

**HOW TO BECOME A**

**DECK** or

**ENGINEER**

**OFFICER**

in

***The New Zealand***

***Shipping Co Ltd***



# The Company

---

The New Zealand Shipping Company was founded in Christchurch, New Zealand, by a handful of Canterbury farmers who were dissatisfied with the existing shipping services.

They began by purchasing 4 iron built sailing ships of good design and placing orders for a number of others and by 1877 the fleet numbered 17 clipper ships. Nevertheless great reliance had to be placed on chartered tonnage throughout the first ten years of trading. In 1879 the Company began to charter steamers and in 1882 after successful experiments in the carriage of frozen meat orders were placed for 5 steamers each of 4,500 tons, and having approximately 100,000 cubic feet of refrigerated space as well as 50,000 cubic feet of general accommodation for 400 passengers. The trade, however, grew so fast that these ships became obsolete and uneconomical within a few years and in 1890 a complete reorganization of the Company began with the transfer of financial control to London and the replacement of the whole fleet inside 10 years. In 1902 the fleet consisted of 12 very modern ships – 6 dual purpose passenger and cargo and 6 wholly cargo ships aggregating 78,000 tons.

Ten years later the Company absorbed the Federal Steam Navigation Company – which had been founded in 1893. This association not only doubled the fleet but provided a foothold in the important Australian trade. Since the amalgamation the ships of the two Companies have been manned and managed as one fleet preserving only their individual naming systems, house flags and colours. From inception, 90 years ago, all the Company's ships have been given Maori names – the first of all being *Rangitiki* – and several of the names have been repeated from time to time and two – *Hurunui* and *Otaki* – as many as four times.

The Federal Company inherited from Money Wigram & Sons the right to use the famous old house flag and their system of naming ships after English counties.

Losses in two world wars were crippling, 11 in the First and 19 in the Second but were gradually made good and today the combined fleet (excluding the tankers) amounts to 37 ships of approximately 409,000 g.r.t.

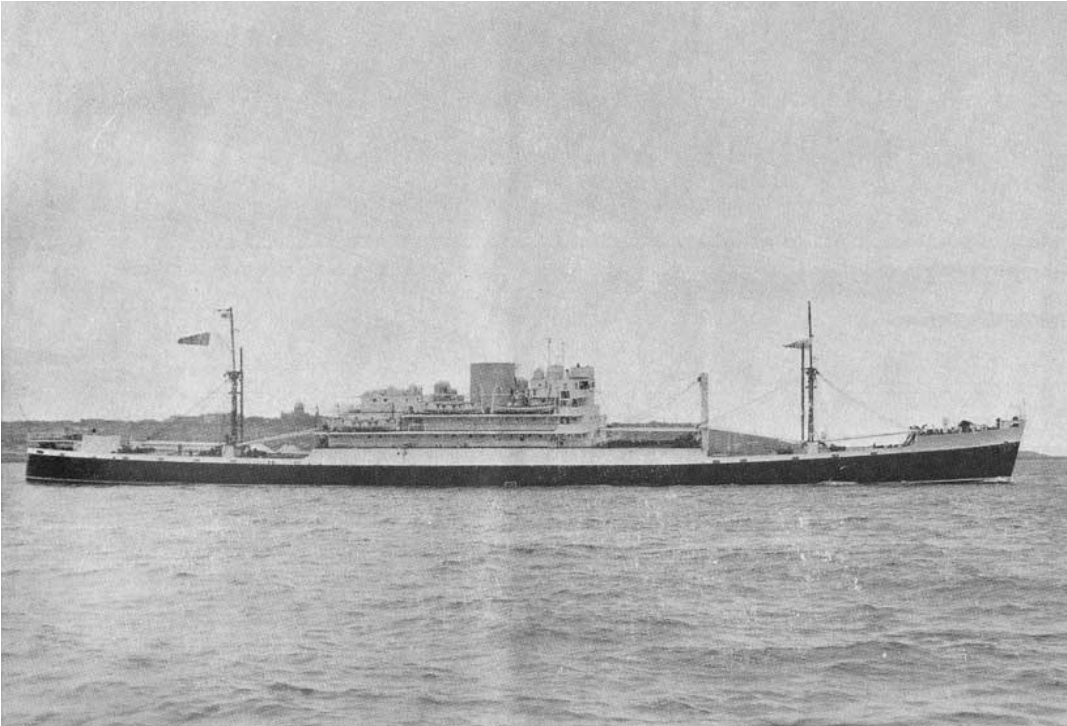
When the P & O Group began to build up a tanker fleet, two – *Lincoln* 12,780 g.r.t. and *Kent* 31,791 g.r.t. were built by the Federal Company. *Derby*, a sister ship to *Kent* is owned by the Charter Shipping Company of Bermuda but is under Federal management.

If after reading this booklet you need further information or advice, please write to:-

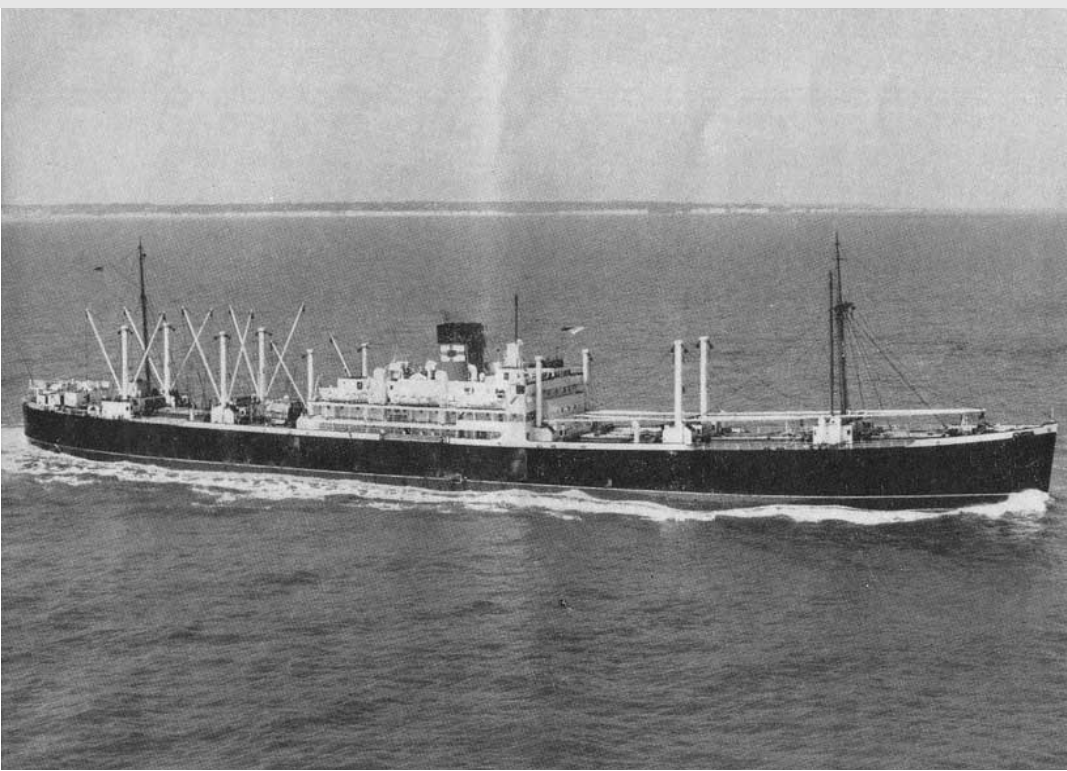
The General Managers,  
The New Zealand Shipping Co. Ltd.,  
138, Leadenhall Street,  
London, E.C.3.

or your local Youth Employment Office.





Cadet Training Ships. Above: m.v. *Rakaia*, 8,213 g.r.t. Below: m.v. *Durham*, 10,984 g.r.t.



# Services

---

## **PASSENGER**

LONDON – CURAÇAO – PANAMA CANAL – TAHITI – NEW  
ZEALAND – RETURNING VIA TAHITI – PANAMA CANAL –  
KINGSTON – MIAMI AND BERMUDA

## **CARGO**

LONDON – NEW ZEALAND VIA CURAÇAO AND PANAMA CANAL  
WEST COAST PORTS OF UNITED KINGDOM – CURAÇAO –  
PANAMA – NEW ZEALAND

NORTH CONTINENTAL PORTS – CURAÇAO – PANAMA – NEW  
ZEALAND

WEST COAST PORTS OF UNITED KINGDOM – SUEZ OR CAPE  
– AUSTRALIA

EAST COAST PORTS OF U.S.A. AND CANADA – CURAÇAO –  
PANAMA CANAL – NEW ZEALAND AND AUSTRALIA AND  
RETURN TO U.S.A. AND CANADA

## **TANKER**

TO AND FROM MIDDLE EAST AND REFINERIES THROUGHOUT  
THE WORLD



Mount Egmont  
North Island  
New Zealand



Rural Scene  
Picton, South Island  
New Zealand



Perth  
Western  
Australia



Aerial view of  
Sydney  
Australia

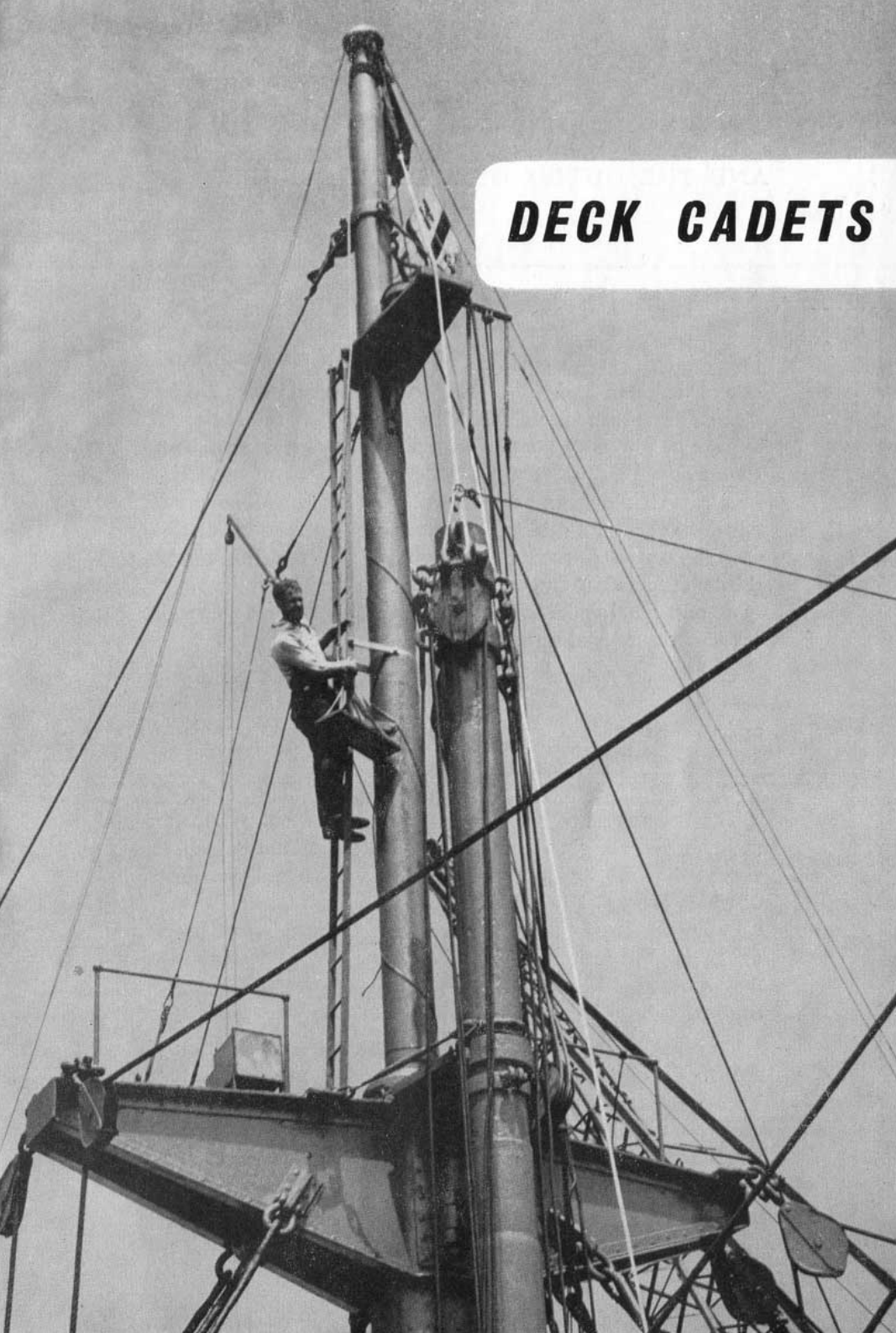


Cadets' 3 berth Cabin M.V. *Otaio*

Cadets' Ante-room M.V. *Rakaia*



# ***DECK CADETS***



# Life on board our Training Ships

## AND THE DUTIES OF A DECK OFFICER

---

On joining the Company's Service, Cadets are appointed to one of the three training ships. Two of these ships, the *Durham* and the *Rakaia* have been specially adapted for training future deck officers and each carry 36 Cadets who replace the normal complement of 15 seamen on deck. The *Otaio*, commissioned in 1958 has been built as a training ship and carries 40 Deck and 30 Engineer Cadets. All three ships are otherwise normal units in the fleet operating as cargo liners to Australia and New Zealand, and this ensures that the cadets get all round experience including the handling of various types of cargo. In addition to the normal complement each cadet ship carries instructional staff.

Life on board is divided into many activities and throughout the training particular attention is given to development of character and qualities of leadership. Although every effort is made to instil an individual sense of responsibility, strict discipline is always maintained.

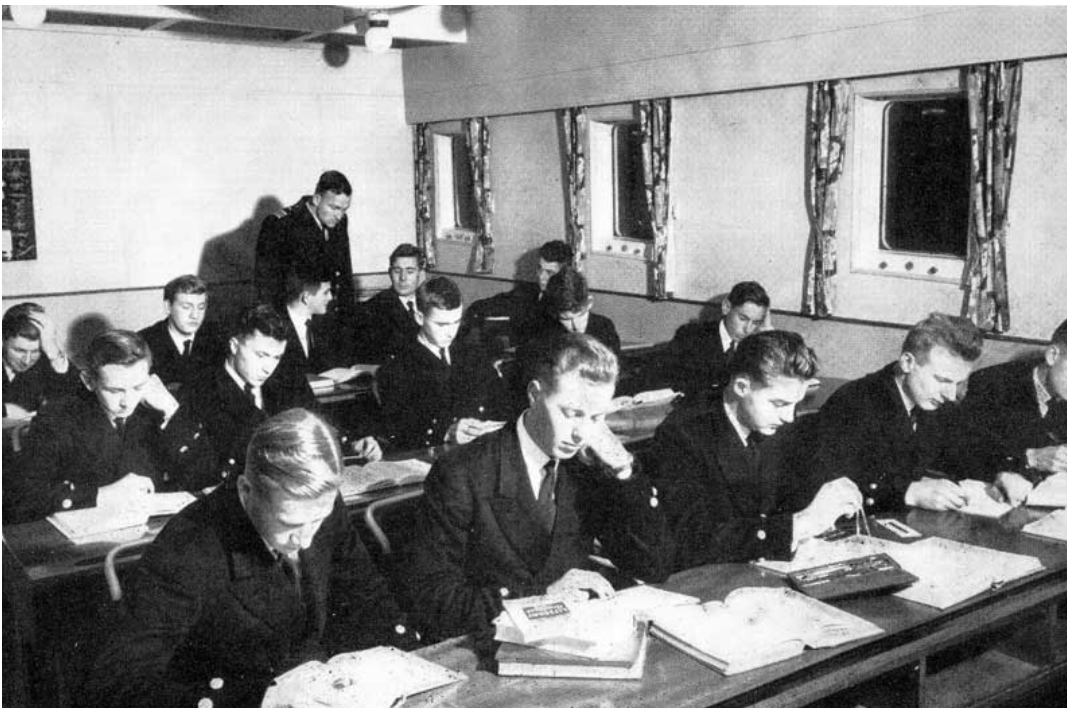
The training ships are run on similar lines, being operated and maintained as far as possible by Cadets. At the beginning of a voyage they are separated into port and starboard divisions, both of which consist of two duty watches. A Cadet Captain, two Watch Captains and two Leading Hands are selected from senior Cadets and, under the supervision and guidance of the Commander and Officers, they are responsible for the smooth and efficient running of ship routine.

To obtain a balanced and regular professional education, Cadets are divided into three grades: Senior, Intermediate and Junior. The working day is divided between ship work and school, each class taking its turn. A schedule is drawn up every week, whereby the Junior Class may, for example, attend the schoolroom during the morning and work on deck throughout the afternoon,

under the supervision of the Boatswain. For the same week the Intermediate Class would carry out forenoon deck duties and have the afternoon set aside for school. The Senior Class would then perform a normal day's deck work and have their class after evening meal. The following week the hours of instruction would be rotated, giving, say, the Senior Class morning school. By this system, essential watchkeeping duties such as helmsman, lookout, etc. may be continued without detrimental effect to the necessary school and deck work instruction. When in port, the school routine is altered to include equally important practical seamanship, such as rigging derricks, boat work and training in the stowage and handling of cargo. During the final voyage emphasis is placed on preparation for Officer of the Watch duties, to give the Cadet confidence when eventually appointed as an Officer, after obtaining his Second Mate's Certificate.

Life on board the Training Ships isn't all work, and Cadets are encouraged in their sporting and leisure activities. At sea, the leisure hours can be spent playing deck cricket and tennis, or Cadets can relax in their own ante-room with a book from the Library. Cadets

In the Schoolroom





M.V. *Otaki*, 10,934 g.r.t.

have their own mess room where meals of a high standard are served. Whalers and Dinghies are carried in each ship and rowing and sailing competitions are often arranged at ports abroad. A swimming pool is rigged in warm weather and always proves to be popular. Films are carried both for instructional and entertainment purposes and the selection, which include first rate features, is changed several times a voyage. Each ship is fitted with a hospital and carries a Surgeon in case of sickness or injury. In Australian and New Zealand ports the ships are very well known and always welcomed. Cadets are encouraged to make friends and are thus able to enjoy a certain amount of home life and establish invaluable links, which are often maintained throughout their sea career.

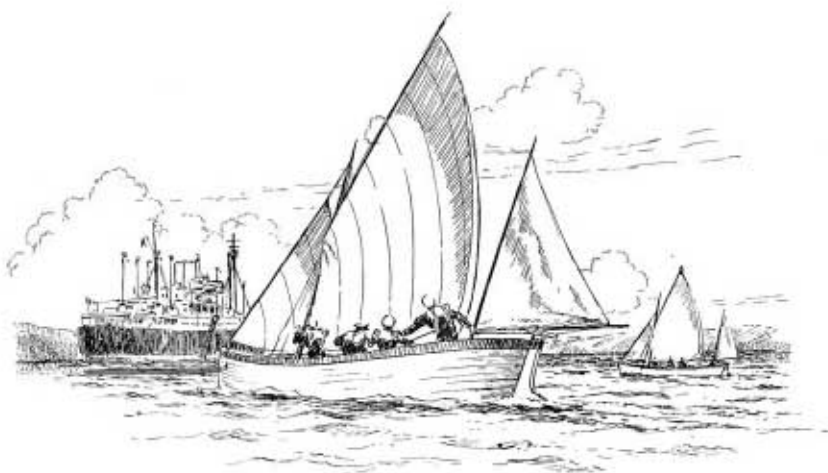
When the Cadet obtains his Second Mate's Certificate and is appointed Junior Third Officer his duties would mainly consist of assisting in the navigating of the vessel and supervising under the direction of his Senior Officers the stowage and discharge of the various cargoes carried.

After about 15 months and subject to satisfactory reports, he would usually be promoted Third Officer. This would mean an increase of responsibility including the full charge of a watch whilst the ship is at sea. It would be necessary at this stage in his career for the Officer to obtain his First Mate's Certificate and, after further time at sea, to

obtain his Master's Certificate. This latter Certificate, qualifies the Officer for eventual command.

The Second Officer is the principal navigating Officer and is also responsible for the stowage of cargo. When one considers that the total cargo may amount to 11,000 tons, including meat, butter, cheese, eggs, etc., all to be carried in specially prepared spaces with differing temperatures, it is apparent that the responsibility for ensuring its safe carriage is very great indeed.

The Senior Officer of the Deck Department is the Chief Officer who is the first executive Officer of the ship and is responsible to the Captain for the discipline of the crew and maintenance of the ship at all times.



### INDENTURES

The period of indentures as laid down by the Ministry of Transport is four years. However a maximum total remission of sea service of 18 months is possible under certain circumstances.

A boy who joins the Company with 'O' level G.C.E. as a direct entry from school will sign a 4 years indenture. By virtue of his service in the cadet ships he can obtain one month's remission for each completed six months up to a maximum remission of six months. His indentures can then be cancelled after three and a half years.

Boys with training at certain recognised pre-sea training establishments can obtain remissions of sea service before joining the Company varying from a few weeks to a full year depending on the training establishment attended.

A direct entry boy with passes in at least five subjects in the General Certificate of Education of which two including either Mathematics or Physics are at Advanced level can obtain a nine months remission of sea service.

The period of the indenture for boys in these last two categories is reduced accordingly from 4 years. A further remission is then obtainable while serving in the cadet ships in the same ratio as for direct entry boys.

As an example a cadet joining the Company with a six months remission would sign a 3½ years indenture. Providing he serves his entire apprenticeship in a cadet ship he would qualify for a further six months remission and his indenture could be cancelled after 3 years in order that he may study for his 2nd Mate's Certificate.

No cadet can sit for his 2nd Mate's Certificate until he has reached 20 years of age.

No premium is required by the Company for an indentured cadet.

## PAY

For Cadets' and Officers' pay and future prospects see enclosed loose-leaf.

## LEAVE

Leave is granted at the end of each voyage. When possible leave can be granted in Australia and New Zealand to Cadets whose homes are there. 2nd Class return rail fares for voyage leave are paid by the Company.

## REPORTS AND EXAMINATIONS

All Cadets are reported upon individually each voyage. The Report Books are forwarded to parent or guardian for their information. In order to assess their progress towards the necessary standard to sit for Second Mate's Certificate, Cadets sit each year for examinations set by the Merchant Navy Training Board.

## CORRESPONDENCE COURSE

In order to have a uniform standard of education in the three Cadet Ships each cadet is enrolled with King Edward VII Nautical College, 680 Commercial Road, London, E.14, for a correspondence course. These courses are completed in accordance with a timetable agreed between the Instructional Officer on board and the College. The Instructional Officer in addition to his other duties acts as a tutor for the correspondence course.

The completed lessons are returned to the College for marking and correction and then forwarded to the ship. An independent view of the Cadet's progress is thus obtained.

## UNIFORM

The approximate cost of the outfit is £100. For detailed list of requirements, see page 30.

## TEXT-BOOKS AND INSTRUMENTS

Cadets must be in possession of the following books and instruments:

MUNRO'S SEAMANSHIP PRIMER.

NICHOLL'S SEAMANSHIP.

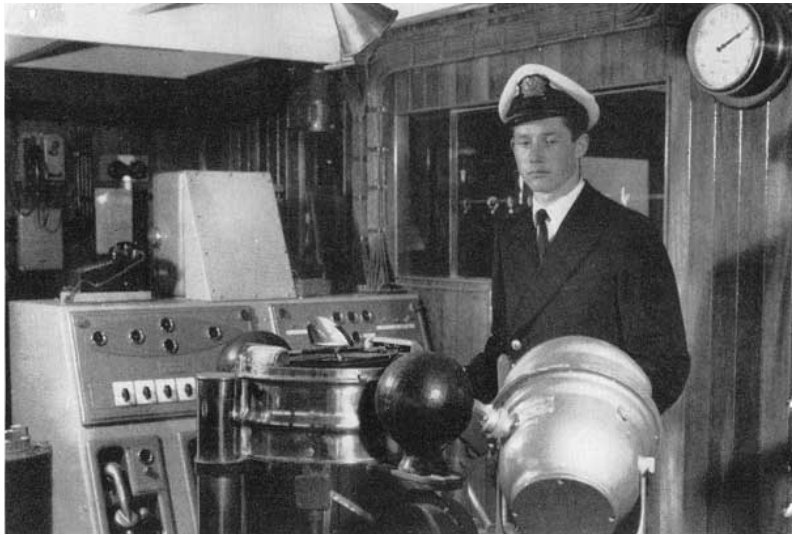
NORRIE'S NAUTICAL TABLES.

NICHOLL'S CONCISE GUIDE, VOL. 1.

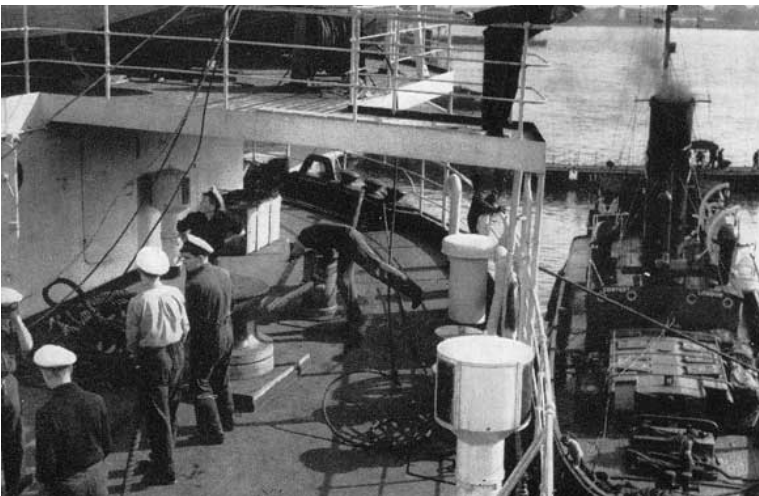
Compasses, Dividers, Protractors and Ruler.



Washing  
Decks



At the  
wheel



Preparing  
for Sea

## APPLICATIONS

### APPLICATION FORM

This form can be obtained from the General Managers, The New Zealand Shipping Co. Ltd., 138 Leadenhall Street, London, E.C.3. and should be returned together with Ministry of Transport Sight Test Certificate (see page 28). A report on the applicant is required from the headmaster of his school. Boys from *Worcester, Conway*, Pangbourne, Southampton and other training establishments must apply through their respective authorities.

### AGE

Applicants for direct entry with 'O' level G.C.E. are eligible for interview between the ages of 15½ and 17 years and, if accepted, will be indentured as near their 17th birthday as possible.

Applicants from pre-sea training establishments can be considered up to 18 years as can boys with the required Advanced Level subjects in G.C.E.

### EDUCATIONAL STANDARD

Entrants must be in possession of a General Certificate of Education at 'O' level (or equivalent) showing passes in English and Mathematics and at least two other subjects. Alternatively, five subjects in the General Certificate of Education of which two including either Mathematics or Physics must be at Advanced level. This last qualification entitles the direct entry boy to nine months remission of sea service. Candidates resident in Scotland or Northern Ireland are invited to write for further information on the requirements necessary to obtain the nine months remission.

The applicant may attend for interview subject to the standard being attained prior to joining the Company.

Applicants who have not received any previous training at a Nautical College are advised to start learning right-angled plane trigonometry.

## PHYSICAL STANDARD

All applicants will be examined by the Company's Medical Superintendent for general health and eyesight before being interviewed. This Examination will be arranged on the same day as the interview. An applicant *may* be rejected if he does not comply with the following physical requirements:-

<i>Age</i>	<i>Height</i>	<i>Weight</i>
16	5 ft. 6 ins.	9 stone
17	5 ft. 6 ins.	10 stone

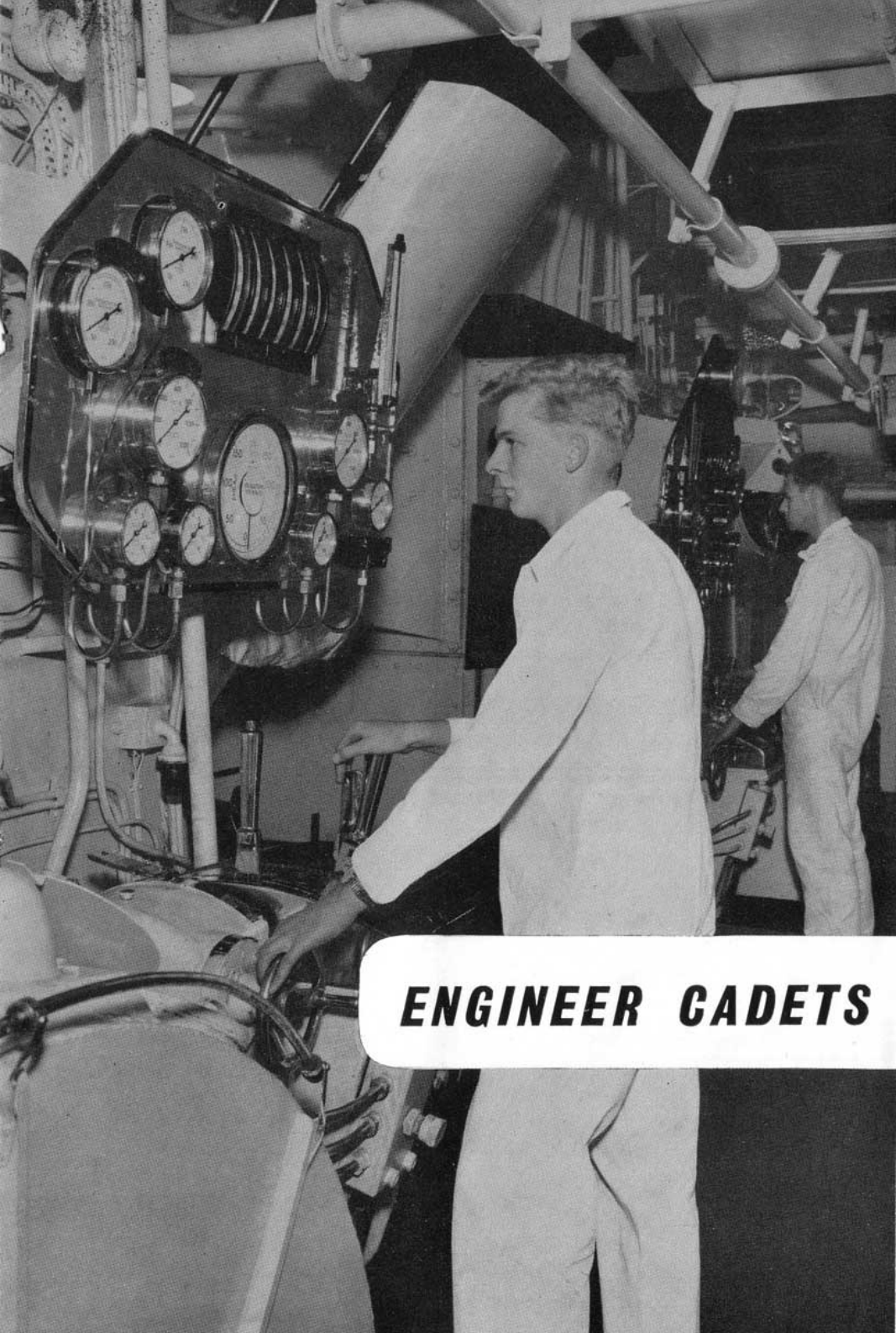
The chest must be well formed with an expansion of at least 2½ ins.

Although it is necessary for the applicant to be in possession of the Ministry of Transport Sight Test Certificate, the Company will require him to undergo a further eyesight test by the Company's Medical Superintendent on the day of the interview. The Company's standard requires perfect vision in each eye and is described as 6/6 each eye for distant vision and J.1. each eye for near vision. Colour vision must also be normal.

## INTERVIEW BOARDS

These are held from time to time to select candidates who must comply with the above standards. Successful candidates are then appointed to one of the Company's training ships.

A refund of the 2nd Class return rail fare from their homes will be made to candidates called for interview.



***ENGINEER CADETS***

## **Machinery** AND OPPORTUNITIES FOR ENGINEER CADETS

---

A large proportion of the combined fleet of 37 ships is propelled by diesel machinery which, for various reasons, suits the particular route on which they are employed. There are, however, six modern high pressure turbine ships.

General cargo is carried on the outward voyage to Australia and New Zealand. Homeward cargo is mainly refrigerated and consists of meat (chilled and frozen), eggs, cheese, butter and fruit, each carried at a temperature to suit the particular commodity and it is quite usual to carry four of these commodities at the same time, each of which requires a different temperature. The temperature of all compartments throughout the ship can be measured at any time in the refrigerating machinery room by long distance thermometers. A considerable quantity of wool and other non-refrigerated cargo is also carried.

There is therefore ample opportunity for the Engineer Cadet to obtain experience in all classes of marine engineering during the  $2\frac{1}{2}$  years he spends at sea.

The following brief description of each type of machinery will probably be of interest.

The diesel engines used in the fleets are of two types. The Doxford engine which is of British origin and design and the Sulzer engine which was developed in Switzerland but is now made under licence in this country.

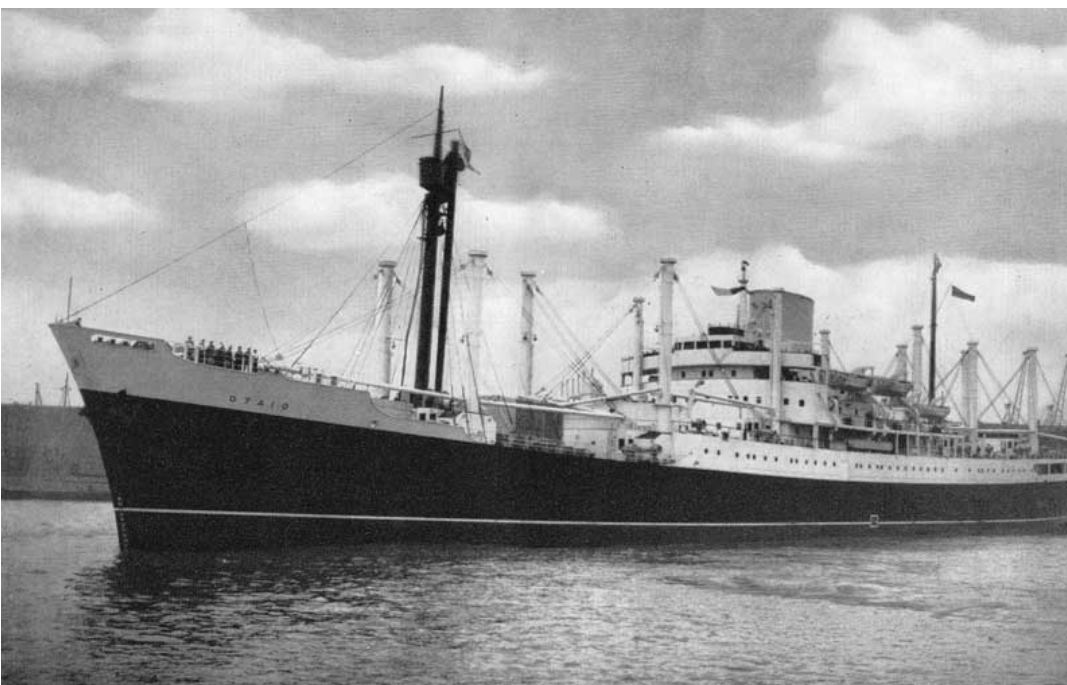
The Doxford marine diesel engine is of the two stroke opposed piston type. Two pistons operate in each cylinder; the lower one being attached to the crankshaft by a connecting rod in the normal manner, whilst the upper piston drives two cranks on each side of the centre crank by means of side rods. The engine operates on the two stroke cycle and scavenge air is supplied by either a crank or

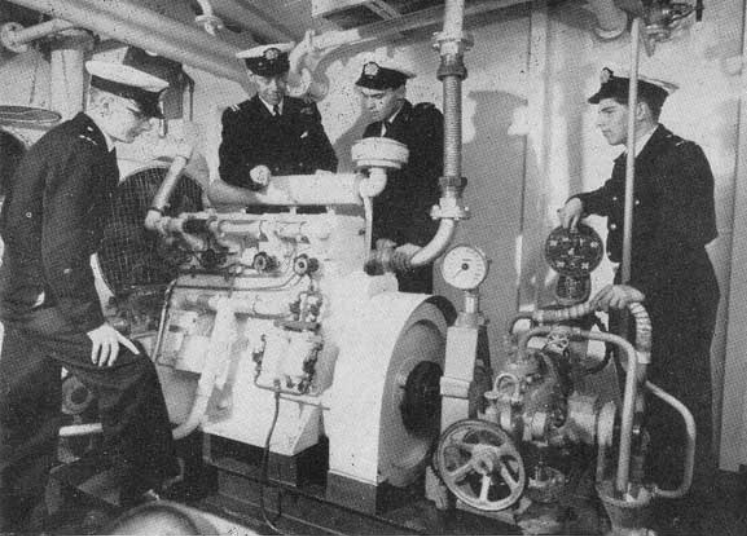
lever driven double acting pump. The fuel is injected at a pressure of 6,000 lbs. per square inch by a chain driven pump at one end of the engine to two fuel valves situated at the centre of each cylinder between the pistons.

The Sulzer marine diesel engine is of the two stroke single acting type with one piston per cylinder and the fuel injection valve is situated in the cover in the normal manner. Individual fuel pumps are provided for each cylinder and are operated directly by a camshaft driven by either chain or gearing from the crankshaft. Air is provided by either one crank driven pump or individual lever driven pumps.

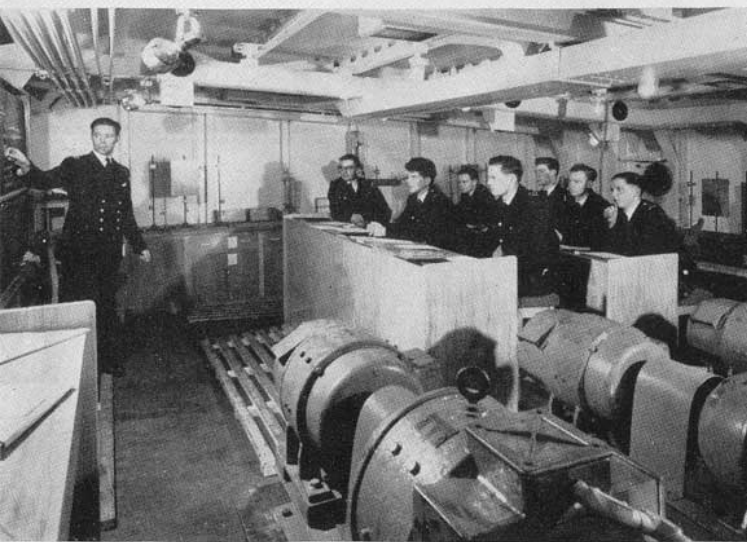
A typical steam turbine installation consists of two oil fired water tube boilers of either Yarrow or Foster Wheeler design which supply superheated steam at about 450 lbs. per square inch and a temperature of 650°F. to turbines of Parsons design. These consist of two or three separate casings H.P. (I.P.) and L.P., through which the steam passes in series. The L.P. turbine exhausts into a condenser which is circulated with sea water to convert the steam to water which is again fed to the boilers under pressure by the feed pumps. The efficient speed of a turbine rotor is in the region of 4,000 – 5,000 revolutions per minute, and in order to reduce this speed to that

Cadet Training Ship *Otaio*, 13,314 g.r.t.

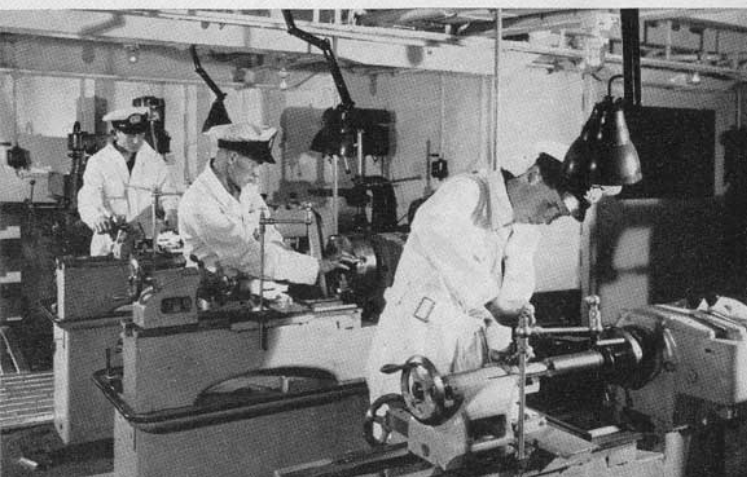




Diesel engine  
instruction



In the  
Laboratory



Working on  
the Lathes

suitable for driving a large propeller, say 100 r.p.m., single or double reduction gearing is employed, and the thrust from the propeller in driving the ship forward is absorbed by a thrust block, situated immediately aft of the main engines. This consists of a large collar formed on the shafting which bears against white metal lined pads situated around it on both fore and aft faces. The collar dips into an oil bath and carries the oil onto the pads in order to cool and lubricate the bearing faces.

All the ships in the fleet, with three exceptions, have diesel driven dynamos to provide the electric power, which is at a pressure of 220 volts direct current. The diesel engines for this purpose are almost without exception of the four stroke cycle trunk piston type, having cam and push rod operated inlet and exhaust valves in the cylinder covers.

All diesel engines, both main and auxiliary are started by compressed air provided by motor driven compressors at from 400 – 600 lbs. per square inch pressure.

All the engine room and deck auxiliaries such as pumps, winches, windlass and steering gear are operated by electric motors, as are also the refrigerating compressors.

The latter use Carbon-dioxide as the initial refrigerating medium; this cools down brine in evaporators and the cold brine is then pumped through grids on walls and roofs of the cargo spaces, or in the modern vessels into nests of tubes known as batteries over which the air in each cargo space is circulated by means of fans.

Ample opportunity occurs both at sea and in port on the New Zealand and Australian coasts to gain experience in the overhaul of the main and auxiliary machinery, and each ship is equipped with a workshop to deal with routine maintenance. There is great scope in the life of a sea-going engineer for resourcefulness and ingenuity in dealing with the various mishaps and breakdowns which occur from time to time, and provided that the Cadet is industrious and shows a keen interest in his work, there is no reason why he should not return to sea as a competent Engineer Officer and gain rapid promotion to Senior Rank.

After the Engineer Cadet has completed  $4\frac{1}{2}$  years training he is ready to go to sea as a Junior Engineer Officer to complete eighteen

months' service before he is ready to come ashore and sit for the Second Class Ministry of Transport Certificate.

The number of Engineer Officers assigned to each of the ships in the fleet varies according to the size and type of machinery but falls mainly into two categories.

Small single screw steam and motor ships carry a Chief Engineer, seven Engineer Officers, two Refrigerating Engineer Officers and two Electrical Engineer Officers. In the larger steam and motor ships the numbers are one, ten, two and three respectively.

At sea the day is divided into six four hour watches with one of the Senior Engineers in charge of each. Thus the 4 p.m. – 8 p.m. and 4 a.m. – 8 a.m. watches are kept by the Second Engineer with either one or two Junior Engineers to assist him. The 12 noon to 4 p.m. and the 12 midnight to 4 a.m. watches by the Third Engineer and the 8 a.m. to 12 noon and the 8 p.m. to 12 midnight by the Fourth Engineer, both also having either one or two Juniors to assist them depending on the size of the ship. The Chief Engineer does not keep a watch but is always available for advice, and for dealing with any problems which may arise in connection with the running of his department; part of his time is employed in writing up the log book and reports on the operation of the main and refrigerating machinery.

The Second Engineer is responsible to the Chief Engineer for the running and routine maintenance of the machinery in the Engine Room, for setting the watches and for the disposition of all the personnel in the department, both Officers and Ratings. He is also responsible for submitting to the Chief Engineer towards the end of each voyage, lists of necessary repairs and stores which will be required.

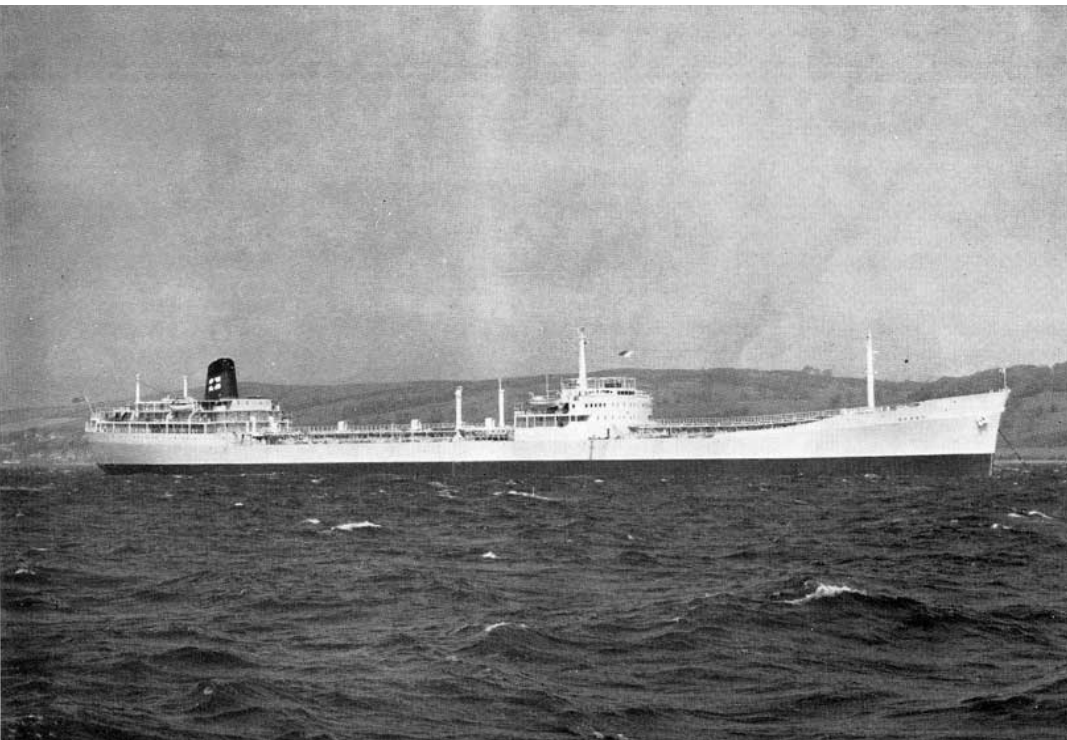
On the outward passage with general cargo, there is ample opportunity for the two Refrigerating Engineers to carry out minor repairs and adjustments to the plant and when discharge of the outward cargo is complete they are responsible for getting the spaces cleaned out and ready for the homeward refrigerated cargo which may consist of meat, cheese, butter or fruit. The Junior Engineer, who was on day work on the outward passage, now takes a watch in the Refrigerating Engine Room and this gives him some valuable experience in the operation of this plant which will be useful when he finally attains the rank of Chief Engineer, as he

will then be responsible for the Refrigerated Cargo as well as for the Main Propulsion Machinery.

The Electrical Engineer Officers are responsible to the Chief Engineer for all the electrical equipment in the ship, except the wireless, radar and cinema equipment. As the refrigerating compressors and auxiliary equipment, such as their fans, pumps, etc., are all electrically driven, it is of vital importance that these units are maintained in first class condition, and here again certain minor repairs and adjustments can be performed during the outward passage.

The hours worked at sea are based on an eight hour day, but of necessity are split into periods of four hours on and eight hours off duty alternately. Ample scope for recreation is provided on board, and this includes deck tennis, quoits and cricket; a cinema and, in some of the latest ships in the fleet, a hobbies room is provided. Technical books are also issued in order to assist the young engineer to study for his Certificate in his spare time. The Cadets' Library contains a good assortment of books to suit all tastes. It also contains some useful reference books.

*s.s. Derby*, 48,884 tons D.W.



## Engineer Cadets TERMS AND CONDITIONS

---

In order that future Engineer Officers can gain experience of life at sea at the earliest possible age, the Company operates a scheme which enables the Cadet to begin his training afloat instead of in a workshop ashore, where he has no contact with sailors or the sea.

Cadets sign indentures for 4½ years, the first of which is spent in the *Otaio*, a modern refrigerated cargo liner of 13,314 tons, which is specially fitted out for their training. Three qualified lecturers are on board and there is a fully equipped schoolroom and a laboratory and workshop for practical training. At the end of the first year the Cadets come ashore for a further year's instruction at Poplar Technical College.

The whole of this two year course leads to the Ordinary National Diploma in Mechanical Engineering which gives exemption from Part A of the Ministry of Transport's 2nd and 1st Class Certificates of Competency.

After taking their examination the Cadets spend the next 18 months in other cargo ships of the fleet and as far as possible are given experience in both diesel and turbine engines. They also work in the electrical and refrigerating departments. During this period of their training Cadets take a correspondence course run by a Technical College and time is allotted each day for studying.

The final year's training is spent in a shipyard where the Company has a ship building or under repair under the supervision of the Company's Building Superintendent. During their last year one day a week is spent at a Technical College.

At the end of their training Cadets can go to sea as Junior Engineer Officers. In accordance with Ministry of Transport regulations they must

complete a further 18 months' sea service before sitting for Part B of the 2nd class certificate. Cadets who have finished their training are always given preference when making Junior Engineer appointments, although employment is not guaranteed.

#### PAY

For Cadets' and Officers' pay and future prospects see enclosed loose-leaf.

A Clydeside Shipyard, showing the Company's *Lincoln* ready for launching



## LEAVE

As for Deck Cadets (see page 13).

## REPORTS

Every Cadet is reported upon individually each voyage. The report books are forwarded to parent or guardian for their information.

## UNIFORM

The approximate cost of the outfit is £100. For detailed list of requirements see page 30.

## TEXT BOOKS AND INSTRUMENTS

Books and drawing instruments are obtainable on board and a complete set costs about £12. This can be paid to the Company's head office or deducted from the Cadet's wages. Cadets already possessing their own instruments may use them if approved by the instructors.

# APPLICATIONS

## APPLICATION FORM

This form can be obtained from the General Managers, The New Zealand Shipping Co. Ltd., 138 Leadenhall Street, London, E.C.3.

A report on the applicant is required from the Headmaster of his school.

## AGE

Applicants are eligible for interview at 15½ and if accepted must be between 16 and 17½ years of age when first going to sea.

## EDUCATIONAL STANDARD

All entrants must be in possession of a General Certificate of Education showing passes in English, Mathematics, Science and at least one other subject. The applicant may attend for interview subject to the standard being eventually attained.

## PHYSICAL STANDARD

As for Deck Cadets (see page 16). The Ministry of Transport Sight Test Certificate is not necessary for Engineer Cadets.

## INTERVIEW BOARDS

These are held from time to time to select candidates who must comply with the above standards. Successful candidates are then appointed to the *Otaio*. A refund of the 2nd Class return rail fare from their homes will be made to candidates called for interview.

## Outward Bound



# MINISTRY OF TRANSPORT EYE TESTS

Candidates should apply, in the first place, to the Superintendent of the Mercantile Marine Office at one of the following ports except Liverpool. At Liverpool application should be made to the Marine Survey Office at the address shown below. The normal hours of the sight tests are 9.30 a.m. to 12.30 p.m., and, wherever possible, Candidates should attend between those hours, although it is advisable to make a definite appointment beforehand. A Candidate who lives at a distance from the port and cannot attend before 12.30 should apply in writing to the Superintendent for a special appointment. The Fee charged is 5s.

**Aberdeen**—Second Friday in every month at 2 p.m. Other days by appointment.

**Belfast**—Every Monday.

**Bristol**—First and Third Mondays in every month.

**Cardiff**—Every Monday.

**Dundee**—Every Monday.

**Falmouth**—By appointment.

**Fleetwood**—Every Tuesday at 10.30 a.m.

**Glasgow**—Every Wednesday. Other days by appointment.

**Great Yarmouth**—By appointment.

**Greenock**—Every Monday.

**Grimsby**—By appointment.

**Hull**—Every Friday.

**Jersey, St. Helier**—By appointment.

**Leith**—By appointment.

**Liverpool** (Marine Survey Offices, Royal Liver Buildings)—Every Thursday and Friday.

**London** (Dock Street, E.1)—Every Wednesday, Thursday and Friday.

**London** (133, East India Dock Road, E.14)—Every Monday and Tuesday.

**London** (Tilbury, Essex)—Every Thursday and Friday.

**Middlesbrough**—Every Tuesday.

**Milford Haven**—By appointment.

**Newcastle**—Every Friday.

**Plymouth**—Every Monday.

**Ramsgate**—By appointment.

**Southampton**—Wednesday by appointment and every Friday.

**South Shields**—Every Wednesday.

**Sunderland**—Every Monday.

**Swansea**—Every Monday and Tuesday.

N.B. Before undergoing this test the Ministry draws the attention of Parents to the fact that it is very desirable that every boy should undergo a thorough examination of his sight by an ophthalmic surgeon and also ascertain whether his colour vision is normal.



Cadets' Messroom M.V. *Otaio*

Off Duty



# Outfit required

---

Cadets must have the following clothing and equipment in their possession on joining the Company.

## ALL CADETS

- 1 Burberry style, Single Breasted Raincoat, Blue (R.N. pattern without belt).
- 1 Uniform Suit, Cloth (R.N. pattern), for shoregoing use, with 3 Company's Gold Buttons across the cuffs.
- 1 Uniform Suit, (R.N. pattern), for ship use, Battle-dress type, to take detachable shoulder straps.
- 1 White Mess jacket.
- 1 Black wrap-round Cumberbund.
- 1 White Uniform Cap, Company's Badge and Band – best quality, for shore use.
- 1 White Uniform Cap, Company's Badge and Band – cheap quality, for ship use.
- 2 Uniform Black Ties.
- 1 Black Bow Tie.
- 2 Stiff White Collars.
- 4 Semi-stiff White Collars.
- 2 White Wing Collars.
- 1 Pair Uniform Brown Gloves (R.N. pattern).
- 1 Pair Uniform Shoes (R.N. pattern), no toe caps and no protectors.
- 1 Pair Working Shoes (no protectors) Black.
- 6 Pairs Black Socks.
- 1 Set Shoulder Straps with 3 small Company's gold buttons across.
- 4 White Uniform Shirts (without collars).
- 1 White Duck Uniform (R.N. pattern).
- 2 Pairs White Tropical Shorts (R.N. pattern).
- 2 White Tropical Shirts (R.N. pattern).
- 2 Pairs White Stockings (R.N. pattern).
- 2 Pairs White Socks.
- 1 Pair White Canvas Shoes.
- 2 Blue Working Shirts.
- 1 Pair Dark Grey Flannel Trousers.
- 1 Plain Navy Blue Double-breasted Blazer.
- 1 Pair White Gym Shoes.
- 2 White Gym Singlets.
- 2 Pairs White Gym Shorts.

## DECK CADETS ONLY

- 1 Blue Boiler Suit.
- 2 Pairs Blue Dungaree Trousers.
- 1 Oilskin and Southwester.
- 1 Pair Rubber Sea Boots and Stockings.
- 2 Pairs Blue Working Shorts.
- 1 Plain Strong Leather Belt and Sheath Knife.

## ENGINEER CADETS ONLY

- 2 White Unbleached Boiler Suits.
- 1 Pair Blue Dungaree Trousers.
- 1 Pair Blue Working Shorts.

The Company recommends that Cadets should also obtain the following optional items.

- 1 Pair Swimming Trunks.
  - 2 Suits of Pyjamas.
  - 3 Suits Lightweight Underwear.
  - 1 Suit Heavy Underwear.
  - 12 White Handkerchiefs.
  - 1 Pair Braces.
  - 1 Clothes Brush and usual toilet requirements.
- Shoe Cleaning Gear for Black and White Shoes.
- 1 Housewife.
  - 1 Canvas Kit Bag or Hold-all.
  - 1 Cabin Trunk (steel or fibre) or large suitcase.
  - 1 Navy Blue Slipover (must not be visible when worn under Uniform Jacket).
  - 1 Long Sleeved Navy Blue Guernsey.
  - 1 Navy Blue duffel Coat.
  - 1 Pair Working Gloves.

Note: Civilian Clothing (Lounge Suits, Caps, etc.) must not form part of Cadet's outfit, though such items as an open necked shirt, old flannels or shorts may be worn on board below deck when off duty.

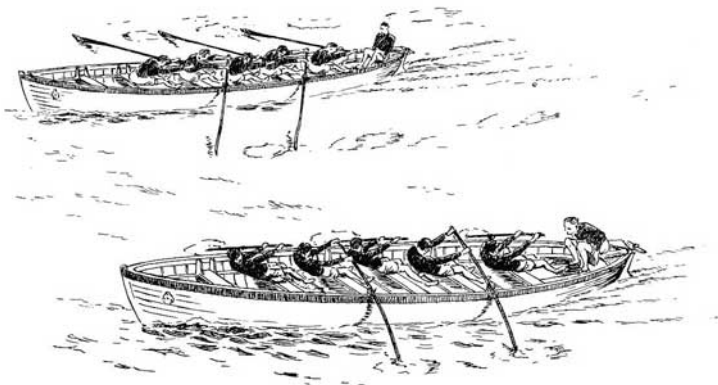
The Company's appointed outfitters are Monnery's Limited:  
5, Billiter Street, London, E.C.3.  
40, Oxford Street, Southampton.  
20, Water Street, Liverpool.

though all the above items may be obtained from any naval outfitter.

Towels, toilet soap, sheets, pillow cases and blankets are all provided by the Company.

A comprehensive stock of toilet requisites, confectionery and cigarettes is carried on all the Company's ships and a limited supply of clothing is also obtainable.

Washing machines and ironing facilities are provided on board for the use of all ranks.



# Fleets

## THE NEW ZEALAND SHIPPING COMPANY LIMITED

		<i>G.R. Tons</i>			<i>G.R. Tons</i>
† M.V.	Rangitane	21,867	M.V.	Otaki	10,934
† M.V.	Rangitoto	21,809	S.S.	Pipiriki	10,065
† M.V.	Ruahine	17,851	S.S.	Paparoa	10,006
† S.S.	Remuera	13,700	S.S.	Papanui	10,002
M.V.	Otaio	13,314	M.V.	Piako	9,986
S.S.	Hororata	12,090	M.V.	Whakatane	8,726
M.V.	Haparangi	11,281	M.V.	Whangaroa	8,701
M.V.	Hurunui	11,276	M.V.	Wharanui	8,701
M.V.	Hauraki	11,272	M.V.	Rakaia	8,213
M.V.	Hinakura	11,272	M.V.	Turakina	7,707

† *Passenger Ship*

## FEDERAL STEAM NAVIGATION COMPANY LIMITED

		<i>G.R. Tons</i>			<i>G.R. Tons</i>
M.V.	Cumberland	11,281	M.V.	Northumberland	10,335
M.V.	Huntingdon	11,281	S.S.	Dorset	10,108
M.V.	Hertford	11,276	S.S.	Devon	9,940
M.V.	Sussex	11,272	M.V.	Gloucester	8,532
M.V.	Suffolk	11,145	M.V.	Middlesex	8,284
M.V.	Norfolk	11,079	M.V.	Surrey	8,227
M.V.	Cambridge	11,073	M.V.	Cornwall	7,583
M.V.	Durham	10,984	M.V.	Nottingham	6,689
M.V.	Essex	10,936			

Building: M.V. Somerset, 9,950 G.R. tons

### TANKERS:

S.S. Derby	48,884 tons D.W.
S.S. Kent	48,873 tons D.W.
S.S. Lincoln	18,615 tons D.W.

## The New Zealand Shipping Company Limited



The original house flag in the sailing ship days was a red St. George's Cross on a white field, the initials "N.Z.S.Co." being borne in blue letters in each quarter, but in these early days, when steamships carried nearly as much sail as the "Clippers", and because when under canvas the funnel was often obscured thereby, it was customary for the steamers to fly a ten foot pennant, in red, white and blue above the

house flag. As steamers displaced the sailing ships and gradually discarded the use of canvas the custom of flying the pennant or "Steam Cornet" as it was known had become firmly established, and because it had 'always' been flown in the steamers it was adopted as an integral part of the Company's House Flag.

## Federal Steam Navigation Company Limited

The origin of the House Flag has considerable interest; in 1824 the "SIR EDWARD PAGET", one of Money Wigram's clippers, was anchored off Spithead flying the St. George's Cross at the Main. That was, and still is, the flag flown by an Admiral and so a naval pinnacle was sent by an H.M. frigate to investigate. There being no Admiral aboard, the Master was censured and ordered to haul down his flag, but thinking his Masthead looked bare he rehoisted the flag after a blue pocket handkerchief had been sewn on the middle of the cross. Today these markings are perpetuated not only in the House Flag but are painted on each side of the funnel which is otherwise red with a black top.

