



The inside story

You see her every day—and you probably take her for granted. She's one of many—a typical 11,000-ton refrigerated cargo ship of one of the Overseas Lines and a good example of the ships that form the back-bone of the service.

But let's take the lid off her and have a closer look:

FROM STEM TO STERN, she measures 560 ft. Put her down in Christchurch and she'd stretch across Cathedral Square.

HER ENGINES develop 12,800 b.h.p. Set to work in a power station, they'd produce enough electricity and power for a city the size of Timaru.

IN A SINGLE TRIP (London-Auckland) she uses 1,350 tons of oil. That's enough, in terms of petrol, to give you 10 million miles of motoring—or, if you prefer it, to take you from Auckland to Wellington every day of the week for the next sixty-five years. 7,000 TONS OF STEEL were used in her construction—that's more steel than they're using in the construction of Auckland Harbour Bridge.

TO PROTECT THE STEEL from corrosion, her builders used 40 tons of paint. With that quantity, you could paint 1,500 houses.

SHE HAS 522,000 cu. ft. of refrigerated cargo space—not only for frozen and chilled meat, but also for butter, cheese, apples, pears and deep-frozen vegetables. That's big enough to take 35,000 ewes and 200,000 lambs—your whole farm and many of your neighbours' in a single ship.

HER TOTAL CARGO CAPACITY is 775,000 cu. ft. which would completely fill the Wellington Town Hall from floor to ceiling one-and-a-half times. There she is—your good and faithful servant; and before she sails away, let's look at one more figure. To build, this ship cost over £2½ million, which is about five-and-a-half times as much as she would have cost before the war. Her useful life is still only about 25 years—and who knows what will be the cost of replacement in 1982? But, whatever the amount, it must somehow or other be set aside by the Lines out of the earnings during the short life of the ship. The task becomes no easier with the passing of time. But, easy or difficult, it must be done; always, as a ship comes to the end of its useful life, another must be ready to go into service . . . *into your service.*

Issued in the interests of mutual understanding by

NEW ZEALAND OVERSEAS SHIPPING LINES

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