

1872

(Rakaia, n.d.)

THE HISTORY OF THE NEW ZEALAND SHIPPING COMPANY

A SUMMARY

Prior to 1872, Shaw Savill and the Albion Line dominated the provision of shipping services to New Zealand. Whilst they were theoretically in competition, there was little evidence of this in practice.

Growing discontent with the ability of these 2 British shipping companies to cope with rapidly expanding trade, together with a vigorous spirit of colonial independence, led to businessmen in Auckland, Wellington, Christchurch and Dunedin, New Zealand's 4 main business centres, to consider the founding of separate provincial shipping lines. First to be established was the New Zealand Freight Company, which was registered in Auckland on 1st July 1872 and which was financed by the Bank of New Zealand.

Later that year, the Otago Freight Association of Dunedin and the Wellington Freight Association were formed, and, finally, a group of Christchurch businessmen, spurred on by the knowledge that the contract between the Government and Shaw Savill would expire in March 1873, agreed to form the New Zealand Shipping Company, which was registered in Christchurch on 6th January 1873. A major shareholder in this company was the New Zealand Loan and Mercantile Agency Company, which was an associate of the Bank of New Zealand.

By July 1873, the Otago and Wellington Freight Associations and the New Zealand Freight Company had joined forces with the New Zealand Shipping Company to form a single commercial unit, which was owned and operated by New Zealanders. Whilst this newly enlarged New Zealand Shipping Company was controlled by its general Board in Christchurch, local Boards of Advice were established in Dunedin, Wellington and Auckland, and these helped to foster the idea of a national undertaking. For many years, these local Boards were each represented on the general Board in Christchurch by at least one member.

The general Board had also resolved to form a London Board of Advice, and this met for the first time on 19th May 1874. The London Board's powers included the employment and general management of the Company's own fleet and the provisioning and fitting of charters, but all its powers were to be subject to the directions of the Board in the Colony.

During 1873, the New Zealand Shipping Company began to establish its own fleet by purchasing 4 second-hand iron full-rigged sailing ships, and, during the following 3 years, the Company placed orders for 12 new full-rigged sailing ships. All the Company's ships are listed in Appendix 1. It is hardly surprising that a colonial company, which was founded expressly as a national shipping line, should resolve to use native Maori names for each of its ships, and, interestingly, the first of the new sailing ships to be ordered was called the Rakaia.

In little more than 4 years from the date of its foundation, the Company had built up a homogeneous fleet of fine, fast, iron clipper ships, which quickly established a good reputation for being well-fitted, well-found and well-officered. By also employing a large number of chartered vessels, the Company rapidly secured a large share of the passenger and cargo business between England and New Zealand. For example, in 1875, the peak year for the arrival of new settlers in New Zealand, the Company was responsible for nearly 11,500 passengers. It is worth noting that these clipper ships could carry, on average, no more than 300 emigrants.

Also in 1875, the London Board of Advice had given thought to the adoption of a distinctive livery for the fleet, and it recommended that all the Company's ships should be painted black with white ports, masts and yards, etc., of an uniform colour and that the boats should also be white.

Competition from other shipping companies, particularly Shaw Savill and the Albion Line, was keen, and there was a brief rate war in 1874, which led to an agreement to charge uniform scales of freightage at rates, which, while recognised as fair and reasonable by shippers, were remunerative to the Company.

As early as 1876, the Directors decided to receive on board each of their ships from 3 to 5 apprentices under indenture to the Company. By 1878, the Chairman was able to state that "we have now 45 apprentices on board our ships, of whom 23 are colonial youths. We have many applications now on our books. In appointing these apprentices, the Directors have been careful in the selection made. Our object has not been to get ne'er-do-wells, scapegraces that nothing can be done with, who might be sent to sea on the chances that some improvement might thereby be effected upon them. Our object is to get good steady lads, who will work their way up in our service, and become in time efficient officers and commanders of our ships." Whilst a long spell at sea might appeal to an apprentice, the same was unlikely to be true of an emigrant. A voyage from England to New Zealand in a clipper ship could easily take 90 days or more, and so it is small wonder that, given the choice, emigrants would opt to travel in a steam ship, which could complete the trip in 50 days or so. Pressure from the New Zealand

Government for a steam ship service from England to New Zealand led to an agreement between the New Zealand Shipping Company and Shaw Savill to run a trial in 1879 to carry 600 immigrants at a rate considerably higher than the sailing ship rate. The trial resulted in a considerable financial loss to the Company whose shareholders were told that this occurred despite the fact that "the vessel was hired on exceptionally favourable terms, was full of passengers and cargo both out and home, and performed her voyage expeditiously and without incident". It would be another 4 years before the Company operated steam ships again.

In 1882, the Company began a frozen meat service from New Zealand to England. Prior to the development of refrigerating machinery, the normal cargo carried by the Company's ships from New Zealand to England comprised bales of wool, wheat, casks of tallow, sacks of kauri gum, cases of preserved meats and other sundry cargo. The refrigerating engine changed all that, and, from small beginnings with just a few of the clipper ships equipped for refrigeration, the Company was to progress to become the operator of one of the largest refrigerated cargo fleets in the world.

In the same year, the Company placed orders for the construction of 5 steam ships, and, in 1883, the Company started to operate a monthly steam ship service, under subsidy by the Government, between England and New Zealand, although, initially, this service was run using chartered vessels.

Whilst the size of the Company's steam ship fleet grew, its fortunes did not, and, by 1887, it was facing a severe financial crisis. A reduction in trade as a result of a recession in New Zealand coupled with poor management of the Company's finances led to the need for a dramatic change in the way the Company was run, and, in 1888, control of the Company passed from Christchurch to London. Nevertheless, the London Board wisely decided to retain a colonial Board in Christchurch to act as a consultative body.

Edwyn Sandys Dawes acquired the controlling interest of the Company in 1889, and this marked the start of a connection between the Company and the Dawes family, which was to last until 1970.

Whilst the first 5 steam ships carried an average of 350 passengers, they were limited to an average of 90,000 cubic feet of refrigerated cargo space, and, as fast mail ships, they consumed a great deal of coal fuel. The need to carry large quantities of fuel inevitably had an adverse effect on freight capacity. The expiry of the mail contract with the Government enabled the Company, under Dawes's leadership, to focus on maximising refrigerated cargo capacity and minimising fuel costs whilst still

offering a competitive passenger service. Consequently, in 1890, the Company started to build a fleet of cargo and passenger steam ships of greatly improved capacity and economy. Notable amongst these was the Ruahine, which sailed on her first voyage from London in 1892 and which, at that time, was the largest ship in the New Zealand trade. She carried 410 passengers and had 212, 450 cubic feet of refrigerated cargo space.

In 1899, the last of the Company's sailing ships was sold, and, by then, the Company owned fifteen steam ships. Out of the total of 18 sailing ships owned by the company between 1873 and 1899, 12 were built specially for the company and six were purchased from other owners. In his book "The Sailing Ships of The New Zealand Shipping Company 1873-1900", Alan Bott not only provides a well researched history of these elegant vessels but also evokes the excitement of life under sail. Details of his and other reference books are contained in a bibliography in Appendix 2.

The most significant event in the years 1900 to 1914 occurred on 3rd January 1912 when it was announced that an agreement had been made whereby the Federal Steam Navigation Company, which owned a fleet of 12 passenger and refrigerated cargo steam ships trading between the United Kingdom, Australia and New Zealand, would be absorbed into the New Zealand Shipping Company. Although now controlled by the New Zealand Shipping Company, ships of the Federal Steam Navigation Company would continue to bear the names of English counties and to fly their own distinctive house flag, which was also painted on their funnels.

By the outbreak of the First World War, the combined fleet totalled 32 ships of which, sadly, 9 were lost.

On 1st July 1916 it was announced that an agreement had been reached whereby the shares of the New Zealand Shipping Company would be acquired by the Peninsular and Oriental Steam Navigation Company in exchange for P & O deferred stock. Outwardly, there was no apparent change in the way that the New Zealand Shipping Company Group was managed, and it continued to enjoy considerable autonomy.

Also in 1916, the Otaki became the first of the Company's ships to transit the Panama Canal, although it would be another 4 years before the Canal was formally opened.

In 1920, the New Zealand Shipping Company Group introduced a more formal apprentice training scheme. Initially, under this scheme, 4 of the Group's ships were designated as training ships. They carried 20 or more apprentices, or cadets as they were

called, who were given a structured programme of training and who, in effect, took over the role of the deck crew. During the period 1920 to 1971, the Group designated a total of 12 different ships to act as cadet training ships at one time or another as shown in the table below.

Ship	Period	Cadets
Whakatane	1920 to 1924	20
Orari	1920 to 1927	20
Essex	1920 to 1927	20
Somerset	1920 to 1927	20
Northumberland	1924 to 1934	20 to 42
Devon	1927 to 1933	20
Westmoreland	1927 to 1934	40
Cornwall	1931 to 1934	20
Hororata	1934 to 1939	20 to 43
Durham	1934 to 1939	40
	1946 to 1950	
	1955 to 1962	
Rakaia	1950 to 1968	38 to 28
Otaio	1958 to 1971	70

An important milestone in the history of the New Zealand Shipping Company occurred in 1929 when the Company took delivery of its first motor liner, the Rangitiki. She was the first of the new generation of Company ships to be powered by the diesel oil engine. She was followed later that year by her sister ships, the Rangitata and Rangitane. These ships were by far the largest ships constructed up to that time for the New Zealand trade. They had accommodation for 100 first, 86 second and 413 third class passengers, a capacity for refrigerated cargo in excess of 416,000 cubic feet and a service speed of 15 knots. This was a far cry from the Company's first steam ship, the Tongariro, which was built 46 years earlier and which had accommodation for 64 first, 36 second and 250 steerage class passengers, a refrigerated capacity of 81,200 cubic feet and a service speed of 13½ knots.

The New Zealand Shipping Company, the Port Line and the Ellerman-Bucknall Line joined forces to form the Montreal-Australia-New Zealand (MANZ) Line in 1936 to carry on and develop the cargo service that had hitherto been run by Canadian National Steamships between Canada, Australian and New Zealand. Many will recall that operating on the MANZ service entailed long multi-leg voyages, or "double-headers" as they were called.

By the outbreak of the Second World War, the New Zealand Shipping Company Group had built its fleet up to a total of 36 high class passenger and refrigerated cargo vessels. During that war a total of 19 ships were lost. The Company's official war history "Ordeal by Sea", by Sydney D Waters, provides a graphic account of the courage, skill and dedication of the officers and crews of the Company's ships during the dark years between 1939 and 1945.

After the war, the Company embarked upon a bold and courageous programme of fleet development, and a glance at the list in Appendix 1 will show that, by 1951, 12 new refrigerated cargo and 3 new passenger and refrigerated cargo liners had been purchased.

Group development continued steadily into the 1960s, and a copy of the 1962 prospectus for would be Deck and Engineer Officers, which is available for download as a pdf, shows the strength of the fleet and the routes serviced at that time. It also provides an illuminating insight into the Group's policy on training.

The New Zealand Shipping Company was registered in New Zealand whilst the Federal Steam Navigation Company was registered in England, and, for tax purposes, it was decided to transfer ownership of all the New Zealand Shipping Company's ships to the Federal Steam Navigation Company. As a result, in the mid 1960s, the familiar buff funnel steadily disappeared from view, but the New Zealand Shipping Company continued to manage its former ships.

In 1971, a major rationalisation of the P & O Group resulted in the New Zealand Shipping Company and Federal Steam Navigation Company being absorbed into the P & O General Cargo Division. The New Zealand Shipping Company name had lasted for almost a century.

Acknowledgements

The author has used the books listed in the Bibliography at Appendix 2 as reference material. In particular, the author has drawn heavily on material in "The Sailing Ships of The New Zealand Shipping Company, 1873-1900" by Alan Bott MA, FSA, and "Crossed Flags The Histories of The New Zealand Shipping Company Limited and The Federal Steam Navigation Company Limited and their Subsidiaries" by W A Laxon, I J Farquhar, N J Kirby and F W Perry. Sincere thanks go therefore to Alan Bott, Bill Laxon, Ian Farquhar and Nigel Kirby for their kind permission to reproduce material from their excellent books.

Appendix 1

SHIPS OF THE NEW ZEALAND SHIPPING COMPANY AND FEDERAL STEAM NAVIGATION COMPANY

THE NEW ZEALAND SHIPPING COMPANY

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
WAITARA (HINDOSTAN)	1863	1873-1883	883	182.4 x 34.2 x 20.9		200 Emigrants	Sailing ship. Collided with HURUNUI and sank.
MATAURA (DUNFILLAN)	1868	1873-1895	898	199.4 x 33.3 x 20.3	(6,000 in 1881) (10,000 in 1889)	250 Emigrants	Sailing ship. Refrigeration from 1881.
RANGITIKI (SCIMITAR)	1863	1873-1898	1,227	212 x 35 x 22.8		20 First 300 Emigrants	Sailing ship.
WAIMEA (DORETTE)	1868	1873-1895	871	194.3 x 31.7 x 19			Sailing ship.
RAKAIA	1873	1873-1892	1,057	210.2 x 34 x 19.2		25 First 300 Emigrants	Sailing ship.
WAIKATO	1874	1874-1888	1,053	210.5 x 34.1 x 19.2		320 Emigrants	Sailing ship.
WAITANGI	1874	1874-1899	1,161	222 x 35.1 x 20.8		312 Emigrants	Sailing ship.
WAIMATE	1874	1874-1896	1,156	219.7 x 35.1 x 20.7		350 Emigrants	Sailing ship.
ORARI	1875	1875-1892	1,051	204.1 x 34.2 x 20		55 Cabin 300 Emigrants	Sailing ship.
OTAKI	1875	1875-1891	1,053	204.1 x 34.2 x 20		274 Emigrants	Sailing ship.
HURUNUI	1875	1875-1895	1,054	204.1 x 34.2 x 20		300 Emigrants	Sailing ship.
WAIPA	1875	1875-1895	1,057	204.1 x 34.2 x 20		300 Emigrants	Sailing ship.
WAIROA	1875	1875-1895	1,057	204.1 x 34.2 x 20		300 Emigrants	Sailing ship.
OPAWA	1876	1876-1899	1,131	215.2 x 34 x 20.4	(11,000)	300 Emigrants	Sailing ship. Refrigeration from 1882.
PIAKO	1876	1876-1891	1,136	215.3 x 34 x 20.5		317 Emigrants	Sailing ship.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
WANGANUI	1877	1877-1888	1,136	215.3 x 34 x 20.4		241 Emigrants	Sailing ship.
PAREORA (WHITE EAGLE)	1855	1877-1887	879	203.3 x 32.8 x 20.9	(10,000)	250 Emigrants	Sailing ship. Refrigeration from 1882.
TURAKINA (CITY OF PERTH)	1868	1883-1899	1,247	232.5 x 35.4 x 22.2	(10,000 in 1883) (13,000 in 1889)		Sailing ship. Refrigeration from 1883.
TONGARIRO	1883	1883-1899	4,162	389 x 46 x 23.7	81,200	64 First 36 Second 250 Steerage	Steam ship. 13.5 knots.
AORANGI	1883	1883-1910	4,163	389 x 46 x 23.7	83,100	61 First 44 Second 250 Steerage	Steam ship. 13.5 knots.
RUAPEHU	1883	1883-1899	4,163	389 x 46 x 23.7	90,400	64 First 36 Second 250 Steerage	Steam ship. 13.5 knots.
KAIKOURA	1884	1884-1899	4,507	430 x 46 x 24	101,100	76 First 58 Second 280 Steerage	Steam ship. 13.5 knots.
RIMUTAKA	1884	1884-1899	4,514	430 x 46 x 25	101,700	76 First 58 Second 280 Steerage	Steam ship. 13.5 knots.
OTARAMA	1890	1890-1902	3,808	365 x 44.2 x 19.4	157,300	12	Steam ship. 10 knots.
TEKOA	1890	1890-1902	4,050	365.1 x 47.1 x 26.5	170,100	12	Steam ship. 10 knots.
RUAHINE	1891	1891-1900	6,127	430 x 50.1 x 31.6	212,450	74 First 36 Second 300 Steerage	Steam ship. 14.5 knots.
WAIKATO	1892	1892-1905	4,767	400 x 48 x 21.7	213,300		Steam ship. 12.5 knots.
RAKAIA	1895	1895-1915	5,629	420 x 54 x 28.7	223,900	12 First 350 Emigrants	Steam ship. 12.5 knots.

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MATAURA	1896	1896-1898	5,764	421 x 54.6 x 29.1	226,100	12 First 350 Emigrants	Steam ship. 12 knots. Struck rock and sank in Straight of Magellan.
WAIMATE	1896	1896-1925	5,610	420 x 54 x 28.6	221,600	12 First 350 Steerage	Steam ship. 11.5 knots.
PAPANUI	1898	1898-1910	6,372	430 x 54.1 x 30.1	225,900	34 First 45 Second 400 Steerage	Steam ship. 13.5 knots.
WAKANUI	1899	1899-1913	5,824	420 x 54 x 28.6	221,300	26 First 350 Steerage	Steam ship. 13 knots.
PAPAROA	1899	1899-1926	6,563	430 x 54 x 30	226,500	37 First 40 Second 78 Third	Twin screw steam ship. 13.5 knots.
WHAKATANE	1900	1900-1924	5,715	420 x 54 x 28.7	221,000	26 First 350 Steerage	Steam ship. 13 knots. Cadet ship – 20 cadets.
RIMUTAKA	1900	1900-1930	7,765	457.7 x 58.2 x 30.8	263,000 331,900 in 1919	40 First 50 Second 80 Third 170 Steerage	Twin screw steam ship. 13.5 knots.
TONGARIRO	1901	1901-1916	7,600	457 x 58 x 30.5	273,900	40 First 50 Second 80 Third 179 Steerage	Twin screw steam ship. 14 knots. Wrecked on Bull Rock.
RUAPEHU	1901	1901-1931	7,705	457.3 x 58.2 x 30.8	283,000	40 First 50 Second 90 Third 170 Steerage	Twin screw steam ship. 14 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
TURAKINA	1902	1902-1917	8,210	473 x 59.6 x 31	294,000	40 First 54 Second 74 Third 170 Steerage	Twin screw steam ship. 14 knots. War loss by torpedo.
KAIKOURA	1903	1903-1926	6,998	460 x 58.2 x 30.9	281,500	22 First 200 Steerage	Twin screw steam ship. 14 knots.
KAIPARA	1903	1903-1914	7,596	460.4 x 58.2 x 30.9	281,500	22 First 200 Steerage	Twin screw steam ship. 14 knots. War loss by gunfire.
ORARI	1906	1906-1927	7,207	460.7 x 60.2 x 31.3	286,650	6 First	Twin screw steam ship. 14.5 knots. Cadet ship – 20 cadets.
OPAWA	1906	1906-1928	7,230	460.7 x 60.2 x 31.3	286,650	6 First	Twin screw steam ship. 14.5 knots.
OTAKI	1908	1908-1917	7,420	465.4 x 60.3 x 31.3	290,000	6 First	Triple screw steam ship. 15 knots. War loss by torpedo.
RUAHINE	1909	1909-1949	10,758	480.6 x 60.3 x 32.1 497	291,000 324,900 in 1931	56 First 88 Second 126 Third 250 Emigrants	Twin screw steam ship. 15.5 knots.
ROTORUA	1910	1910-1917	11,130	484.2 x 62.3 x 41.1	299,500	52 First 72 Second 436 Third	Triple screw steam ship. 15.5 knots. War loss by torpedo.
REMUERA	1911	1911-1940	11,276	485 x 62.3 x 41	317,000	52 First 92 Second 386 Third	Twin screw steam ship. 15.5 knots. War loss by torpedo.
HURUNUI	1912	1912-1918	8,901	495 x 63.1 x 31.7	390,000		Twin screw steam ship. 15.5 knots. War loss by torpedo.

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WESTMEATH	1903	1911-1912	8,096	475 x 56.1 x 32.4	292,800	204 Third	Twin screw steam ship. 12 knots.
LIMERICK	1898	1912-1912	5,790	420 x 54.2 x 29.5	257,000	26 First 230 Second	Steam ship. 12 knots.
TYRONE	1901	1912-1912	6,592	450.5 x 55.2 x 30.6	210,900	46 First 48 Third	Twin screw steam ship. 13 knots.
ROSCOMMON	1902	1912-1912	6,591	450.5 x 55.2 x 30.6	278,000	46 First 320 Third	Twin screw steam ship. 13 knots.
HORORATA	1914	1914-1939	9,461	511.1 x 64.2 x 32	380,000	5 First 1,066 Steerage	Twin screw steam ship. 15.5 knots. Cadet ship – 20 to 43 cadets.
OTARAMA	1912	1919-1928	7,759	454 x 56.2 x 36	158,300	20 First	Twin screw steam ship. 13 knots.
OTAKI	1920	1920-1934	7,976	449.1 x 58.2 x 37.1 465	205,100	12 First	Twin screw steam ship. 13 knots.
HURUNUI	1920	1920-1940	9,266	470 x 62.5 x 37.7 482	402,200		Steam ship. 15 knots.
PIAKO	1920	1920-1941	8,283	450 x 58.2 x 37.2	317,00		Steam ship. 13 knots.
TASMANIA	1913	1921-1936	7,514	484.5 x 62.7 x 29.4	412,000		Steam ship. 12 knots.
TEKOA	1922	1922-1958	8,526	460.6 x 62.8 x 35 483	348,900		Steam ship. 15 knots.
ROTORUA (SHROPSHIRE)	1911	1923-1940	10,374	526.4 x 61.4 x 33.3 544	358,600	131 First 270 Third	Twin screw steam ship. 14 knots.
TURAKINA	1923	1923-1940	8,565	460.5 x 62.7 x 35.2	336,700		Steam ship. 15.5 knots.
TONGARIRO	1925	1925-1960	8,729	460.5 x 62.7 x 35.2 480.7	332,000		Steam ship. 16 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
RANGITIKI	1929	1929-1962	16,697	531 x 70.2 x 38.1 550	416,400	100 First 86 Second 413 Third	Twin screw diesel. 15 knots.
RANGITATA	1929	1929-1962	16,737	531 x 70.2 x 38.1 550	418,700	100 First 86 Second 413 Third	Twin screw diesel. 15 knots.
RANGITANE	1929	1929-1940	16,733	531 x 70.2 x 38.1 550	418,800	100 First 86 Second 413 Third	Twin screw diesel. 15 knots. War loss by torpedoes.
OTAIO	1930	1930-1941	10,048	472 x 67.2 x 35.7 490	424,700		Twin screw diesel. 16 knots. War loss by torpedo.
ORARI	1931	1931-1958	10,107	471 x 67.3 x 36.8 490	412,450		Twin screw diesel. 16 knots.
OPAWA	1931	1931-1942	10,107	471 x 67.3 x 36.8	412,050		Twin screw diesel. 16 knots. War loss by torpedo.
KAIMATA (ARDENVOHR)	1931	1936-1954	5,237	415.5 x 56.2 x 25.6 430.3			Diesel. 15 knots.
KAIKOURA	1937	1937-1954	5,852	446.3 x 59 x 25.8 460	18,100 40,347 in 1950		Diesel. 13 knots.
KAIPARA	1938	1938-1955	5,882	438.9 x 58.9 x 25.7 454.6	39,300		Diesel. 13 knots.
RIMUTAKA (MONGOLIA)	1922	1938-1950	16,385	551.6 x 72 x 38.5 573	136,100 360,700 in 1938	231 First 180 Second	Twin screw steam ship. 16 knots.
KAITUNA	1938	1938-1954	4,907	413.6 x 56.6 x 25.3 432.2			Diesel. 14 knots.
KAIPAKI	1939	1939-1955	5,862	443.9 x 59 x 26.3 458.5	45,900		Diesel. 13 knots.

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HORORATA	1942	1942-1966	13,945	532.2 x 70.4 x 44.7 551.3	569,900		Twin screw steam ship. 16 knots.
PAPANUI	1943	1943-1965	10,002	477 x 64.8 x 39 494	483,400		Steam ship. 15.5 knots.
PAPAROA	1943	1943-1966	10,005	477 x 64.8 x 39 495.3	483,400		Steam ship. 15.5 knots.
PIPIRIKI	1944	1944-1966	10,057	477 x 64.8 x 39 494	481,500		Steam ship. 15.5 knots.
RAKAIA (EMPIRE ABERCORN)	1945	1946-1966	8,563	457.3 x 63.3 x 35 474.2	367,902	45 War 36 Cabin	Diesel. 14.5 knots. Cadet ship – 40 cadets.
HAPARANGI	1947	1947-1966	11,281	541.3 x 70.2 x 34.7 560.7	522,650		Twin screw diesel. 16 knots.
HURUNUI	1948	1948-1966	11,276	541.5 x 70.3 x 34.8 560.8	522,100		Twin screw diesel. 16 knots.
HINAKURA	1949	1949-1966	11,272	541.3 x 70.2 x 34.7 560.7	522,650		Twin screw diesel. 16 knots.
RANGITOTO	1949	1949-1966	21,809	587.5 x 78.2 x 48.3 609.2	494,600	416	Twin screw diesel. 17 knots.
RANGITANE	1949	1949-1966	21,867	587.5 x 78.2 x 48.7 609.2	494,600	416	Twin screw diesel. 17 knots.
RUAHINE	1951	1951-1966	17,851	563.5 x 75.2 x 43.5 584.5	425,000	267	Twin screw diesel. 17 knots.
OTAKI	1953	1953-1966	10,934	505 x 70.2 x 31.9 525.9	476,300		Diesel. 16 knots.
HAURAKI (NORFOLK)	1946	1953-1966	11,272	541.3 x 70.2 x 34.7 560.7	522,700		Twin screw diesel. 16 knots.
WHAKATANE	1954	1954-1964	8,726	439.4 x 62.9 x 39.5 471.7	94,900	8 First	Diesel. 15.5 knots.

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WHANGAROA	1955	1955-1965	8,701	439.4 x 62.9 x 39.5 471.9	92,150	8 First	Diesel. 16 knots.
WHARANUI	1956	1956-1966	8,706	439.4 x 62.9 x 39.5 471.8	102,000	8 First	Diesel. 16 knots.
OTAIO	1958	1958-1966	13,314	490.5 x 73.3 x 43 526.2	429,300		Twin screw diesel. 17 knots. Cadet ship – 70 cadets.
TURAKINA	1960	1960-1966	7,707	425 x 62.2 x 38 454.9	334,900		Diesel. 16 knots.
REMUERA (PARTHIA)	1948	1961-1966	13,362	500 x 70.3 x 46 534	62,169 30,419 in 1962	350	Twin screw steam ship. 17 knots.
PIAKO	1962	1962-1966	7,596	460 x 66.3 x 41.3 488.3	450,800		Diesel. 16.5 knots.
TAUPO	1966	1966-1969	10,983	490.1 x 71.3 x 44.5 527.6	483,100		Diesel. 20 knots.
TEKOA	1966	1966-1969	10,975	490.1 x 71.3 x 44.5 527.6	483,100		Diesel. 20 knots.
TONGARIRO	1967	1967-1969	8,233	490.1 x 71.3 x 44.5 527.6	483,100		Diesel. 20 knots.
MATAURA	1968	1968-1971	9,504	505 x 74.8 x 46.2 540	546,250 633,800 in 1977		Diesel. 21 knots.
MANAPOURI	1968	1968-1971	9,505	505 x 74.8 x 46.3 540	546,248 633,800 in 1977		Diesel. 21 knots.

THE FEDERAL STEAM NAVIGATION COMPANY

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
CELTIC KING	1890	1894-1898	3,738	371.8 x 44.2 x 27.2	120,000		Steam ship. 9 knots.
MAORI KING	1889	1894-1904	3,807	365 x 44.2 x 19.4	124,000		Steam ship. 9 knots.
PORT CHALMERS	1891	1896-1898	4,154	371 x 46.1 x 27.7	91,100		Steam ship. 11 knots.
CORNWALL	1896	1896-1913	5,490	420 x 54 x 28.7	230,000	12 First 156 Third	Steam ship. 11 knots.
DEVON	1897	1897-1913	5,489	420 x 54 x 28.7	230,000	12 First 150 Third	Steam ship. 11 knots.
KENT	1899	1899-1915	5,464	420 x 54 x 28.6	225,050	12 First 150 Third	Steam ship. 11 knots.
SURREY	1899	1899-1915	5,455	420.4 x 54 x 28.6	225,050	12 First 150 Third	Steam ship. 11 knots.
SUFFOLK	1899	1899-1900	5,364	420.7 x 54 x 28.8	225,000	12 First 150 Third	Steam ship. 11 knots. Sank after grounding.
NORFOLK	1900	1900-1914	5,310	420.7 x 54.1 x 28.8	266,300	12 First 150 Third	Steam ship. 11 knots.
SUSSEX	1900	1900-1923	5,474	420 x 54 x 28.7	239,100	12 First 52 Second 100 Emigrants	Steam ship. 11 knots.
SUFFOLK	1902	1902-1927	7,083	460 x 58.2 x 31.2	300,000	12 First 200 Emigrants	Twin screw steam ship. 13 knots.
ESSEX	1902	1902-1927	7,016	460.4 x 58.2 x 31.2	300,000	24 First 200 Third	Twin screw steam ship. 13 knots. Cadet ship – 20 cadets.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
DORSET	1903	1903-1927	6,990	460 x 58.2 x 31	300,000	12 First 200 Third	Twin screw steam ship. 13 knots.
SOMERSET	1903	1903-1917	7,110	460.5 x 58.2 x 31	300,000	12 First 200 Third	Twin screw steam ship. 13 knots. War loss by torpedo.
DURHAM	1904	1904-1924	5,561	420.7 x 54 x 28.6 434.5	310,000	12 First	Steam ship. 11 knots.
SHROPSHIRE	1911	1911-1923	10,374	526.4 x 61.4 x 33.3	358,600	130 First 270 Emigrants	Twin screw steam ship. 14 knots.
WILTSHIRE	1912	1912-1922	10,390	526.5 x 61.4 x 33.3 544	375,000	66 First	Twin screw steam ship. 14 knots.
MIDDLESEX (KNIGHT BACHELOR)	1914	1914-1917	7,264	470 x 58 x 32	322,700		Steam ship. 12 knots. War loss by torpedo.
DEVON	1915	1915-1934	9,661	473.3 x 59.9 x 36.7	440,000	300 Emigrants	Twin screw steam ship. 13 knots. Cadet ship – 20 cadets.
NORTHUMBERLAND	1916	1916-1951	12,160	530.5 x 63 x 31.9 550.5	466,300		Twin screw steam ship. 14 knots. Cadet ship – 20 to 42 cadets.
CUMBERLAND	1915	1915-1917	8,993	474 x 60 x 36.7	386,000		Twin screw steam ship. 14 knots. War loss by mine.
WESTMORLAND	1917	1917-1942	9,512	473 x 60.1 x 36.7 494.5	350,700		Twin screw steam ship. 14 knots. Cadet ship – 40 cadets. War loss by torpedo.
KENT	1918	1918-1955	9,857	460.6 x 62.8 x 34.9	378,800		Steam ship. 14 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
SOMERSET	1918	1918-1941	9,773	460.6 x 62.8 x 34.6	360,000		Steam ship. 14 knots. Cadet ship – 20 cadets. War loss by torpedo.
SURREY	1919	1919-1942	9,783	460.4 x 62.8 x 34.9 480.1	382,200		Steam ship. 14 knots. War loss by torpedo.
MIDDLESEX	1920	1920-1941	8,569	460 x 62.8 x 35.2	380,000		Steam ship. 14 knots. War loss by mine.
CORNWALL	1920	1920-1949	10,669	495.1 x 63.1 x 40.3 508.1	460,000		Twin screw steam ship. 14 knots. Cadet ship – 20 cadets.
HERTFORD	1917	1921-1942	10,923	520.7 x 64.2 x 38.1 533	426,500		Twin screw steam ship. 13.5 knots. War loss by torpedo.
CUMBERLAND	1919	1921-1940	10,943	520 x 64.2 x 29	442,900		Twin screw steam ship. 13.5 knots. War loss by torpedo.
CAMBRIDGE	1916	1921-1940	10,964	524.5 x 65.7 x 37.3 544.5	418,700		Twin screw steam ship. 13.5 knots. War loss by mine.
NORFOLK	1918	1921-1941	10,946	520.7 x 64.2 x 38.1	427,450		Twin screw steam ship. 13.5 knots. War loss by torpedo.
HUNTINGDON	1921	1921-1941	10,951	520.7 x 64.2 x 38.1 533	409,600		Twin screw steam ship. 13.5 knots. War loss by torpedo.
PAPANUI	1910	1924-1933	8,046	470 x 58.2 x 32.4			Steam ship. 11 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
PAREORA	1915	1924-1933	8,435	479.7 x 62.1 x 33			Steam ship. 12 knots.
PAKIPAKI	1914	1924-1933	7,166	472 x 60.8 x 28.6			Steam ship. 12 knots.
PIPIRIKI	1914	1924-1933	6,704	472.5 x 59.2 x 28.5			Steam ship. 12 knots.
PURIRI	1915	1925-1933	8,047	475.5 x 60.8 x 33			Steam ship. 12 knots.
ARGYLLSHIRE	1911	1929-1932	10,329	526.2 x 61.4 x 33.3	442,850		Twin screw steam ship. 14 knots.
DURHAM	1934	1934-1965	10,893	493.5 x 68.6 x 34.5 513	496,900		Twin screw diesel. 16 knots. Cadet ship – 40 cadets.
DORSET	1934	1934-1942	10,624	493.5 x 68.6 x 34.5 513	496,700		Twin screw diesel. 16 knots. War loss by bombing.
ESSEX	1936	1936-1947	11,063	532.2 x 70.4 x 34.6 551.3	516,700		Twin screw diesel. 17 knots.
SUSSEX	1937	1937-1946	11,063	532.2 x 70.4 x 34.6 551.3	516,700		Twin screw diesel. 17 knots.
SUFFOLK	1939	1939-1968	11,145	532.2 x 70.4 x 34.3 551.3	533,300		Twin screw diesel. 17 knots.
GLOUCESTER	1941	1941-1966	8,532	457.5 x 60.3 x 35.6 473	268,100		Diesel. 14 knots.
NOTTINGHAM	1941	1941-1941	8,592	457.5 x 60.3 x 35.6 473	270,000		Diesel. 14 knots. War loss by torpedo.
DEVON	1946	1946-1967 1970-1971	9,940	477 x 64.8 x 39 495.3	430,200		Steam ship. 15 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
SOMERSET	1946	1946-1954	9,943	477 x 64.8 x 39 495.3	393,100		Steam ship. 15 knots.
NORFOLK	1947	1947-1953	11,272	541.3 x 70.2 x 34.7 560.7	522,700		Twin screw diesel. 16 knots.
LEICESTER (SAMESK)	1944	1947-1950	7,266	423.9 x 57 x 34.8 441.8			Steam ship. 11 knots.
STAFFORD (SAMINGOY)	1944	1947-1950	7,296	422.8 x 57 x 34.8 441.5			Steam ship. 11 knots.
HUNTINGDON	1948	1948-1973	11,281	541.3 x 70.2 x 34.7 560.7	522,650		Twin screw diesel. 16 knots.
CUMBERLAND	1948	1948-1973	11,281	541.3 x 70.2 x 34.7 560.7	522,650		Twin screw diesel. 16 knots.
HERTFORD	1948	1948-1973	11,276	541.5 x 70.3 x 34.8 560.8	522,100		Twin screw diesel. 16 knots.
SUSSEX	1949	1949-1973	11,272	541.3 x 70.2 x 34.7 560.7	522,700		Twin screw diesel. 16 knots.
DORSET	1949	1949-1972	10,108	477 x 64.8 x 39 495.3	402,900		Steam ship. 16 knots.
NOTTINGHAM	1950	1950-1971	6,689	463.5 x 61.7 x 25.9 480.3	288,760		Diesel. 16 knots.
CORNWALL	1952	1952-1967	7,583	472.5 x 62.6 x 26 489	65,750		Diesel. 15.5 knots.
SURREY	1952	1952-1969	8,227	482.7 x 64.7 x 27 499.3	82,300		Diesel. 16 knots.
MIDDLESEX	1953	1953-1968	8,284	482.7 x 64.7 x 27 499.3	84,400		Diesel. 16 knots.
ESSEX	1954	1954-1973	10,936	490 x 70.2 x 44.5 535.8	475,900		Diesel. 16 knots.
NORTHUMBERLAND	1955	1955-1972	10,335	470 x 64.8 x 42 499.3	343,800		Diesel. 16 knots.

NAME	YEAR BUILT	PERIOD WITH COMPANY	GROSS TONS	DIMENSIONS L x B x D LOA FEET	REFRIGERATED CAPACITY CUBIC FEET (CARCASSES)	PASSENGERS	NOTES
SOMERSET	1962	1962-1973	10,027	460 x 66.3 x 41 488.3	449,100		Diesel. 16.5 knots.
LINCOLN	1958	1958-1965	12,780	530 x 72.3 x 39 558.3			Steam ship. 14.5 knots. Tanker.
DERBY	1960	1960-1968	31,791	726.8 x 97.6 x 52 759.2			Steam ship. 16.5 knots. Tanker.
KENT	1960	1960-1968	31,763	726.8 x 97.7 x 52 759.2			Steam ship. 16.5 knots. Tanker.
WESTMORLAND	1966	1966-1973	11,011	490 x 71.2 x 44.5 527.6	479,700		Diesel. 20 knots.

Appendix 2

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