd, Londen
Bouwers	Harland & Wolff
Yard	Govan



Land	UK
Bouwnummer	1174g
Registry	Londen
Officieel scheepsnummer	169634
Signaal letters	N / K
Roepnaam	GDFY
Classificatiebureau	N / K
Brutotonnage	8228
Netto tonnage	4788
Draagvermogen	11.874
Lengte	483,3 ft
Totale lengte	483,3 ft
Breedte	59,5 ft
Diepte	33,8 ft
Diepgang	N / K
Motoren	8 cilinder 4-takt cyclus enkelwerkend (4S.C.SA) olie-motor - met 25 9/16 "diameter en 55 1/8" slag
Motor bouwers	Harland & Wolff
Werken	Glasgow
Land	UK
Boilers	Hulpmotoren - 2 dubbele ketels werken op 180 psi
Vermogen	502 NHP
Voortstuwing	N / K
Snelheid	N / K
Laadvermogen	N / K
Aantal passagiers	N / A
Crew	58 op maidentrip, waaronder een aantal DEMS gunners

### Career Highlights

Datum	Evenement
31 augustus 1943	Gelanceerd
3 december 1943	Voltooid
09 december 1943	Eerste reis
Juli 1961	Opgebroken in Hirao

### Service in WW2

**Neritina** werd gebouwd tijdens WW2 en volgens Stan Mayes, die was op haar eerste reis (details hieronder), werd ze defensief ingericht als volgt:

- Torpedo bescherming netten: Admiraliteit Netto Defensie (EN)
- Een 4 "pistool achter
- Een anti-aircraft gun for'ard
- Vier Oerlikons
- Vier machinegeweren.

### Konvoeien

**Neritina** deelgenomen in 21 samenstellen volgens gegevens in de tabel, die wordt aangeboden door Convoyweb - zie [External. Ref. # 4](#) .

Vertrek	Konvooi	Aankomst
Clyde, 09 december 1943	ON.215 (Liverpool - NYC)	New York, 28 december 1943

Hampton Roads, 25 januari 1944	UGS.31 (Hampton Rds - Port Said)	Casablanca, 11 februari 1944
Casablanca, 16 februari 1944	OS.67 (ex OS 67/KMS 41 - Freetown)	Freetown, 26 februari 1944
Lagos, 04 maart 1944	LTS.12 (Lagos - Freetown)	Freetown, 11 maart 1944
Trinidad, 24 maart 1944	TAG.123 (Trinidad - Guantanamo)	Curaçao, 26 maart 1944
Curaçao, 31 maart 1944	TAG.124 (Trinidad - Guantanamo)	Guantanamo, 3 april 1944
Guantanamo, 3 april 1944	GN.124 (Guantanamo - NYC)	New York, 10 april 1944
New York, 12 april 1944	HX.287 (NYC - Liverpool)	Liverpool, 26 april 1944
Liverpool, 04 mei 1944	ON.235 (Liverpool - NYC)	New York, 18 mei 1944
Hampton Roads, 2 juni 1944	UGS.44 (Hampton Rds - Port Said)	Bizerta, 22 juni 1944
Bizerta, 30 juni 1944	GUS.44 (Port Said - Hampton Rds)	Casablanca, 05 juli 1944
Casablanca, 13 juli 1944	GUS.45 (Port Said - Hampton Rds)	Hampton Roads, 29 juli 1944
New York, 17 augustus 1944	HX.304 (NYC - Liverpool)	Liverpool, 1 september 1944
	JW.60 (Loch Ewe - Kola Inlet)	Kola Inlet, 23 september 1944
Kola Inlet, 02 november 1944	RA.61 (Kola Inlet - Loch Ewe)	Loch Ewe, 09 november 1944
Liverpool, 19 november 1944	ON.267 (Southend - NYC)	New York, 05 december 1944
New York, 3 januari 1945	HX.330 (NYC - Liverpool)	Clyde, 17 januari 1945
Clyde, 3 februari 1945	JW.64 (Clyde - Kola Inlet)	Kola Inlet, 15 februari 1945
Kola Inlet, 23 maart 1945	RA.65 (Kola Inlet - Loch Ewe)	Loch Ewe, 1 april 1945
Liverpool, 27 april 1945	ON.299 (Southend - NYC)	New York, 13 mei 1945
Hampton Roads, 18 mei 1945	UGS.93 (Hampton Rds - Oran)	Oran, 4 juni 1945

Stan Mayes wordt gevoerd op **Neritina** vanaf 7 december 1943-01 mei 1944 en de rekeningen van zijn reizen in die periode kan worden gevonden in de Herinneringen deel van de Benjidog website [HIER](#) .

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#### Eerste reis

Maidentrip Neritina's gestart op 9 december 1943. Dit was het eerste schip voor 8 van de bemanning en Stan verschijnt de naam op nummer # 22 op de crewlist hieronder weergegeven.

**Afbeeldingen 2 tot 4** tonen de bemanningslijst van **Neritina** 's maiden voyage.

6

Name of

PARTICULARS

No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Dn. An.)	Age	Nationality (If British, state birthplace - see footnote)	HOME ADDRESS <small>N.B. - The Home Address is the one to which communications should be made in the event of the death of the Seaman.</small>	Name of last Ship with Official No. or Part of Registry and year of discharge if more than a year previous.	Date and Place of Signing this Agreement.	
						Date	Place
1	W. Shaw Master to sign first. 112246	48	Shullin	5 Catterick Rd North Shullin	Donville	4 DEC 1943	GREENOCK
2	T. Sumner R188222	40	London	187 North 33 Red Cross Rd, Coniston Ferry Edin	Jackson	4 DEC 1943	GREENOCK
3	H. Salridge R279714	26	London	17 Montrose Ave, Cannon St. NW6	Clansman	4 DEC 1943	GREENOCK
4	J. H. [unclear] 1087176 MP	20	Denby	20 Anderson St, Denby W. Harris	St. Agnes	4 DEC 1943	GREENOCK
5	J. Nichol R130726	47	Trinidad	27 Ross, over arch, Claiton Moor	Pellucida	4 DEC 1943	GREENOCK
6	L. [unclear] R159062	29	Glasgow	70 Alex, 3rd Denby, North Glasgow	Labrella	4 DEC 1943	GREENOCK
7	L. L. [unclear] R216584	26	Edin	5 Sandy Hill, Edin	Edin	4 DEC 1943	GREENOCK
8	L. D. [unclear] R295187	22	Edin	100 Millers Ave, North St. Edin	Edin	4 DEC 1943	GREENOCK
9	R. H. [unclear] R295266	23	Edin	70 Alex, 3rd Denby, North Glasgow	Edin	4 DEC 1943	GREENOCK
10	Hughes [unclear] R291470	21	Glasgow	414 Dumbarton Rd, Glasgow	1st Ship	4 DEC 1943	GREENOCK
11	Conrad [unclear] R207114	23	Monipit	22 Reform St, Monipit	1st Ship	4 DEC 1943	GREENOCK
12	J. E. [unclear] R279870 MP	27	King's Cross	The Inn, Victoria Pl, Home Bury	1st Ship	4 DEC 1943	GREENOCK
13	J. [unclear] R220622 MP	21	Glasgow	31 Inglis St, Dumbarton, Glasgow	1st Ship	4 DEC 1943	GREENOCK
14	B. Ballie R229438 MP	19	Edin	Station House, Shindley, Aberdeen	1st Ship	4 DEC 1943	GREENOCK
15	J. Hagan R271254 MP	18	Manchester	37 Cornbrook Grove, Manchester	1st Ship	4 DEC 1943	GREENOCK
16	W. [unclear] 1128518 MP	36	London	27 Stanley Rd, Maffra, Essex	Sophistic	4 DEC 1943	GREENOCK
17	W. [unclear] R208006	37	Cheshire	3 Haggate, South, Rock Ferry, Cheshire	1st Ship	4 DEC 1943	GREENOCK
18	L. [unclear] R203448	23	Newmarket	12 Chantry St, Liverpool	1st Ship	4 DEC 1943	GREENOCK
19	A. [unclear] R128047 MP	20	Liverpool	35 Liverpool St, Liverpool	1st Ship	4 DEC 1943	GREENOCK
20	H. [unclear]	25	London	3rd, Epsom Rd, Epsom	1st Ship	4 DEC 1943	GREENOCK

\* If a British subject, state town or country of birth, and if born in a foreign country, state the country of birth and the date of naturalization.

† The capacities of Engineers not employed on the Propelling Engines and Boilers should be described here and in the Certificate of Discharge as Engine Drivers, Donkeymen, etc.

‡ If the advance of wages is not conditional on going to sea, it should 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 not an Officer whose employment is non-manual and remunerated at a rate exceeding £250 a year.

No.	SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (Col. A).	Age	Nationality (1) British, (2) Foreign, (3) Indian, (4) Other.	HOME ADDRESS (N.B.—The Home Address is the one in which communications should be made 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 and Place of Signing Last Agreement.	
						Date.	Place.
M 25	A. B. W. R18204 NP	32	English	my man's office. 223, Lower Main Rd. Chatterbury.	Settler	1 DEC 1943	GREENOCK
S 26	S. P. Mayes R233887	22	Grays Essex	my man's 67 Hampden Rd. Grays Essex	Largo	7/43	Janak
S 27	R. Wood R232138	21	Grays Essex	my man's 28 Elmwood Rd. Grays Essex	Alliance	5	58
S 28	J. McDermott R232138	19	Shelbridge	Guardian/1st. Ingham. 27 Canning St. Stonyhithe.	Volunteer	4 DEC 1943	GREENOCK
S 29	J. Murray R23193 NP	18	London	my man's 144 Canton St. Poplar East	Genoa Head	4 DEC 1943	GREENOCK
S 30	P. Dutton R23193 NP	19	Liverpool	my man's 4. Gerard St. Liverpool	Empress of Australia	4 DEC 1943	GREENOCK
S 31	J. P. Allen R256606 NP	26	Sheffield	my man's 79 Park Rd. Sheffield	Glenwood	4 DEC 1943	GREENOCK
M 32	R. Vincent R20876 NP	23	London	my man's 32 Wilmshurst Rd. Highbury N.5.	Empire	7/43	Janak
S 33	W. Aitcher R49142 NP	38	Sturminster Newton	my man's Orange Restaurant. Grampound.	Dorvale	4 DEC 1943	GREENOCK
S 34	W. Clark R201602 NP	37	London	my man's 27 Sydenham. London	Narcissa	4 DEC 1943	GREENOCK
S 35	J. Hills R72271	21	Grays	my man's 23 Elm Rd. Grays Essex	Empress	4 DEC 1943	GREENOCK
M 36	A. Gurney R294243	32	Perth	my man's 1 East St. South Perth	Empire	4 DEC 1943	GREENOCK
M 37	A. W. O'Connell R4474 NP	39	Enfield	my man's 6 Sydenham Rd. Enfield. Marx	Kimataka	4 DEC 1943	GREENOCK
S 38	J. Smith R297169	36	Bristol	my man's 210 Shaftbury Ave. Clifton	Oceanic	4 DEC 1943	GREENOCK
S 39	Reph. K. Gordon R122659	30	India	my man's 38 Nottingham St. London	Valley	4 DEC 1943	GREENOCK
S 40	P. H. Burbidge R1753166	50	London	my man's 37 Rectory Rd. Salisbury	Daphne	4 DEC 1943	GREENOCK
S 41	J. P. O'Connell R21610 NP	32	Dundee	my man's 26 Ghysde Rd. Ballybrack. Dundee	Ottawa	4 DEC 1943	GREENOCK
S 42	C. Bennett R176335	20	London	my man's 53 Clerkenwell Rd. Grays Essex	El Alito	4 DEC 1943	GREENOCK
S 43	Thomas Judge R239134	20	Widnes	my man's 84 Laska St. Widnes	Franklin	4 DEC 1943	GREENOCK
S 44	A. K. Roberts	26	London	my man's 32 Hanson St. London	Navarra	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 such.  
 † If the advance of wages is not conditional on going to sea, it should 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) "P," where the Seaman is not an Officer whose employment is non-manual and remunerated at a rate exceeding £50 a month.

SIGNATURES OF CREW AND NUMBERS OF DISCHARGE BOOKS (In A's)		Age	Nat. (If British, state town or country of birth)	HOME ADDRESS	Name of last Ship, with Official No. or Port of Registry and year of discharge if more than a year previous	Date and Place of Signing this Agreement
				N.B.—The Home Address is the one to which communication should be made in the event of the death of the Seaman		Date. Place.
41	K110638 James Long	30	Penarth	78 Windsor Rd. Penarth, Glam.	my Elizabeth. South Simpson	4 DEC 1948 GREENOCK
42	R267204 W E Q Perry	18	oxford	33 Buckingham St. Leeds	my Helen Margnum	4 DEC 1948 GREENOCK
43	R297267 Alan James Bennett	27	Leamson	23 Lyndhurst Rd. Gurgaon, More	my Lillian 1 <sup>st</sup> Ship	4 DEC 1948 GREENOCK
44	R297266 Colonel Lotz	27	Grimsby	8 Legri St. Grimsby	my Arthur 1 <sup>st</sup> Ship	4 DEC 1948 GREENOCK
45	J. J. Jell	45	St Helens	27 Waverley Rd. North, Otford, Essex	my Mary Claw Lynn	4 DEC 1948 GREENOCK
46	T. Newton	22	Leeds	8 Potterton, Mount, Monmouth	my Helen Rehmann	4 DEC 1948 GREENOCK
47	A. Collins	24	Storr	22 Charles St. Storr, Kent	my Hannah Cathel pence	4 DEC 1948 GREENOCK
48	R. M. Ghee	18	Finley	32 Gargle Drive, Paisley	my Sarah 1 <sup>st</sup> Ship	4 DEC 1948 GREENOCK
49	D. M. Hill	18	Greenwich	13 Dinsdale, Gos, Newmain	my Elsie 1 <sup>st</sup> Ship	4 DEC 1948 GREENOCK
50	C. J. Daniels	32	Aberdeen	47 Regent St. Abernethy, To. N. S.	my Megan Gottam	4 DEC 1948 GREENOCK
51	A. Baggis	21	St. Asaph	114 Cardiff Rd. Abernethy, To. N. S.	my Phyllis D.	4 DEC 1948 GREENOCK
52	J. H. Jones	34	Leeds	187 Yarrow Rd. Leeds	my Phyllis 1 <sup>st</sup> Ship	4 DEC 1948 GREENOCK
53	H. J. Raymond	34	London	1 Ormsby Rd. Waltham St. Paul	my Mary D.	4 DEC 1948 GREENOCK
54	R259590 N.P. S. Mathias	26	Barns	24 Upper Chase Rd. Barns, Yorkshire	my Mary Ann Glenwood	4 DEC 1948 GREENOCK
55	W. A. Davies	29	St. Asaph	114 Cardiff Rd. Abernethy, To. N. S.	my Phyllis D.	4 DEC 1948 GREENOCK
56	DAVID WALLACE CLARK R 285441 N.P. David Clark	25	Leeds	114 Cardiff Rd. Abernethy, To. N. S.	my Phyllis D.	4 DEC 1948 GREENOCK
57	R 24304 N.P. E. R. Anderson	22	Leeds	114 Cardiff Rd. Abernethy, To. N. S.	my Phyllis D.	4 DEC 1948 GREENOCK
58	R 24304 N.P. A. J. Whiteley	23	Sheehy	207 Freshfield Rd. Haver, Mary, Monmouth Foreign	my Mary Foreign	4 DEC 1948 GREENOCK

Certificaten en tarieven

Een groot deel van papierwerk was betrokken in de scheepvaart tijdens de oorlog, net zo als het nu is, en we hebben het geluk dat een deel van de papieren van Neritina hebben overleefd. Kosten waren betaald en we kunnen zien in Afbeelding # 5 dat dit betalingen aan consulaire ambtenaren voor zeeman gemaakt op de bemanning, wijzigingen in overeenkomsten opgenomen, bemanningsleden ontslagen of hebben verlaten, Aanmelden | van geboorten en sterfgevallen, enz.

Merk op dat in Afbeelding 5:

- Er is een verwijzing naar een zeeman wordt opgenomen in het ziekenhuis januari 1944.
- Het verwijst naar een wisselkoers van \$ 4 tot £ 1. Toen de eigenaar van de site was een kind dat we gebruikt om te verwijzen naar vijf shilling als "een dollar" - en dat is in lijn met deze wisselkoers.
- Postzegels uitgegeven door de Consulaire Dienst bevestigt de betaling bevestigd zijn (zie hieronder).

Afbeeldingen 5 en 6 tonen de feeds betaald voor gebeurtenissen op Neritina tijdens 1.943-4.

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.

Table with columns for 'Services required by Law', 'In countries other than China', 'In China', 'Services required by parties interested', 'In countries other than China', 'In China'. Rows include fees for seaman engagements, alterations, discharges, desertions, and ship inspections.

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 of lading 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 4403 1/2

For conversion of... Hereby certify that the... I further certify that I have ascertained...



BRITISH CONSULATE GENERAL PHILADELPHIA

Vessel arrived January 18th 1944
Articles despatched January 19th 1944
Articles returned January 20th 1944
Average Rate of Exchange \$403 1/2

I certify that the undermentioned Seaman 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 Dis. A and Unemployment Insurance Card. The seaman's effects have been left in his possession.

Ref. No. 10
For H. M. Consul General





**Stempels op Documenten**

Het gebruik van stempels in de documenten is interessant dat de meesten van ons in het Verenigd Koninkrijk zijn bekend met. National Insurance stempels zijn een voorbeeld - uw werkgever - of jezelf als zelfstandige - letterlijk moest een speciale stempel te kopen en te plakken op je National Insurance kaart die werd aan het eind van het jaar ingediend bij het Nationale Verzekeringskantoor. Het verslag van de bijdragen die u hebt gemaakt in je leven bepaald hoeveel pensioen u zou krijgen. Dit principe is nog steeds niet veranderd, maar de bijdragen worden elektronisch nu geregistreerd.

We hebben nog steeds betalen "Stamp Duty" op de meeste onroerend goed transacties, maar dit is gewoon een andere belasting en de werkelijke stempels worden niet meer betrokken. Dat is net zo goed als de belasting is op dit moment tegen het tarief van 1% van de transactie voor de verkoop van onroerend goed tussen de £ 125k en € 250k. Je nodig zou hebben een zeer groot document om postzegels te houden aan de waarde van 1.250 pond op! In de volgende paragrafen een overzicht van de geschiedenis van het gebruik van zegels voor juridische en fiscale doeleinden en is afkomstig van [externe Ref. # 27:](#)

*In Groot-Brittannië is het gebruik van voorgestante papier voor fiscale doeleinden dateert uit de Stamp Duty Act (5 & 6 William & Mary, C21) van 1694. Het principe, vervolgens toegepast op een breed scala van belastingen, bepaalt dat documenten die belichaming van een belastbare handeling moet worden afgestempeld voordat er iets wordt geschreven of gedrukt op hen. Blanco papieren en perkamenten werden geleverd kant-en-gestempeld door de Stamp Office of ter Stamp Office door advocaten, kantoorboekhandel, enz. voor het stempelen. Bij kant-gestempelde papier betaling werd (door de belasting) voor de stempel zelf, er een afzonderlijke toeslag de kosten van het papier bedekt. In het geval van papier gebracht voor stempelen bedroeg deze slechts voor het stempelen.*

*Het woord "postzegel" een verandering heeft ondergaan sinds de 17e eeuw applicatie. In eerste instantie het woord verwezen naar een toegepaste indruk, al geinkt of "blind", later heeft zij aangevoerd dat een apart vel papier, die, voorzien van een indruk, wordt aangebracht op een document, dus "stempelen" het. Belastingzegels, aangebracht of direct toegepast, zijn te vinden in de documenten van grote verscheidenheid, met inbegrip van inkepingen, paspoorten, leasing, verzekeringen, almanakken, licenties, octrooien, obligaties, brieven van administratie, speelkaarten, haar-poeder fiscale etiketten, overeenkomsten, Newgate vergeeft, de academische*

*graden, hypotheken, naturalisatie papieren, en vele anderen. De meeste van deze stempels dragen het bedrag van de belasting in woorden, uitgedrukt als een som of als percentarge, veel geven ook aan het onderwerp van de belasting: "Dog licentie", "Copyright van design", "Consulaire Dienst", enz. Een aantal Britse fiscale zegels in gebruik bleef aan het einde van de 20e eeuw. Het reliëf belasting stempel op de controle, een van de meest bekende in de 20e eeuw, werd afgeschaft in Groot-Brittannië in 1971.*

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#### Neritina Wordt geleverd in Dublin 1944

Ierland was neutraal tijdens de oorlog en de volgende rekening van Walter Kennedy in [Externe Ref. # 26](#) beschrijft het bezoek van **Neritina** naar Dublin in april 1944 onder andere komen en gaan:

*Woensdag 26 april Handel met Lissabon opgeschort. Een grote grijze tanker bij Alexandra Quay. Dit was **Neritina** 8.222 ton gebouwd 1943 door Harland en Wolff Govan en eigendom van Angelsaksische Petroleum Co Londen en ze had 12.000 ton olieproducten uit Curaçao. Ze had paravane versnelling op de bogen en een groot geweer naar voren op de voorplecht hoofd en een andere in de buurt van de achtersteven. Ze had dezelfde opstelling van doelpaal masten, laadbomen en torpedonetten als de vorige schepen, maar droeg haar Red Ensign op een gaff boven het centrum doelpaal. **Oak** en **E. Hayward** waren op North Wall. Ierse Plane, **monaleen** en **Stad Antwerpen** als de zaterdag laatste. vrijdag 28 april **Neritina** was verhuisd naar Sir John Rogerson's Quay. Over de kade was een publiek huis genaamd "De Oliebron" en een aantal van haar zeelieden waren daar zingen en genieten van zichzelf. Folklore heeft het dat de uitbaters had de naam 'Oil Well' aangenomen na het winnen van compensatie voor de vermeende lekkage in hun gebouwen uit de buurt olieleidingen. van dichtbij de tankers bewapening bleek een 4 "pistool op de kak en een twaalf ponder nemen of 3 "in de bogen. Machinegeweren waren rond de brug. Guns zoals Hotchkiss, 20 mm Oerlikon en 40 mm Bofors werden geïnstalleerd op schepen zoals deze voor de verdediging tegen vliegtuigen aanval. zaterdag 29 april De sleepboten **Coliemore** en **Ben Eadar** kwam om **Neritina** uit. Terwijl ze verbonden towlines - **Coliemore** op bogen en **Ben Eadar** achteruit, de bemanning nam in het gangpad en zet een Jacob's ladder over de rand van de Pilot. Aangezien de ligplaatsen werden genomen in en het schip zich van de kade een groot aantal omstanders zwaaide en alle bemanningsleden aan dek zwaaide terug. Downriver **Ben Eadar** laten gaan de achtersteven lijn en **Neritina** de motoren gestart. **Coliemore** dan loslaten van de boog lijn en sleep-en tanker uitgewisseld groet op hun sirenes als ze afscheid - **Neritina** . aan zee en de sleepboten om hun ligplaatsen in Alexandra Basin **Neritina** werd ingekort tot 15 voet vooruit en 18 meter naar achteren. maandag 1 mei handel met Lissabon was opgeschort in het belang van de veiligheid, terwijl de voorbereidingen voor de invasie van Normandië plaatsvonden.*

De verwijzing naar opschorting van de handel met Lissabon heeft betrekking op een waarschuwing van Churchill aan alle scheepvaart voor dat elk schip gezien binnen een verboden zone zou worden tot zinken gebracht. Dit was natuurlijk niet lang voordat de landing in Normandië.

Stan Mayes was op **Neritina** tijdens haar reis naar Dublin en ik vroeg hem of hij zich herinnerde "De Oliebron". Hij zei dat hij maar niet werken dus ik vermoed dat ze hadden een goede tijd! Een link naar zijn rekening, die nauw overeenstemt met die van Walter Kennedy, kan worden gevonden [HIER](#) .

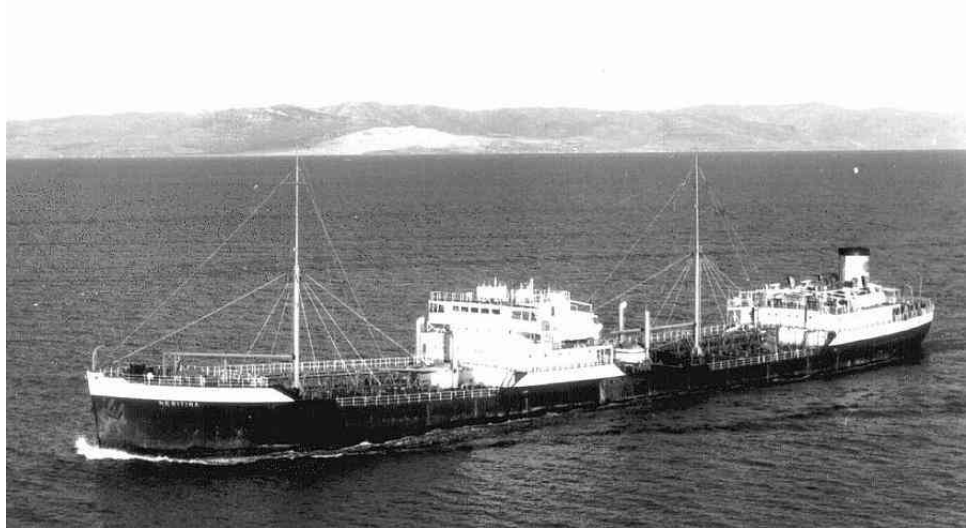
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#### Dienst Post WW2

Er is geen informatie beschikbaar, andere dan die **Neritina** bleef bij hetzelfde bedrijf haar hele werkzame leven en werd verdeeld in Hirao in Japan in 1961.

**Afbeelding 7** is uit een ander ansichtkaart van **Neritina** - de datum en de locatie zijn niet bekend.





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**Afbeelding Credits**

1. Alle afbeeldingen op deze pagina zijn gesteld door de Stan Mayes hoewel sommige van de documenten die werden oorspronkelijk verkregen door Billy McGee

Schip Verhalen

# MERSEA MUSEUM - Ships laid up in the River Blackwater

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Vessel 264 of 411

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[Next Vessel](#)

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Ship: **NEVERITA**

Arrived: Before 29 July 1961

Departed: Before 17 Feb 1963

Career: Built Swan Hunter & Wigham Richardson shipyard, Wallsend. This single screw tanker was propelled by a 8 cylinder Werkspoor diesel engine of 3.600 HP. The ship served Shell Tankers Ltd. UK from 1944 until August 1960. From this date she was chartered by Dutch Shell Tankers N.V.  
Wim van Bezooijen sailed on the NEVERITA prior to her lay up in the Blackwater. He writes:  
"After a extended inspection and overhaul, during 4 weeks, the ship left the Amsterdam Dry Docking Company for her first trip under Dutch flag to Curaçao. With an average speed of 10 knots this trip took 14 days. In Curaçao she received her first cargo, 12,000 tons of lubricating oil bound for UK.  
"During the eleven month serving Dutch Shell company she transported many tons of the so called 'white products' (refined products : gasoline, lubricating oil etc.) all over the world.  
"During this period I was an apprentice engineer at the NEVERITA, my first sea-going ship. As a part of my education as engineer in the merchant navy, I had to describe all jobs and activities daily in my technical daybook for one year. It was a very interesting experience to read back after more than 49 years what problems we met and had to solve during this year. Every item what could break down broke down. This was the main reason that the company decided to lay-up the NEVERITA in 1961.  
NEVERITA was broken up Bruges 18 Feb 1963

Tonnage: 8,265 gross

Built: 1944

Type: Tanker

Owner: Shell Tankers

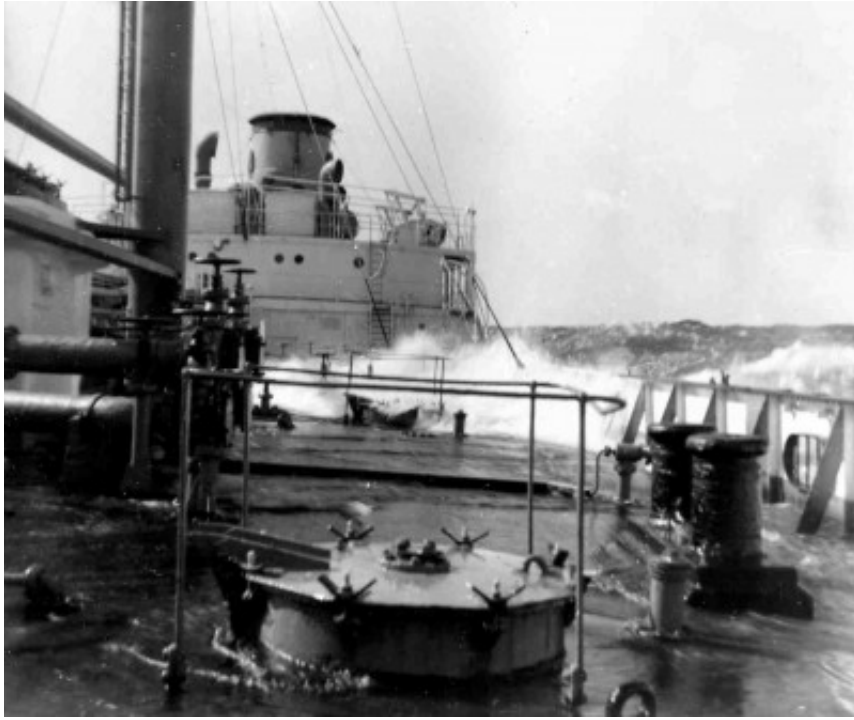
Official No: 169884

ID 1169884



Above: Shell tanker NEVERITA laid up, thought to be in the River Blackwater. She was in the river from about July 1961 to February 1963, when she went for scrap. 8,265/1944, Official No. 169884. Date: c1962.

Source: Mersea Museum / Ian Clarke Collection



Above: NEVERITA at sea --- during her 11 month charter to Dutch Shell Tankers N.V. before being laid up in the River Blackwater. Date: c1961.

Source: Mersea Museum / Wim van Bezooijen



Above: NEVERITA at sea --- during her 11 month charter to Dutch Shell Tankers N.V. before being laid up in the River Blackwater. Date: c1961.

Source: Mersea Museum / Wim van Bezooijen



Above: NEVERITA at sea --- during her 11 month charter to Dutch Shell Tankers N.V. before being laid up in the River Blackwater. Date: c1961.

Source: Mersea Museum / Wim van Bezooijen

Vessel 264 of 411

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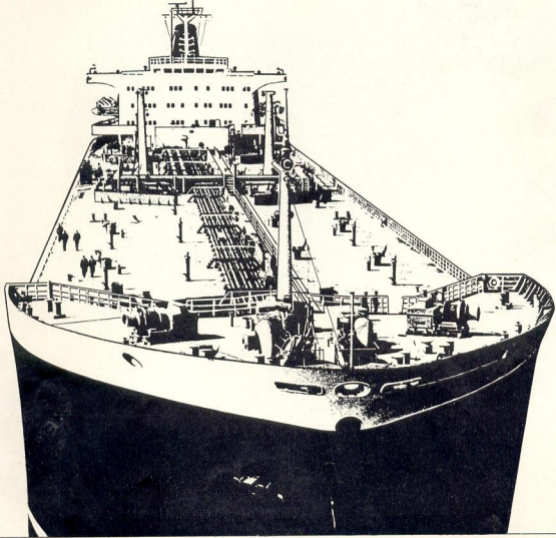
[Return to Vessel List](#)

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Vessel files Copyright(c) Mersea Island Museum unless otherwise stated.

Name: NICANIA  
Type: Tanker  
Launched: 02/02/1942  
Completed: 05/1942  
Builder: Hawthorn Leslie & Co Ltd  
Yard: Hebburn  
Yard Number: 648  
Dimensions: 8179grt, 4767nrt, 465.3 x 59.3 x 33.8ft  
Engines: 8cyl, 2SCSA, oil engine, 502nhp  
Engines by: Hawthorn Leslie & Co Ltd  
Propulsion: 1 x Screw, 12.0knots  
Construction: Steel  
Reg Number: 168283  
History:  
05/1942 Anglo-Saxon Petroleum Co Ltd, London  
1955 Managed by Shell Petroleum Co Ltd  
23/06/1960 Broken up  
Comments: 23/06/1960: Broken up by Moller's Ltd Hong Kong







# Nissho Maru Class Auxiliary Oiler



(NISSHO MARU by Ueda Kihachiro)

**Completed in 1938, NISSHO MARU was requisitioned by the IJN as an auxiliary tanker in 1941. NISSHO MARU was sunk by an American submarine S of Davao, Philippines in Feb '44.**

Builder and Year Completed:	Mitsubishi Shipbuilding, Yokohama 1938
Gross Tonnage:	10,526-tons.
Dimensions:	528.8' x 65.8' x 30'
Propulsion:	Diesel engines, 2,250 n.h.p, E maximum speed 15 knots
Oil Cargo Capacity:	83,339 barrels @ 42 gals/barrel or approx. 11,506-tons of crude oil @7.33 barrels per metric ton
Armament:	Unknown



(NISSHO MARU by Ueda Kihachiro)

## IJN NISSHO MARU: Tabular Record of Movement

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**10 August 1937:**  
Yokohama. Laid down by Mitsubishi Heavy Industries, Ltd. as a 10,526-ton tanker for **Showa Tanker K. K., Tokyo.**



**12 June 1938:**  
Launched and named **NISSHO MARU.** [1]

**29 November 1938:**  
Completed.

**19 June 1939:**  
Departs Yokohama.

**30 June 1939:**  
Arrives at San Francisco. Later, transports fuel oil from the United States west coast to Japan under charter to Taiyo Kaiun, K. K.

**12 September 1940:**  
NISSHO MARU arrives at Batavia (Jakarta), Java (Indonesia) carrying the Japanese Minister of Commerce, Kobayashi Ichizo. At a conference at Java's Selabintanah resort, Kobayashi demands the Dutch East Indies provide Japan with 3,150,000 metric tons of petroleum annually and give a five-year guarantee of delivery. The Dutch Government representatives refuse saying it is a commercial, not governmental, matter.

**26 July 1941:**

**The United States, Great Britain and the Dutch East Indies place an embargo on oil exports to Japan to counter Japanese aggression in Asia.**

**23 February 1942:**

**NISSHO MARU is requisitioned by the IJN and registered as an auxiliary transport (oil).**

**20 April 1942:**

**Yokohama. Begins conversion to Naval oil tanker at Mitsubishi.**

**2 July 1942:**

**The conversion is completed. Departs Yokohama.**

**13 August 1942:**

**Arrives at Tokuyama.**

**15 August 1942:**

**Departs Tokuyama.**

**3 September 1942:**

**Off Guncho. [2]**

**7 September 1942:**

**Departs from an anchorage off Kitsuki.**

**25 September 1942:**

**Arrives at Sasebo.**

**1 October 1942:**

**Departs Sasebo.**

**17 October 1942:**

**Truk. Refuels cruiser AOBA.**

**18 October 1942:**

**Truk. Refuels oiler KENYO MARU.**

**24 October 1942:**

**Bungo Straits. LtCdr (later Rear Admiral) Roy S. Benson's USS TRIGGER (SS-237) spots NISSHO MARU riding high in the water in ballast. Benson sets up and fires a spread of four torpedoes and gets at least one hit near the target's stern. NISSHO MARU's screws stop and she begins emitting heavy white smoke aft, but soon gets underway. Benson fires his last torpedo as NISSHO MARU moves off, but misses.**

**27 October 1942:**

**Arrives at Kure. Begins battle-damage repairs.**

**15 April 1943:**

**Repairs are completed. Departs Kure.**

**31 May 1943:**

**Arrives at Yokosuka.**

**21 June 1943:**

**Departs Yokosuka.**

**23 June 1943:**

**Arrives at Kure.**

**27 June 1943:**  
Departs Kure.

**18 July 1943:**  
Departs Singapore in a convoy with KENYO MARU.

**19 July 1943:**  
Attached to the Kido Butai as a fleet tanker.

**29 July 1943:**  
At 1200, arrives at Truk.

**September 1943:**  
Captain Tonomura Senzaburo (40)(former CO of EIRMO) assumes command.

**1 November 1943:**  
At 1200, arrives at Truk via the south channel in a convoy consisting of tankers NISSHO and NICHIEI MARUs escorted by destroyer SHIMAKAZE. Enters Truk by the south channel.

**2 November 1943:**  
NISSHO and NICHIEI MARUs depart Truk for Rabaul escorted by destroyer SHIMAKAZE.

**4 November 1943:**  
130 miles W of Kavieng. NISSHO and NICHIEI MARUs are damaged by AirSols aircraft based at Guadalcanal.

At 0542, USN codebreakers intercept and decrypt a message that reads: "NISSHO MARU received bombing attack. Fires broke out."

At 0625, USN codebreakers decrypt another message that reads: "Two B-24's attacked. NISSHO MARU suffered hit in upper section of engine room and is unable to navigate."

At 0900, USN codebreakers decrypt another message that reads: "NISSHO MARU is unable to navigate. She is drifting and receiving bombing attack from enemy planes in position 00-21 N, 150-54 E."

At 0920, USN codebreakers decrypt another message that reads: "NISSHO MARU received a second bombing attack. Fuel oil gushing out."

At 1015, USN codebreakers decrypt another message that reads: "Attempted towing NISSHO MARU, but because of enemy air attack released towline and discontinued towing. Considering extent of damage and repeated enemy air attacks am taking crew aboard temporarily. NISSHO MARU has 9 dead and 14 wounded."

CruDivs 4's CHOKAI and destroyer SUZUNAMI enroute from Truk for Rabaul arrive to assist the tankers. Destroyer AMATSUKAZE, on an aircrew transport run to Rabaul, is also diverted to assist the damaged tankers.

**6 November 1943:**  
Arrives at Truk.

**December 1943:**  
Receives fuel from tanker NICHIEI MARU.

**10 January 1944:**  
Departs Truk for Palau escorted by destroyer TANIKAZE.

**14 January 1944:**  
At 1200, at 08-56N, 134-30E, patrol boat PB-102 (ex-USS STEWART, DD-224) takes over as escort.

**22 January 1944:**

**Arrives at Surabaya, Java. Drydocked. Undergoes repairs by the IJN's No. 103 Repair Facility.**

**15 February 1944:**

**Undocked. Departs Surabaya and later arrives at Balikpapan. Takes on a cargo of oil.**

**21 February 1944:**

**At 1647, NISSHO MARU departs Balikpapan in a convoy consisting of fleet oilers KYOKUTO and KOKUYO MARUs escorted by destroyers SHIMAKAZE and IKAZUCHI.**

**25 February 1944:**

**75 miles S of Davao, Philippines. NISSHO MARU is in an unidentified convoy with fleet oiler KYOKUTO MARU. At about 0100, LtCdr Victor B. McCrea's USS HOE (SS-258), acting on a code-breaker's ULTRA message, attacks the convoy. McCrea fires four torpedoes in a surface radar attack and gets two hits on KYOKUTO MARU at 05-55N, 126-05E that cause heavy damage.**

**At 0220, McCrea fires all ten bow and stern torpedoes in a surface radar attack. He gets five hits that sink NISSHO MARU at 05-50N, 126-00E. Captain Tonomura and an unknown number of crewmen are KIA. Tonomura is promoted Rear Admiral, posthumously.**

**31 March 1944:**

**Removed from the Navy List.**

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# Nord

## History

The 1,843 ton *Nord* was built by the Grangemouth Dockyard Company at Greenock, Scotland, in 1900. Measuring 269.4' x 42.4' x 17.5' the vessel was registered at London, Official No. 120170, and was owned by the Anglo Saxon Petroleum Company.

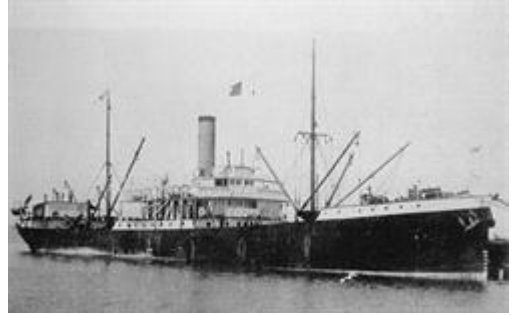
In early November 1915 the *Nord* was proceeding from Melbourne to Hobart, loaded with 12,000 cases of benzine (petroleum). On the 7th, while battling strong winds and heavy seas near the Tasman Peninsula, the captain turned the vessel inside the Hippolyte Rocks seeking smoother waters. At around 5.00 pm the *Nord* struck an uncharted rock in the passage and began to take in water.

The vessel continued to the south seeking the sheltered waters of Port Arthur but the strong tides and heavy seas prevented the foundering steamship from making sufficient headway. At 7.00 pm the *Nord* was abandoned by its crew and the vessel sank shortly afterwards. Despite the high seas and inhospitable terrain of the Tasman Peninsula all 42 crew were saved.

A Court of Inquiry cleared Captain M. Mackay of blame for the loss of the vessel due to inaccuracies in the charts and sailing directions for the area. It was believed that the *Nord* had struck on the same uncharted rocks which had sank the steamship *Tasman* in 1883.

## The Site

The hull of the *Nord* now lies upright on the sea bed in 35-40 metres of water. The structure is largely intact although some of the upper works and decking have collapsed inwards. The wreck is a popular and interesting dive despite its depth and exposed location. The site is most easily visited through the Eaglehawk Dive Centre on the Tasman Peninsula.



*The Steamship, Nord*  
(Maritime Museum of Tasmania)



## SS Nord

On Wednesday 26 September 1900 a new ship was launched at the Greenock and Grangemouth Dockyard Company shipbuilding yard in Greenock, Scotland. The ship was the SS *Maria Goriainova*. The new ship was a large vessel, 81 metres (269 feet) long and 12.75 metres (42.5 feet) wide. The ship a gross tonnage of 1,840 tons and was powered by a triple expansion steam engine of 201 nhp driving a single prop. The steam came from a pair of coal burning boilers.

As can be guessed by the name of the new ship, the original owners were a Russian company (details to come). Starting in 1903 the ship went through a few quick changes in ownership. First it was purchased by G & L Beijer of Stockholm, Sweden, then later in the year ownership changed to Rederi A/B Rex (Wald. Beijer), also of Stockholm. I presume that this was somehow related to the first company. At this time the ship was renamed SS *Nord*.

In 1906 the *Nord* was sold to new owners in Shanghai, China. **In about 1910 the *Nord* was registered by the Anglo Saxon Petroleum Company of London.**

On 9 July 1914 the *Nord* arrived in ??? (not yet known) from Sydney. On 20 October 1914 the *Nord* arrived in Fremantle. On 7 November 1914 she departed ??? (not yet known) for Newcastle.

On 26 January 1915 the *Nord* was due to arrive in Melbourne from Singapore. On 29 January she was still anchored off Melbourne. On Wednesday and Thursday 4 February 1915 she was at the New Pier at Williamstown (Melbourne). On 18 February 1915 *Nord* passed Goode Island heading west (not sure where this is).

The *Nord* was due to arrive in Melbourne on 1 April 1915 but actually arrived on 6 April. She had come from Singapore via Adelaide (and presumably Fremantle). A report in the *Argus* of that date said she was an oil-tanker and was carrying bulk petroleum, benzine, naphtha, motor-spirit and similar commodities. She left Melbourne on 7 April 1915 for Brisbane and Rockhampton, Queensland. On 17 April 1915 she left Brisbane for Singapore and on 19 April 1915, the *Nord* arrived in Rockhampton.

On 14 October 1915, the *Nord* arrived in Fremantle, Western Australia, from Singapore. On 22 October she left Fremantle to return to "the east". However, on Thursday 28 October 1915 she was scheduled to arrive at Williamstown, Melbourne. However, on 29 October 1915 she left Adelaide in South Australia for "the eastern states".

On Saturday 30 October 1915 the *Nord* passed Cape Otway and on Monday 1 November 1915 she arrived in Williamstown, Melbourne with a load of bulk oil. It would appear that she left some days later for Hobart in Tasmania.

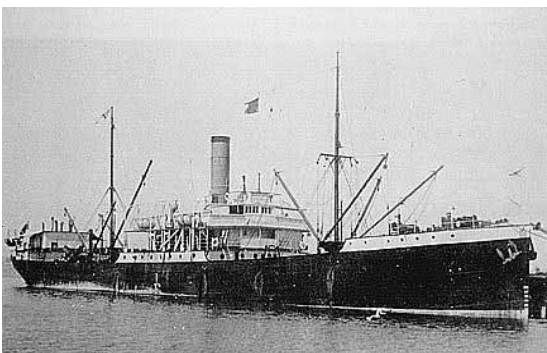
Late in the afternoon of 7 November 1915 the *Nord* was sailing along the east coast of Tasmania on this voyage from Melbourne to Hobart. The ship was under the command of Captain M. Mackay. On board was a cargo of 12,000 cases of benzine (motor vehicle fuel). At about 5 pm, the ship hit a small reef between Cape Hauty and Hippolyte Rocks. This reef, now known as Needle Rock, sits about four metres under the water's surface. Needle Rock was not marked on the charts, even though in 1883 the same rock had claimed the SS *Tasman*.

Captain Mackay originally decided to continue on towards Port Arthur (which is located south and then north around Tasman Island) in a vain attempt to save his ship. A better option would have been to head for Fortescue Bay which is only about seven kilometres to the east-south-east. It is reported that he apparently went all the way south to Tasman Island which is about 14.5 kilometres from Needle Rock. He then decided that he was not going to make Port Arthur so he rounded Tasman Island and headed back towards Fortescue Bay. I am not yet sure about the accuracy of this so will check later if this is true and update this page.

It was 4.5 kilometres back from Tasman Island to Cape Pillar. Once around Cape Pillar he followed the shoreline to the north-west for about three kilometres before it was obvious the ship was doomed. The captain dropped an anchor and the ship turned and faced back towards the rock that sealed her fate, with the stern facing the extremely steep shoreline of Cape Pillar. At about 7 pm all the 42 crew abandoned ship into lifeboats and made it to safety. I have read that some of the Chinese crew made it to shore and walked to Port Arthur while the rest were spotted by a lighthouse keeper who saw the plight of the *Nord* and went to their assistance. However, it is hard to see how the Chinese could have got ashore as it is so steep here. Perhaps they rowed a boat to Fortescue Bay (about 12 kilometres). The lighthouse keeper must be the Tasman Light keeper on Tasman Island.

Eventually, at about 2 am the next morning (8 November 1915) she sank in Munro Bight.

A Court of Inquiry later cleared the skipper, Captain M. Mackay, of blame for the loss of the vessel due to the inaccurate charts that did not show the rock he hit.



This photo is titled SS *Maria Goriainova*  
A poorer quality has the title SS *Nord*





**The stern of the SS Nord**

**The middle section of SS Nord**

Today the ship lies just over 20 kilometres south of Eaglehawk Neck and the boat ramp at Pirates Bay. With a private boat, you could also run from Fortescue Bay boat ramp. The dive operator runs out of Pirates Bay and it is a 30 minutes run in calm seas. You need relatively calm seas and good wind conditions. The last eight kilometres once you round The Lanterns at Cape Hauy are very open to southerly and south-westerly winds. If the wind is from this direction and over 10 to 15 knots, you will not be able to dive this site.

The actual GPS location of the wreck is 43° 12' 29.5"S 147° 59' 19.9"E using WGS84 as a datum. The wreck lies facing north, so running from the east or west will bring you right across the wreck as it lays. The GPS reading should put you near the engine area so the depth should come up from just over 40 metres to about 35 metres. This is where Eaglehawk Dive Centre will anchor. The wreck is on a sand bottom, with large rocks or reef to the south-west of the stern.

There can be currents on this wreck, so it is important to hold onto the anchor line as you descend. The current can often go right to the bottom, so make sure you do not let go until you are on the wreck.

As you descend you should be able to see the outline of the wreck from about 20 metres as the visibility here is normally very good. However, as the wreck is a long way south, the angle of the sun is normally quite low so the penetration of light is not that great and it can be fairly dark. Make sure you have a good torch to help you see everything.



**Another shot of the stern of the SS Nord**



**A close up of the prop of the SS Nord**

If you are anchored near the engine, this section of the wreck stands up at least three metres higher than the wreckage towards the bow or stern. Head to the south towards the bow. The hull here is collapsed in on itself. You should be able to see the stern section almost as soon as you leave the anchor. This stands up higher than the engine area (up to about 33 metres I guess). Head along the left side as you approach the stern section.

On the sand at the stern the depth is 40 metres and there are lots of sea whips. If you have a camera, go a bit off the wreck and you can get an excellent silhouette of the stern, prop and rudder from out here. Swim towards the prop and go around to the port side. You can get good close-up views and photographs of the prop and rudder from here. The prop originally had four blades, but two are now missing, the bottom one and the one to starboard. The rudder is hard a'port.





**The large triple expansion steam engine**  
Photo taken from the rear



**The two boilers are located here**

If this is your first dive here, you may only be able to examine this section of the wreck before your air supply gets low. If you have dived the wreck a few times, the stern section can be penetrated and explored.

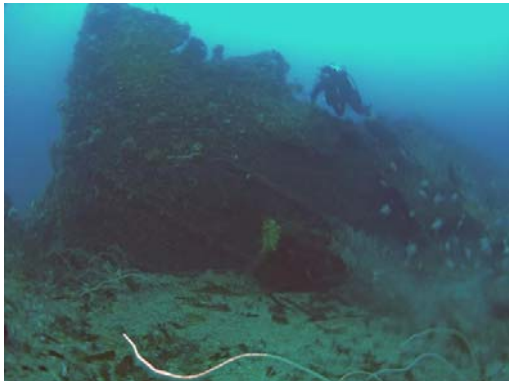
If you are an experienced deep diver and good on your air, you may be able to examine the whole wreck on one dive. You should be able to at least explore the middle section as well as the stern.

Swim along the port side of the wreck. Soon you will come to the engine area. Have a look at the large object in the middle of the southern part of the higher section. This is the triple expansion steam engine, huge. In front of the engine are the two boilers. There also appears to be a smaller boiler, perhaps for a donkey engine.

In front of this area are the forward cargo holds. This section of the wreck has collapsed the most. It is probably just over 20 metres across to the bow. As you swim over the collapsed part, you will see that a few deck timbers still remain, some quite intact. As you approach the bow, go along the port side.



**There are still some deck timbers towards the bow**



**Kelly over the bow**

If you look out to the left as you get level with the higher section of the bow you will see that the port anchor chain is visible running off into the distance at an angle of about 45°. It is especially noticeable as there is a lot more growth of sea whips and sponges on the chain. You can get some good views of the bow from off to the port side. It is about 43 metres here.

On the starboard side of the bow the other anchor sits on the seabed, resting up against the bow itself.

By now, if you have dived the whole wreck, it will be time to head back to the dive boat's anchor. Follow the starboard side and as you come level with the middle section you will see a couple of bollards. When I did this dive, our bottom time to here was about 18 minutes. We spent another minute or so here before ascending.

For the almost 20 minute bottom time, we had to do two minutes at six metres and seven minutes at three metres. For some unknown reason, my dive computer deco time jumped from five minutes to seven minutes, something that has never happened to me before. We had to do the deco a bit deeper than planned as the current was strong so this added to the time. Total bottom time was 41 minutes.

This was an excellent dive, one of the best wrecks I have done in Australia and the best preserved wreck for its age of any I have dived all over the Pacific.

I dived this wreck with Eaglehawk Dive Centre. I can certainly recommend them. Note that this dive is only for the experienced diver, who should have done some similar dives in places like Melbourne or Sydney. Note that a minimum of four divers are required for the dive to operate.



## Nord

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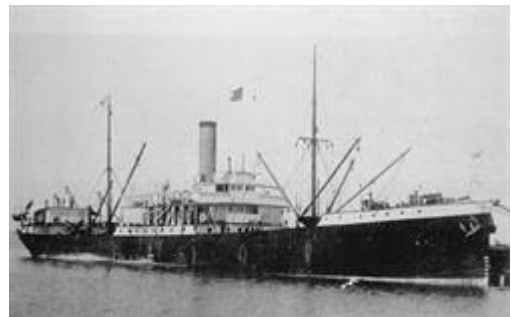
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*The Steamship, Nord  
(Maritime Museum of Tasmania)*



*Diver on the wreck of the Nord*

# NORTHWEST SANDERLING

IMO No: 8608872 TANKER 1989 / 105010 GT

## COMPANY:

Shell Tankers Australia Pty. Ltd.,  
Australia

## YARD INFORMATION:

Mitsubishi H.I.  
Nagasaki (Japan)

## SCRAPPING INFORMATION:



Singapore Sembawang Shipyard 2/2/2010 © S. Wiedner

## GENERAL INFORMATION:

IMO: 8608872  
Call Sign: VNVZ  
GT: 105010  
DWT: 66810  
Year of build: 1989  
Flag: Australia  
liquefied gas carrier ship type 2G Methane in independent  
type B spherical tanks, max. pressure 0.25bar, min. temp. of  
minus 163°C LI

## OWNER & FLAG HISTORY:

NORTHWEST SANDERLING since 01-06-1989 LRF  
Flag Date of record Source  
Australia since 01-06-1989 LRF  
Registered owner Date of record Source  
SHELL TANKERS AUS PTY LTD since 29-01-2008 LRF  
Ship manager Date of record Source  
SHELL TANKERS AUS PTY LTD since 29-01-2008 LRF

## SALES, TRANSFERS & RENAMINGS:

NORTHWEST SANDERLING	1989-	Shell Tankers Australia Pty. Ltd., Australia
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## GENERAL VESSEL INFORMATION:

The **NORTHWEST SANDERLING** was the first to ship in the fleet to carry North West Shelf LNG to Japan. The **NORTHWEST SANDERLING** was built at Mitsubishi Heavy Industries' (MHI) Nagasaki shipyard and delivered in June 1989.

It is operated by Shell Tankers Australia (STAPL) and flies the Australian Flag.

[http://www.nwssc.com/fleet\\_nw-sanderling.aspx](http://www.nwssc.com/fleet_nw-sanderling.aspx)

Sembcorp Marine is pleased to announce the award of a longevity contract from the International Gas Transportation Company Limited (IGTC), the parent shipping company of the North West Shelf Venture, for the life extension for its vessel, the **NORTHWEST SANDERLING**, the first of six of their fleet of Moss Rosenberg design LNG (Liquefied Natural Gas ) carriers to reach its 20th year in service.

The contract, signed in Singapore by Mr. John Charles, Commercial Manager of North West Shelf Shipping Service Company Pty Ltd (NWSSSC) on behalf of IGTC, and Ms Wong Lee-Lin, Executive Director of Sembawang Shipyard Pte Ltd, is the first such contract of IGTC's Longevity Project, which involves the life extension of 6 LNG carriers over a period of 6 years.

The signing of the longevity contract marks another milestone in the partnership between NWSSSC and Sembcorp Marine, committing both partners to co-operate in the areas of engineering, procurement and construction services for the structural and systems upgrades to extend the trading life of the LNG carriers with the same industry leading safety, integrity and reliability standards of NWSSSC. The life extension works include ballast tanks blasting and coating work, hull structural enhancement, integrated automation system renewal, HVAC and refrigeration system renewal, cargo and ballast valve actuator system replacement and boiler system renewal.

With the signing of this contract, **NORTHWEST SANDERLING**, the first of 6 Moss-Rosenberg type LNG carriers from IGTC, is scheduled to undergo life extension/longevity work and upgrading programme in Sembcorp Marine's Sembawang Shipyard at an estimated cost of S\$35 million in June 2009.

The IGTC owned fleet consists of 7 LNG carriers built for the Australia-Japan and South Korea trade route and provide LNG transportation services to the LNG Sellers of the North West Shelf Venture. The North West Shelf LNG carriers are all named after birds which are either permanent inhabitants or regular visitors to both Australia's North West and Japan. The vessels are **NORTHWEST SANDERLING**, **NORTHWEST SNIPE**, **NORTHWEST SHEARWATER**, **NORTHWEST SANDPIPER**, **NORTHWEST SEAEAGLE**, **NORTHWEST STORMPETREL** & **NORTHWEST SWAN**.

Oct 21, 2008

[www.sembcorpmarine.com.sg](http://www.sembcorpmarine.com.sg)

Last update: 3/3/2010









**RFA NUCULA 1922-1924**

Built 1906. China Station at Wei-Hai-Wei and at Nagasaki for Yokohama Eathquake Relief operations. Transferred to RNZN as Fleet Attendant. later becoming a fuel hulk.



Name: NUCULANA

Type: Tanker

Launched: 02/07/1942

Completed: 09/1942

Builder: R & W Hawthorn, Leslie & Co Ltd

Yard: Hebburn

Yard Number: 649

Dimensions: 8179grt, 4767nrt, 465.3 x 59.3 x 33.8ft

Engines: Oil engine, 8cyl (25.6 x 55.3ins), 502nhp

Engines by: R & W Hawthorn, Leslie & Co Ltd, Newcastle

Propulsion: 1 x Screw

Construction: Steel

Reg Number: 168306

History:

09/1942 Anglo-Saxon Petroleum Co Ltd, London

1955 Shell Petroleum Co Ltd, London

1958 North Bulk Carriers Ltd. (Angel Yllera, Santander), Monrovia; renamed AVE

29/03/1968 Broken up

Comments: 1959: Converted to a bulk carrier, 5449grt, 12019dwt

29/03/1968: Arrived at Kaohsiung for breaking up



## GAS-Carriers > 75,000 CBM

GAS-Carriers > 75,000 CBM

Northwest Snipe

( All Photos Copyright John Bateson Jr. )



**John Bateson** sent following message as well as these impressive pictures:

My son is in Singapore for three months doing a \$43 USA Million dollar refit on the Shell gas carrier Northwest Snipe. This is taking place at Sembawang Dry dock, and will take three months. I have attached a couple of pictures for you, and all on the mailing list. Could you please send these for me because I am having trouble sending multiple cc by e mail. I am going to get on to AOL this morning and try and find what the problem is.

 Photobucket







( All Photos Copyright John Bateson Jr. )



Vessel Details : <b>Northwest Snipe</b>
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Vessel's name:	<b>Northwest Snipe</b>	Last updated:	Feb 01, 2010
Ex-name(s):	-	IMO number:	8608884
Flag:	Australia	Call sign:	VNVS
Port of Registry:	Melbourne	Summer DWT:	66695 MT
Type of vessel:	Gas	Built:	Sep 28, 1990
Type of hull:	Double Hull	Owner:	IGTC Ltd
Class Society:	Lloyds Register	Operator:	STASCo Ship Management

Basic Vessel Information
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<b>VESSEL DESCRIPTION</b>
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Date updated:	Feb 01, 2010
Vessel's name:	Northwest Snipe
IMO number:	8608884

Vessel's previous name(s) and date(s) of change:		Not Applicable		
Date delivered:		Sep 28, 1990		
Builder (where built):		Mitsui Engineering and Ship Building Co. Ltd.		
Flag:		Australia		
Port of Registry:		Melbourne		
Call sign:		VNVS		
Type of vessel:		Gas		
Type of hull:		Double Hull		
Classification society:		Lloyds Register		
Length Over All (LOA):		272 M		
Length Between Perpendiculars (LBP):		259 M		
Extreme breadth (Beam):		47.2 M		
Net Tonnage:		31503		
Loadline	Freeboard	Draft	Deadweight	Displacement
Summer:	11.5 M	11.3995 M	66695 MT	97450 MT
Total cubic capacity (98%, excluding slop tanks):		125671 M3		
Slop tank(s) capacity (98%):		0 M3		

06539732