

1872

(Rakaia, n.d.)

THE HISTORY OF THE NEW ZEALAND SHIPPING COMPANY

A SUMMARY

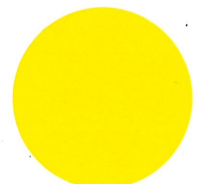
Prior to 1872, Shaw Savill and the Albion Line dominated the provision of shipping services to New Zealand. Whilst they were theoretically in competition, there was little evidence of this in practice.

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 a 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. |
| WAIWA | 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. |

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|--------------------------|------------|---------------------|------------|-------------------------------|--|---------------------------------------|---|
| 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. |

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|----------|------------|---------------------|------------|-------------------------------|--|---|--|
| 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 | 317,000 | | 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. |

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|---------------------|------------|---------------------|------------|-------------------------------|--|-------------------------------------|---|
| 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. |

| NAME | YEAR BUILT | PERIOD WITH COMPANY | GROSS TONS | DIMENSIONS L x B x D LOA FEET | REFRIGERATED CAPACITY CUBIC FEET (CARCASSES) | PASSENGERS | NOTES |
|-------------------|------------|---------------------|------------|----------------------------------|--|------------|--|
| 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. |

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|------------|------------|---------------------|------------|-------------------------------|--|------------|---|
| 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. |

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|-------------|------------|------------------------|------------|-------------------------------|--|------------|--|
| 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. |

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|---------------------|------------|---------------------|------------|-------------------------------|--|------------|---------------------------------|
| 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. |

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|-------------|------------|---------------------|------------|-------------------------------------|--|------------|---------------------------------------|
| 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. |

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