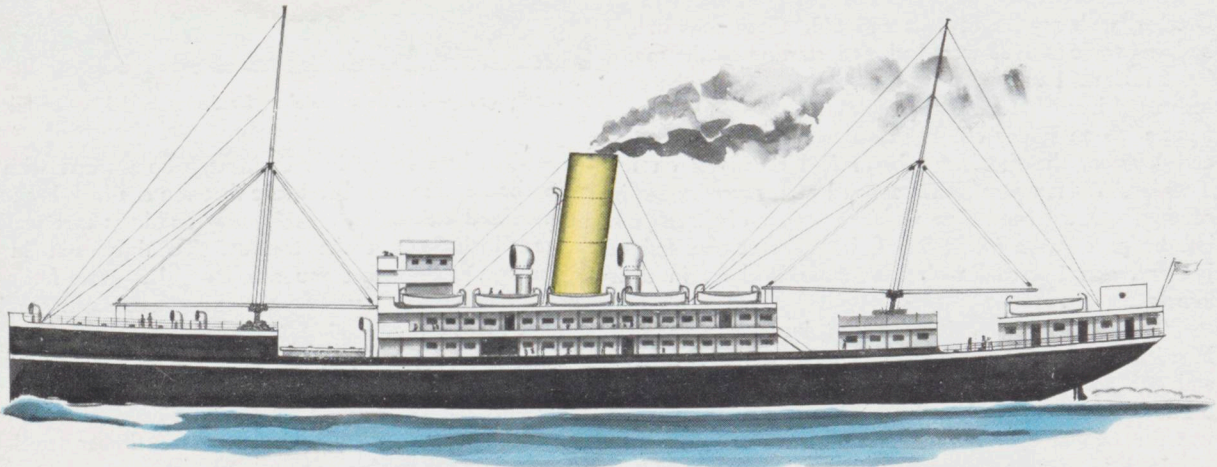


**Christmas 1958**

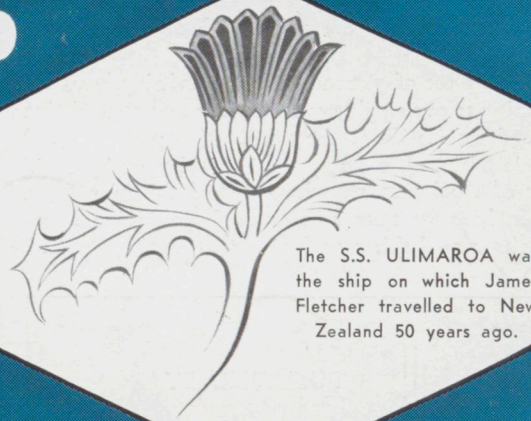
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S.S. ULIMAROA

**ARROWHEAD**

*Season's  
Greetings*



The S.S. ULIMAROA was  
the ship on which James  
Fletcher travelled to New  
Zealand 50 years ago.

## 50 YEARS AGO . . .

I left Glasgow in the first week of September, 1908, and travelled to Grimsby, where I embarked on a small steamer for Antwerp to join the *Bremen* for Melbourne. The total fare from Glasgow, including the passage from Melbourne on the *Ulimaroa* to Dunedin, was £15. The *Bremen* was carrying over 1,200 steerage passengers for Australia, and the trip through Suez, calling at most of the Mediterranean ports, was extremely interesting to one who had not travelled further afield than from Glasgow to Edinburgh.

I arrived in Dunedin on a Tuesday at the end of October, with my kit of tools and £12. Conditions in the building trade in 1908 were bad, and, starting on the morning I arrived, I canvassed practically every job in the city, including house-building and alterations, without success. I got a job on Friday evening with a firm called Crawford and Watson, the first firm that I had called on on the Tuesday. Watson was rather amused at my persistence in coming back a second time within a matter of three days, but he gave me a job. This finished about the end of January, and I started with Thompson Bridgers in their joinery factory.

On June 1, 1909, I started in business with Bert Morris, a young Englishman. Our joint capital was £40, and our first contract was the building of a house. The contract value was £375, and the net profit on completion was the sum of 3/6.

In 1913, a year after my brother William arrived in New Zealand, we bought Bert Morris out for the sum of £500.

Brother John arrived in New Zealand in 1917, and he also came into the business, but only carried on for a short period of years because of ill health. Brother Andrew, who for many years had been accountant, and later manager, of a merchant house in Invercargill, joined us in 1919 as company secretary.

The partnership with my brothers carried on until 1940, when we converted the privately-owned company into a public company under the name of Fletcher Holdings Limited.

This little piece of personal history inevitably leads me into expressing to our employees my thanks and appreciation for the loyal service down the years. Next year we will have been in business for fifty years, and today we have still a number of employees who have served for over forty. In addition there are numerous ex-employees living in retirement who served thirty or forty years over that period.



Family group—Mr. John Fletcher, Sir James, and Mr. Jim Fletcher.

To those living in retirement, who worked with my brothers and myself, I feel sure that you can look back with pride and satisfaction on the many buildings that we have erected throughout the country. To those still in our employ, I know that you also have that same feeling of satisfaction when recalling the many landmarks we have built together.

Over the past fifty years Fletchers have trained literally thousands of apprentices in various trades, and it is with considerable pleasure that we note that many of them today are our valued clients who purchase timber, steel and manufactured products from our Company.

To the large number of firms engaged as sub-contractors, whose businesses we have helped to build over the years, I express my thanks for the services they have rendered, and trust that they will long be associated with our organisation in many more contracts.

It is with pleasure that we review our associations with the architects and engineers of New Zealand. It is worth recalling that we are still building for a large number of architects and engineers with whom we were associated in the early years. Our first large contract in Dunedin was Knox College, and today we have a major contract in Wellington for the same architect, William Gray-Young.

Over 50 years we have seen Governments come and go. We have never attempted to play politics, that is not within the functions of a public company, but we have made friends in all parties (and got off-side with them as well). I particularly wish to record the friendships and associations with the men of our Public Service over a wide range of Departments and eras. We have not always seen eye to eye, but we hope we have earned their respect.

The policy of Fletchers has always been to do quality work, and our reward has been the connections we have built up throughout New Zealand, resulting in our being entrusted with the building requirements of many of New Zealand's leading organisations.

May I finally express my warmest good wishes for Christmas and the New Year to all readers.

**FLETCHER**

PUBLISHED BY

**Arrowhead**

**FLETCHER HOLDINGS**

**LIMITED**

VOLUME FOUR  
NUMBER THREE

GREAT SOUTH ROAD, AUCKLAND, NEW ZEALAND



Above: The Board of Directors. Clockwise from Sir James—

- H. F. Molony (Secretary),
- L. J. Stevens (Deputy Chairman),
- J. E. R. Crooks,
- J. S. Fletcher,
- J. C. Fletcher (Managing Director),
- Dr. R. W. Harman,
- L. L. Gilmour,
- E. H. Rhodes.



Directors and executives of The Fletcher Construction Company Ltd. circa 1921, taken from an old Company brochure.

W. SMITH, Wellington Manager

W. E. JOHNS, Director & Dunedin Manager

H. STATHAM, Invercargill Manager

JOHN FLETCHER, Director & Head of Buying department

W. J. FLETCHER, Director & Auckland Manager

JAMES FLETCHER, Managing Director

ANDREW FLETCHER, Secretary

E. H. RHODES  
STRUCTURAL ENGINEER

J. MILNE  
CHIEF ACCOUNTANT

J. M. CAMERON  
DIRECTOR

# TWENTY YEARS AGO



The completed building for the Social Security Department on Aotea Quay, Wellington, erected and fully finished inside six weeks.

**A**rrowhead Winter issue covered the building of the new Hermitage Lodge in twenty-two weeks. In this issue we go back nearly 20 years to another Fletcher record—the building of the Social Security Department Offices in Wellington in six weeks.

New Zealand did not invent the Welfare State, but the Labour Government of 1935-49 was among the first in the field of legislation to ameliorate the lot of the sick, the aged and the unemployed. The Social Security Act was to come into force on April 1, 1939 and a new building to house the new department, to be opened on that date, was nearing completion. Unfortunately, in the early hours of Thursday, February 2, 1939, this nearly-completed building was completely razed by a fire which swept the Aitken Street area.

Later that morning, the then Prime Minister, the late Michael Savage who had just inspected the ruins, met the then James Fletcher, who undertook to erect any buildings needed within six weeks.

Friday morning's *Dominion* reported:—

“The Prime Minister, Mr. Savage, said that the Minister of Finance, Mr. Nash, the Minister of Public Works, Mr. Semple, and the Minister of Railways, Mr. Sullivan, had conferred with officials of their departments and with Mr. James Fletcher for the purpose of providing office quarters for the Social Security Department. It was not possible, Mr. Savage said, to rent suitable offices in Wellington, and a site had been chosen on Railway land in Aotea Quay. The

aim was to have the temporary\* offices there completed by April 1, when the Social Security Act would come into operation.”

James Fletcher planned and controlled the project in close association with the Prime Minister, the Government Architect, John T. Mair, and other Cabinet Ministers and officials. J. J. (Joe) Craig was in charge of the job on the site and E. L. (Lyll) Young was General Foreman.

The building is a four-storeyed timber-framed structure with stucco facing and reinforced concrete basement, and contains principally office accommodation including cafeteria and kitchen. Fletcher's original undertaking was to build a replica of the original building, which did not have a basement. This proved an additional challenge.

Foundations were opened up on February 7, five days after the fire, and the pace was a cracker. The job was floodlit and work continued for 24 hours a day, 6 days a week. At the request of the Prime Minister no Sunday work was done. The large labour force was augmented in the evenings and Saturdays by men transferred from other contracts.

The site was on reclaimed land and basement and foundations were below tide level, requiring the use of pumps around the clock. The maximum prefabrication was carried out off the job and two large jib cranes travelling on rails covered the entire site.

There were plenty of incidents—one unfortunate electrician, fixing conduit below the floor line, was well and truly nailed in.

\* *Permanent buildings were in fact designed and built.*

By March 23 the building was completely finished internally and externally, well grassed lawns and gardens were laid out and growing. By opening day the furniture and the staff were installed and the steam-heating plant was operating.

Telephones were connected and in use, lifts and fire alarm systems were in going order, and, on the day of the opening, afternoon tea was served in the cafeteria.

The building was officially opened on Monday, March 27 by the Prime Minister. Michael Savage said that the achievement represented the greatest triumph in craftsmanship and organisation that he had ever seen and that the contractors had done a wonderful job.

In reply, James Fletcher said: "I am afraid that after listening to all the speakers, the impression might get

abroad that the credit for erecting this building in record time of little over six weeks was largely due to my efforts. Such is not the case. To you Mr. Prime Minister, and your colleagues, has to go the credit for having had the confidence in myself and the organisations I represent, when you accepted a statement from me that we could have this building ready for occupation in six weeks' time. The re-designing of this building meant a considerable effort and to Mr. J. T. Mair, the Government Architect and to the others of his staff, we have to pass on credit for this effort."

The Hermitage contract proves that the organisation which James Fletcher built can still achieve the almost impossible.

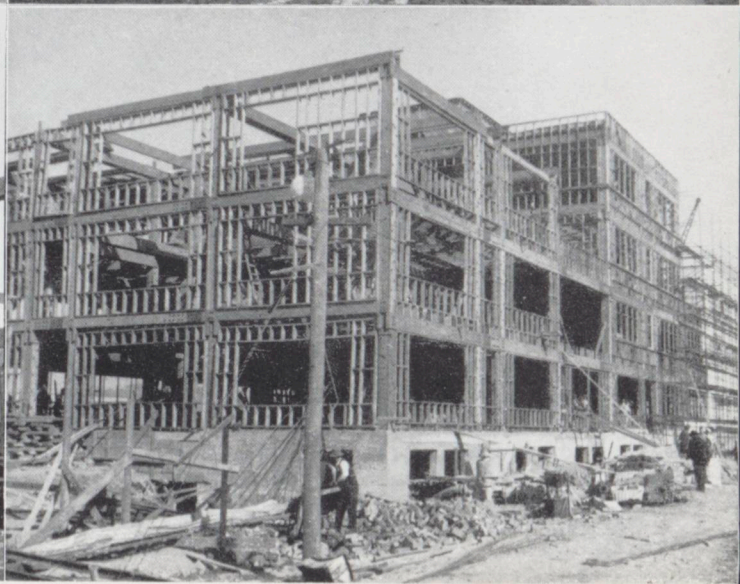
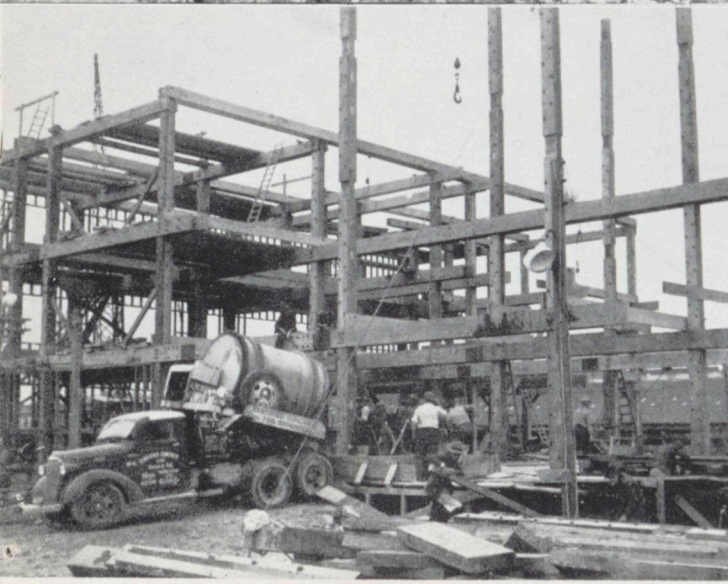
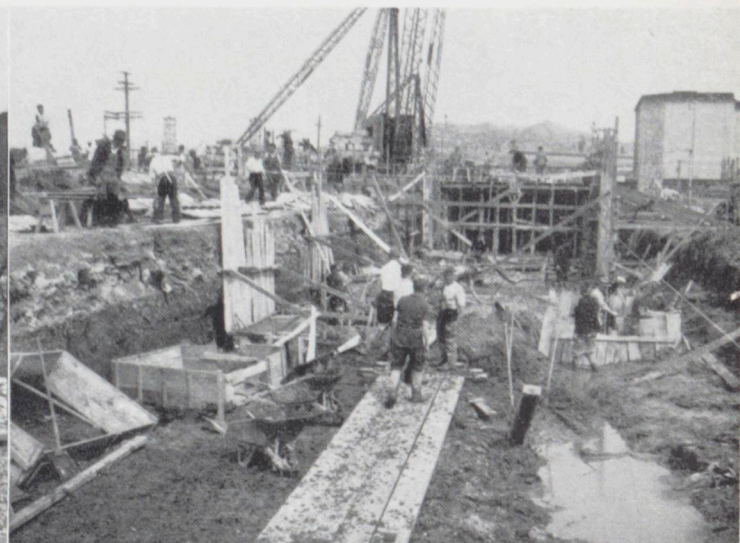
FOOTNOTE.—In charge of the job office on Aotea Quay was a young man by the name of J. C. Fletcher.

Top left: Preparatory work on the site.

Top right: Excavating the basement.

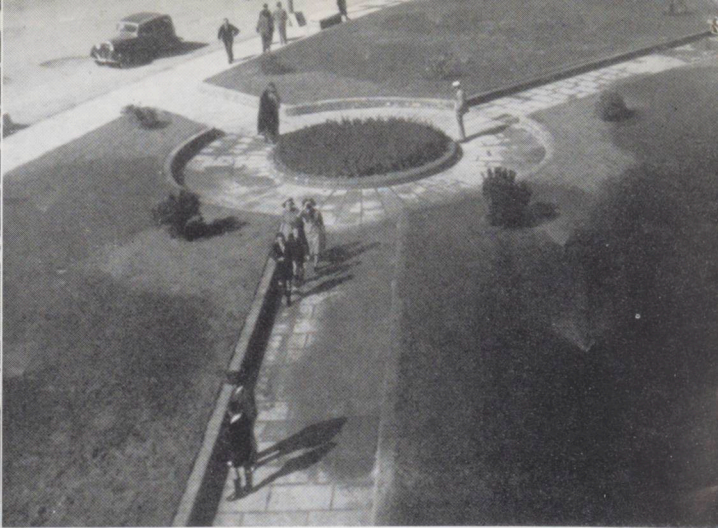
Bottom left: Certified Concrete pours the last load for the foundations.

Bottom right: The framing completed.

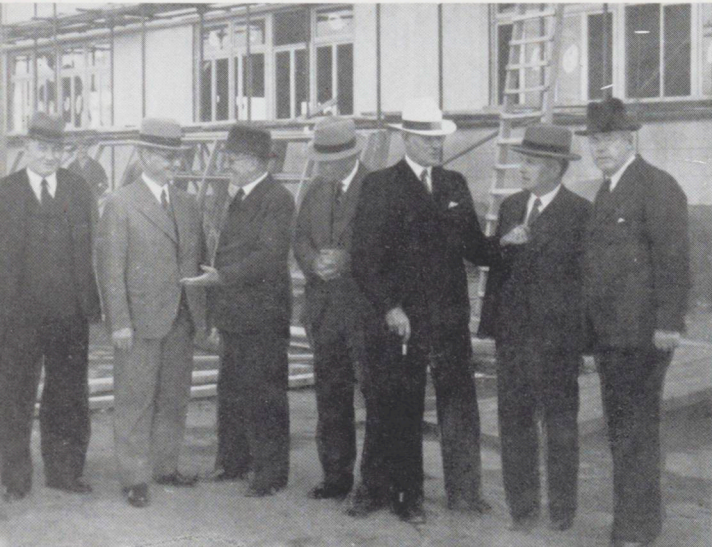




The big team of plasterers at work on the rear elevation.



The completed gardens (since removed) with grass and flowers.



A distinguished gathering which includes three Prime Ministers. Left to right: Daniel Sullivan, Michael Savage, James Fletcher, William Parry, Robert Semple, Walter Nash and Peter Fraser.



James Fletcher greets the Prime Minister, Michael Savage, on his arrival for the official opening of the new building.



The opening ceremony of the completed Social Security building six weeks after work commenced.



J. J. Craig keeps his eye on E. L. Young during the assembly of the frame.

# We're in the Steel Rolling Business

## Pacific Steel £2,500,000 Development

Our Company's proposal to roll merchant-bar products (reinforcing rounds, etc.), in Auckland, using scrap metal in an electric furnace, has received Government approval. One of our partners will be Industrial Metals Limited of Wellington, scrap collectors and exporters, whose main responsibility will be in supplying the plant with its raw material. We also expect to have the active participation of some of Britain's largest steel manufacturers. A separate company to be known as Pacific Steel Limited will operate the plant. Pacific Steel is in fact the old Stevenson & Cook Engineering Company of Port Chalmers, with the name changed.

Fletchers have been considering the possibilities of a New Zealand iron and steel industry since 1953 and, in 1956, in association with our good friends, Kaiser Engineers of Oakland, California, we prepared a comprehensive report on the iron sands, and the feasibility of the industry. This was submitted to the Government early in 1957. As was to be expected, capital costs were high and despite several careful reviews and re-estimates it was found impossible to make any substantial economies if New Zealand was to have a modern integrated primary steel making plant. In addition, a great deal of further development work was required before such a plant could be designed and become a reality. With this in mind and in the light of the tightening financial conditions, we reverted to a study which we had made some years previously into the use of scrap as a means of making a more modest start with the industry.

The products selected to be manufactured are those involving the least technical problems, and, in fact, merchant-bar products are made all over the world from scrap using electric furnaces. We believe that by making a small beginning we will be able to build up a team of skilled steel-making technicians who could help in the further development work required on the iron sands project.

We put this proposal to the Government in May and subsequently it was decided by Cabinet to set up a special Departmental Committee to study our proposal and in particular to ensure that it would not conflict with the later establishment of a major industry based on iron sands. Although, to the

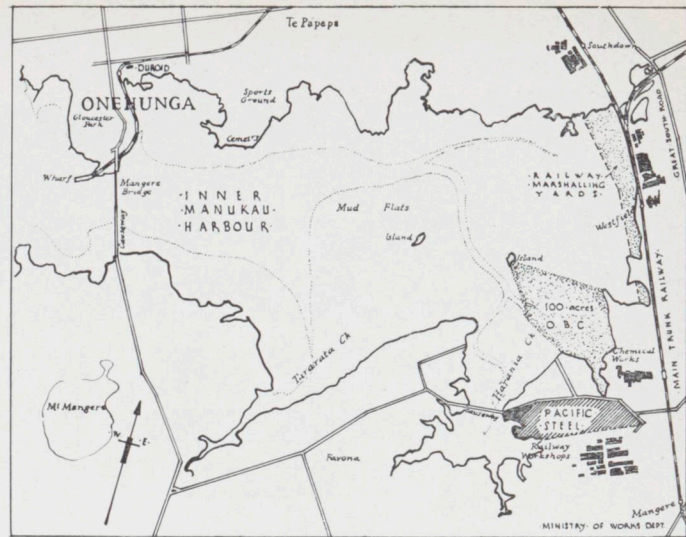
best of our knowledge, Fletchers' was the only scrap proposal before the Government at the time, many other schemes were later put forward, one of them by Industrial Metals Limited. Because of this Company's experience in the handling and processing of scrap throughout New Zealand we agreed to merge our proposals and submit a revised joint scheme. To advise both groups we invited Dr. T. P. Colclough, C.B.E., Britain's foremost steel consultant, to visit New Zealand, which he did in September. Dr. Colclough met the Committee, the Prime Minister and



Dr. T. P. Colclough, C.B.E., Technical Adviser to the British Iron & Steel Federation, who has acted as our Consultant on the steel development.

other Cabinet Ministers and returned to England on September 26. On October 21, the Minister of Industries and Commerce, Mr. P. N. Holloway, made his public announcement approving the Fletcher-Industrial Metals proposal — we were in the steel rolling business.

A site of 50 acres has been purchased in Favona Road, Otahuhu. It adjoins the Railway Workshops on the one side and an arm of the inner Manukau Harbour on the other, at the Harania Creek.



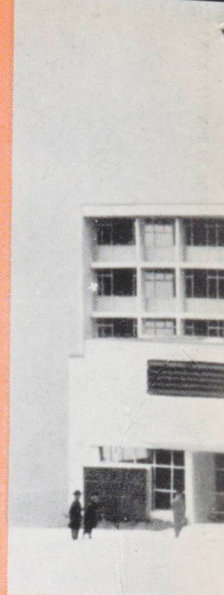
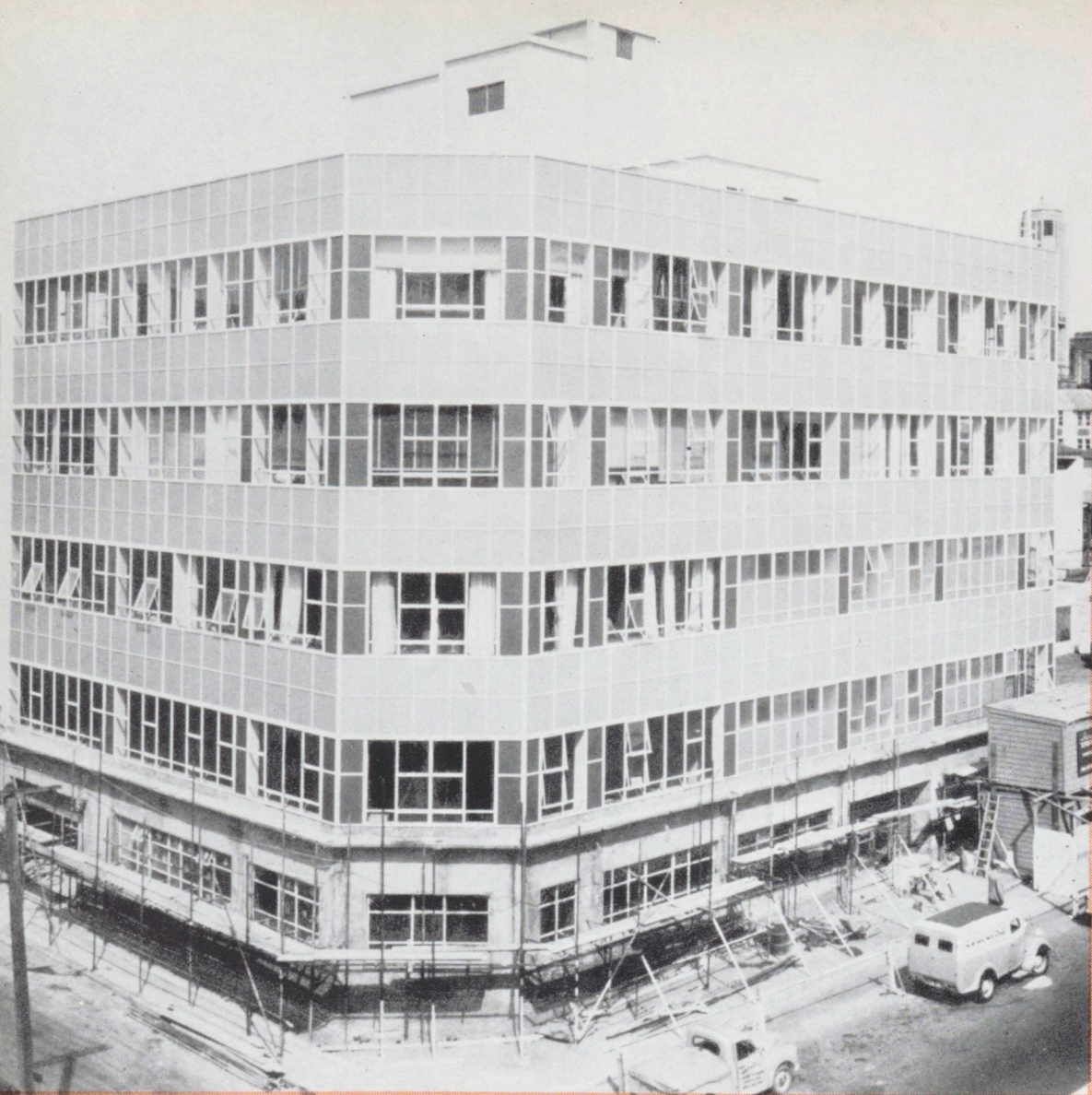
Map shows site of the new steel mill and its relationship to Onehunga and Otahuhu. Duroid factory marks the site of the old ironworks.

While scrap is the raw material to be used, it must not be thought that the products will be in any way inferior. Highest quality steels can be and are made from scrap and Pacific Steel's products will conform fully with all standards laid down for the specific lines made.

The capacity of the plant will be 50,000 tons on one-shift and production can and will be increased if and when more scrap or supplies of billets are available. Billets could be purchased from overseas or from New Zealand when the main smelting plant using iron sands is established. The plant is expected to employ about 200 people and a few of the key technicians will be engaged overseas.

The process is a relatively simple one; the scrap is sorted, pressed and baled in suitable sizes to be fed into the electric furnace. These furnaces can take a wide range of raw materials, and non-ferrous matter, such as paint, dust, dirt and grease, is removed under the influence of the high temperatures and in the slag. Small to medium size steel ingots are then poured and the ingot, after being re-heated, passes through the rolling mills to be rolled into the shapes and diameters required.

Although it is recognised that this is only a small beginning, we can report that Dr. Colclough, during his visit, was convinced that an iron and steel industry based on iron sands is practical, economic and inevitable and this primary unit may well usher in a new major basic industry for the Dominion.



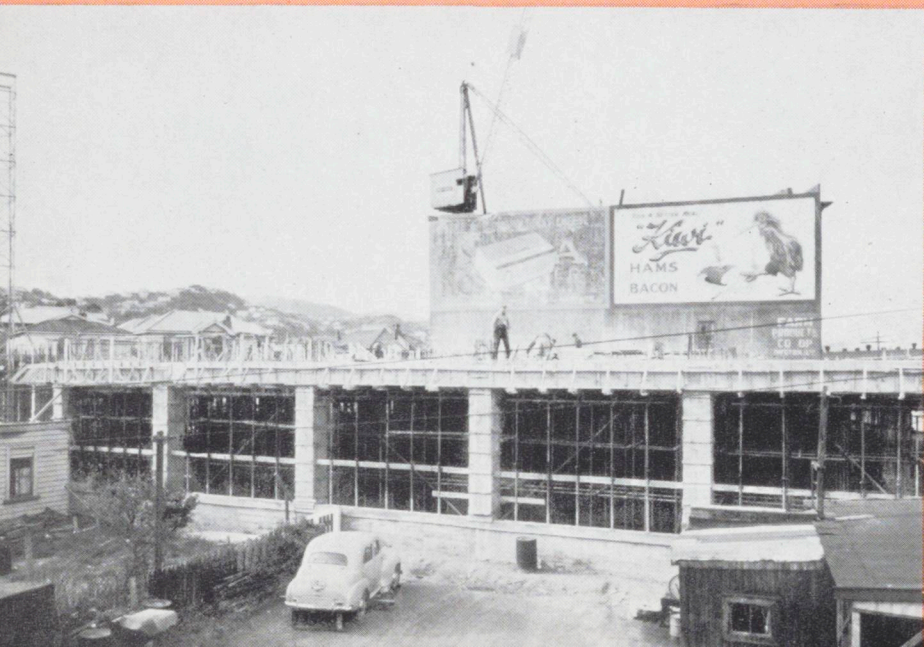
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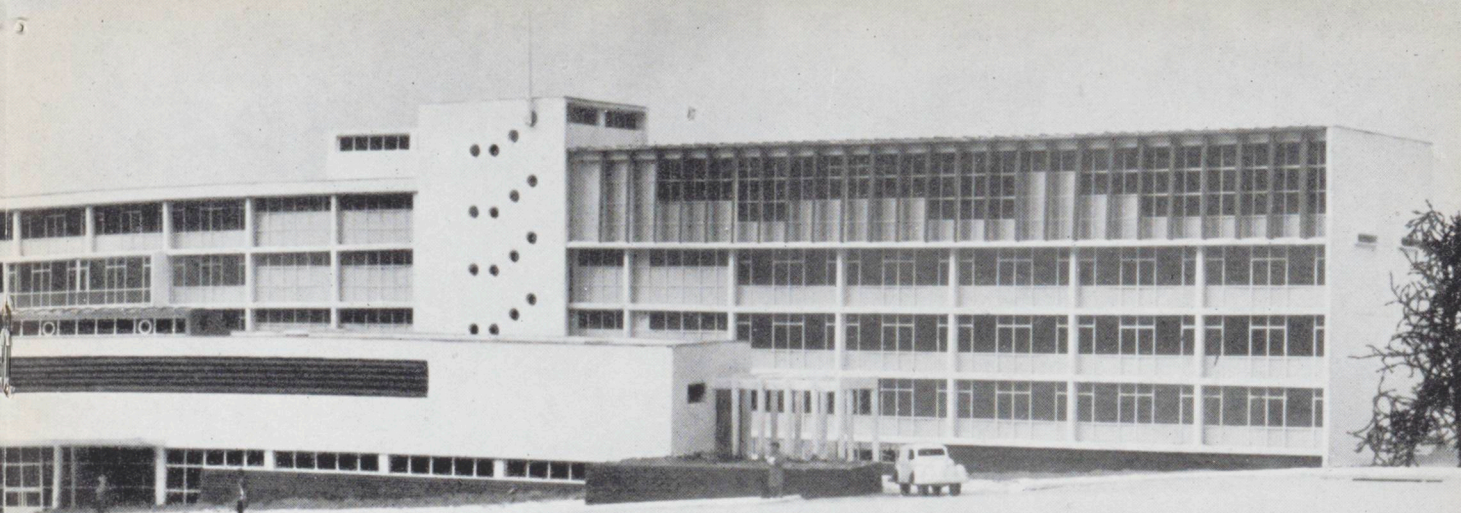
Above: Nurses' Hall, designed by James Hall. Photograph taken by the Architects' Club, well advanced and in the middle of 1959.

Top left: Five-story building on John Dickinson & Taranaki Street, now for sale. Architect: James Dawson. Contract before completion. Architects: Wellington.

Bottom left: Four-story building for Farm Products, erected in Thorndon. Architect: Foreman "Bluey" Foreman. Office, Auckland.







# ING UP ...

## the central area

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 Kenny, Wellington.  
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 will be completed  
 Foreman: Les Ling.

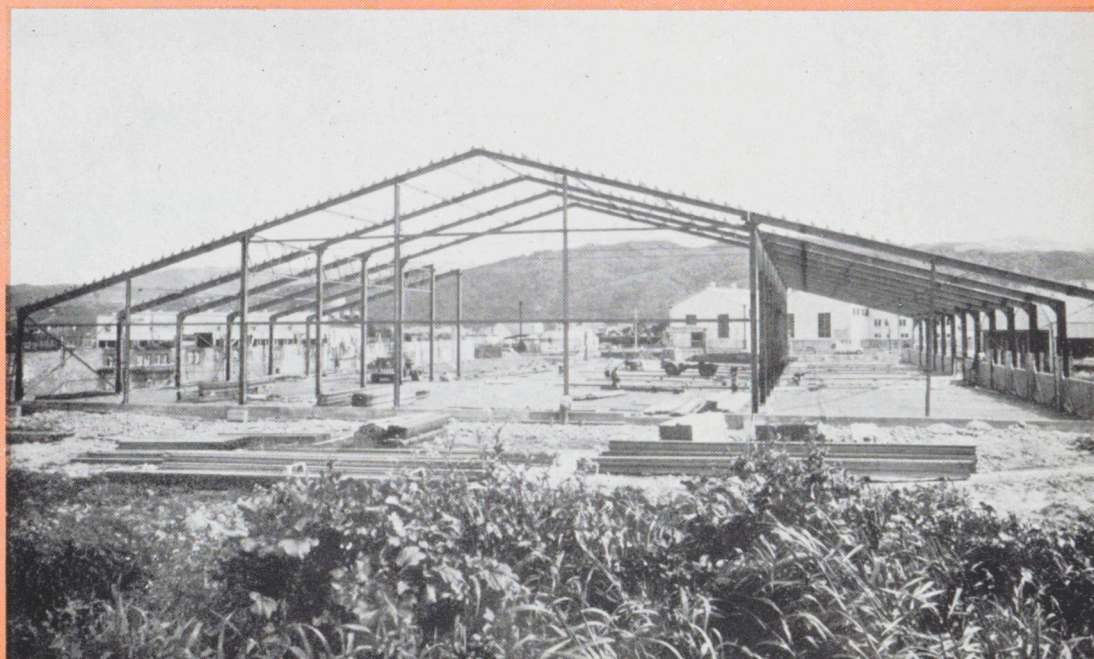
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 Co. N.Z. Limited,  
 Wellington. This  
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 on carried out this  
 preceding to Food-  
 The Struction Group,

-storeyed structure  
 is Limited, being  
 Quay, Wellington.  
 Jamieson. Designed  
 eering and Design

Bottom centre: Aerial view of the New Zealand Cement Company's Plant at Westport. Tilemans of London were the Civil Engineering Contractors to the Company. Fletchers supplied the steel, hardware, 14,000 sq. yards of 'Big 7' asbestos cement sheeting and carried out a lot of the construction work. Consultants: F. L. Smidth, London.

Centre right: This is the second addition to the Convent of the Good Shepherd, Te Horo, being the Occupational and Training Block. Architect: Mr. Keith Cook. Foreman: Ray Tod (late of Hamilton and Kawerau).

Bottom right: Warehouse and Office Block for Foodstuffs Limited (Four Square) being erected at Wingate, Hutt Valley, and due for completion early 1959. Foreman: James Dawson. Designed by our own Engineering and Design Office, Auckland.



# BANG...

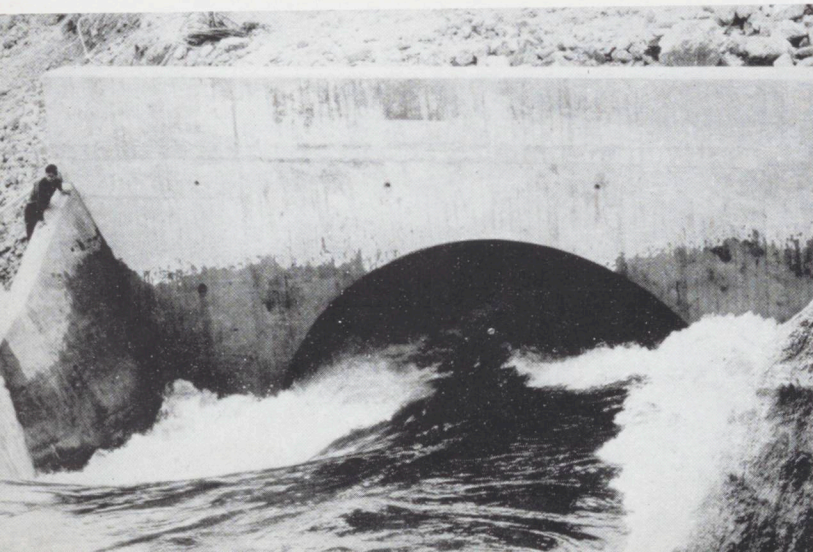
# on time



- Above: The big bang. Blasting the last barrier between the river and the tunnel entrance.
- Below left: Water running through the tunnel.
- Right: The completed diversion, and the newly-formed lake.

Fletcher Construction's Civil Engineering Division successfully completed the diversion tunnel for the Ohakuri Hydro Scheme, and the river was diverted by the Ministry of Works on September 13.

Full details of this contract were published in "Arrowhead" June, 1957, and the final touches to the job, together with a selection of personalities and highlights, are published on these pages.



- At right: The first load of spoil.
- Excavator working in typical Ohakuri terrain.
- The control gate inside the tunnel.
- Tunnel entrance before the diversion.

The contract was let in June, 1956, but because of the nature of the ground, it became necessary to add an additional 100 feet to both intake and outlet ends, and the 24-month period originally laid down was extended. Completion coincided neatly with the Ministry of Works' river diversion programme to the satisfaction of the engineers on both sides of The River.

Ohakuri was the largest civil engineering contract carried out by Fletchers on their own account, although many bigger jobs have been done in association with overseas partners.

In a congratulatory letter to Project Manager, J. G. Smith, J. C. Fletcher wrote: "I thought I would write and say how pleased and proud we all are of the job you and your staff have done at Ohakuri. This was our debut into major tunnelling work, and the results of the job speak for themselves. Knowing something of the physical conditions on the site, the contract is a great credit to you personally, as has been the high morale and enthusiasm shown by your staff."

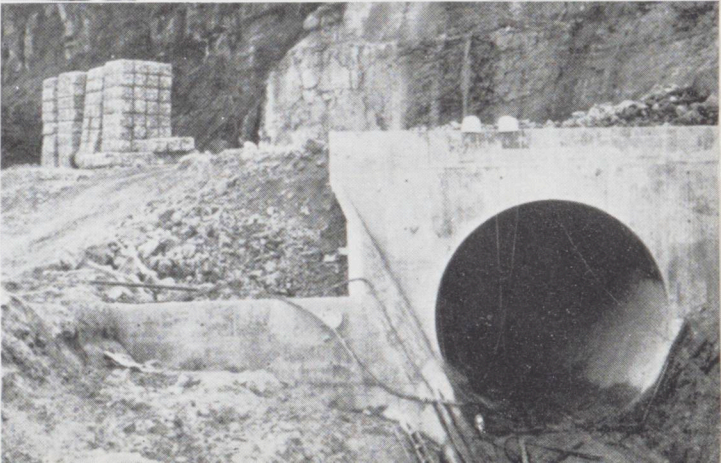
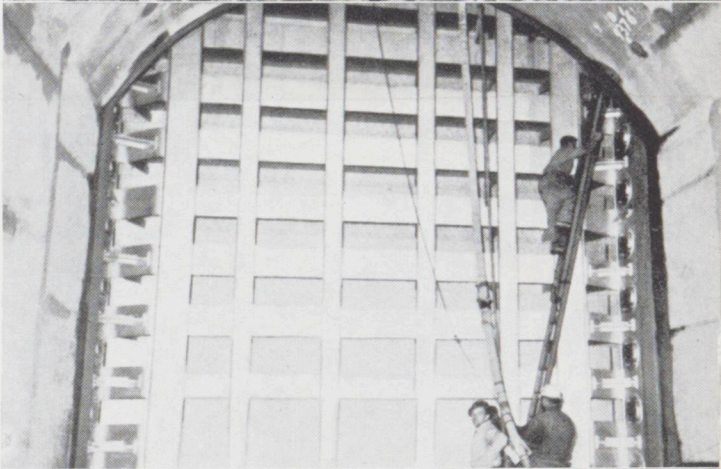
Working in a foot of mud in winter and a foot of dust in summer, conditions were a real challenge to men and equipment. In the 500,000 man hours taken, there were only two stoppages of work, neither of them serious, but we must regretfully record the tragic fatal accident to Steve Eagles.

Key staff have been dispersed over various contracts, but are on immediate call to tackle fresh fields when the opportunity knocks again.

The tunnel was designed by the Ministry of Works in Wellington. Overall supervision of the job was in the hands of G. R. (Bobo) Stanbrook of Fletcher Construction's Civil Engineering Division in Wellington, and assisting Jack Smith on the site were Max Lurz, Sam Thornhill, Syd Cashman (now all overseas) and others pictured overleaf.

#### OHAKURI STATISTICS

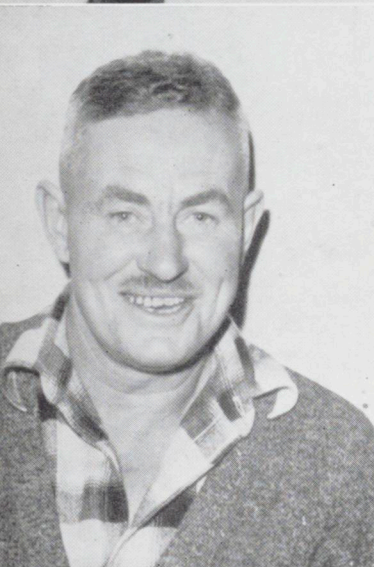
Earth moving—Tunnelling	43,500 cubic yards
Open Cut	60,000 " "
Concrete poured	19,400 " "
Explosives used	120,000 lbs.
Man hours	500,000



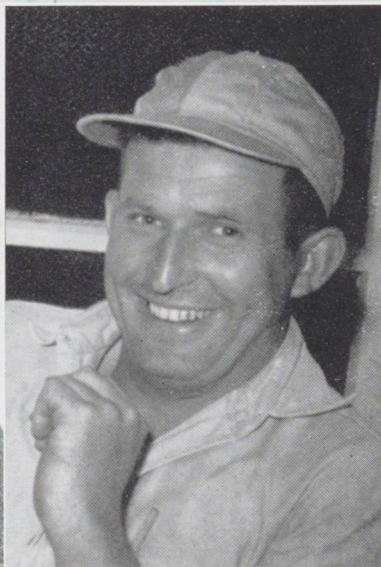
# Ohakuri personalities gallery



Top left: JACK SMITH, Project Manager, in hardly a characteristic position.



Centre left: DICK JONES, Shift Boss.



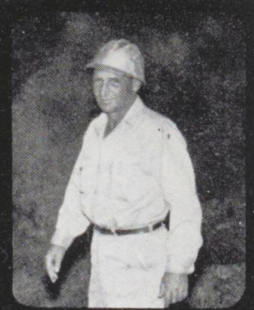
Centre right: DOUG JOY, Mechanical Superintendent.



Bottom right: BILL CURGENVIN, visiting fireman, and KEN HOUNSLOW, Office Manager.

## Right hand strip:

MAX LURZ, Tunnel Superintendent (now returned overseas).



SEP LUKAS, Shift Boss.



BILL VIVIAN, Fitter-mechanic.



JIMMY HALL, Fitter-mechanic.



NORM SEARLE, Carpenter Superintendent.



KEN BURNETT, Mechanic-photographer.



# Aucklands' First Steel Works

Fletcher Industries' Duroid factory stands on the original site of the old Onehunga iron works, and the existing factory chimney was in fact the stack for the steel mill.

Accurate historical details of the first substantial attempt to start an iron and steel industry in New Zealand are unfortunately well and truly buried. There are conflicting reports and references in many documents, but the story, in so far as it is known, is studded with incident and personalities.

It would seem that John Chambers, senior, who arrived in New Zealand in 1866, took samples of local iron sands to Britain and U.S.A. on a visit which he made in 1876. In London he met Sir Henry Bessemer who believed that although first-quality iron and steel could be produced from local raw materials, it would require a great deal of research work and he himself was too old to go on with it.

Mr. John Chambers then visited the Philadelphia Exhibition in 1876 and was put in touch with Mr. Joel Wilson, of Dover, New Jersey, who some years previously had patented a furnace which he claimed would heat the iron sand and convert it directly into wrought iron. So confident was Wilson of his invention that he sent to New Zealand W. H. Jones, his chief puddler, to demonstrate the working of his patent. A small furnace was erected in Onehunga at a cost of £500 in 1883, and reports by users were good, but these results do not ever appear to have been repeated, and it is not known for certain whether New Zealand iron sands were in fact used for the initial successful runs.

Visitors to the works during this period included Mr. Pearson of Pearson Knowles & Company of Warrington (now Pearson, Knowles & Ryland) and Mr. S. G. Thomas, the man who gave his name to "Thomas" quality.

Under a very optimistic atmosphere, a company was formed with a capital of £200,000, and five acres of land were purchased on the south-east of the Onehunga railway station from which a siding was run into the works. It had a water frontage, and a canal was dug to enable light-draught vessels to come to the works with coal and iron sand. The Company obtained a lease

of some iron sand deposits at Awhitu and used a sailing barge (by the same name—*Awhitu*) to transport it. The sand was handled manually from the barge up ramps into the works, and was magnetically separated.

Unfortunately, late in 1883, the company suffered a great loss because Jones, under whose management successful trials were reported to have been made, quarrelled with a local bricklayer whom he subsequently shot in Queen Street of Onehunga, and Jones was sentenced to 10 years' hard labour. Subsequent managers were unable to repeat Jones' performance as an iron maker, and it became obvious that the iron that was produced was brittle and was not a good commercial article.

After a rousing opening ceremony in a marquee at Onehunga to which most of the City's dignitaries were invited, and where champagne flowed freely, it subsequently turned out that the shareholders lost most of their capital. Although various attempts were made to re-organise, little factual evidence is in existence, but it is understood that for some years the plant was operated quite successfully using scrap as a raw material. This scrap came from overseas ships in the form of ballast and was sold very cheaply in New Zealand, but, as the volume of



The old date plate on the Duroid chimney reads 1888.

outward cargoes came to match more closely the imports into Auckland, these sources dried up and, finally, the plant was broken up and shipped to China.

Looking back today it would seem that the relatively high titanium content in the sands would have made smelting difficult, if not impossible, but iron and steel was made in Onehunga, and right on the spot where Duroid is today. The site for the new works is also on the Manukau Harbour, but prospective shareholders in Pacific Steel can be assured that the difficulties experienced at Onehunga will not be repeated at Otahuhu.

*Note.*—The material for this story came from the paper published in the Transactions of the New Zealand Institute 1917, prepared by Mr. John Chambers, junior, and communicated by Mr. Evan Parry.

Acknowledgment is also made to Mr. G. Mitchell of Church Street, Onehunga, who can remember as a boy watching the opening of the furnaces and seeing thousands of seagulls hovering in the warm air.

Enlargement of ancient photograph of the old iron works at Onehunga. Blast furnace stacks on extreme right. The other two chimneys are still standing. Foreground is old power pole for electric trams.

Inset: Present Duroid factory showing siding and original chimney.



# Personalia

## AUCKLAND

**WELCOME:** Betty Nowak, Rona Lloyd (Construction); Barry Fort, Joan Gulberti, Sally Middleton (Industries); Doug Tindall, Lew Wilson, Robin McIntosh, Ian Souster, Roy Walden and Axel Hansen (Steel); Barry Bigham, Frank McMullen, Kathleen Orum (Timber).

**TRANSFER WELCOMES:** Ray Bradley and Percy Ailes (from Dunedin); Bill Coxhead (from Wellington); Cyril Houghton (from Credit Dept. to Timber).

**WELCOME HOME:** Jock Lennox (from Australian holiday); Bernice Cox, Industries (likewise); Merlene Smith (from Plyco, Christchurch); Bob Gollan and Ralph Newton (from Australia with College Rifles Rugby Tour—Bob is Club Captain); Mrs. French, Industries (from 3 months in U.S.A.).

**FAREWELLS:** Don Cochrane, Plyco, cycle champ. (for Australian tour)—a travelling rug; Mike Garbett, Plyco (back to Limeyland)—a silver tea service; Maureen Day, Plyco (to be a mother); Margaret Harrison, Industries, after five years service; Margaret Partridge, Hardware (to be a bride); Jack Ritson, Duroid.

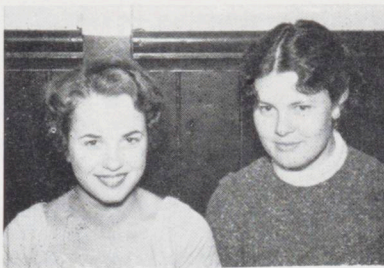
**WED:** Leo Gilich (Insulation & Acoustics).

**BRED:** *Sons*—Trevor Hefford, Ernie Amies, Eddie Barnes, Norm Pollock (Construction); Doug Notley (Steel). *Daughters*—Terry Skinner, Neville Moore, Bob Marks, Roy Tanner (Construction); Tony Philson (Plyco); Joop Jekel (Steel).

**PLEGGED:** Ray Wilson (Steel) to Althea MacDonald.

**GENERAL:** Cards acknowledged from Len (Globetrotter) Wilson from New York, London, Stockholm and points West. Bob Gillespie (Steel) whose service started with F.C.C. in Dunedin after World War I, has now retired to the comparative quiet of the Auckland reinforcing yard, where he runs the office. An old dog for a hard road.

Ernie Sinclair's (Timber) son Keith has been appointed Professor of History at Auckland University College. A famous family.



Rotorua's teleprint operator, Judith Agnew (left) with Beverly Maher, machinist.



At Roy Shirley's farewell function. From left: M. Baigent, T. Wickman, J. Walsh and N. Barnett.

## ROTORUA

**WELCOME:** Mrs. B. Hobyn, Bill Smith and Joe Holland (Ruatahuna). Don Whale has transferred to Ngongotaha as Production Manager.

**FAREWELL:** Roy Shirley (to Tasman) and Colin Bidois (to Hicksons, Lower Hutt).

**SICK:** Bill Waller has been in Taumarunui Hospital but is back at home recuperating.

**SPORT:** Rotorua-Ngongotaha Rugby XV beat Kinleith 17-14 at Arawa Park.

### LONG SERVICE AWARDS

Records are in the course of reorganisation by T. W. "Tom" Hobbs. Awards will be made at Christmas, but details and photographs will not be published until Autumn, 1959. Please co-operate with your local manager to ensure your service is correctly recorded.

### SYDNEY

Sorry—mail slipped up and will be held over until next issue.

### ACKNOWLEDGMENT

We are grateful to the Huddart Parker Line for kindly supplying us with details of the S.S. *Ulimaroa*. Built in 1907, she was replaced in 1933 by the M.V. *Wanganella*.

## WELLINGTON Wisdom

**WELCOME:** Garth Brown, Alex Hazlett, Beryl Jordan, Helen Lambert, Eunice James and Joan Keen (Steel); Don Lister (Timber); Rosmary Lund (Construction); Robin Seakins (Construction, Nelson); Beryl Thomas and Colin Field (Industries) and Tommy Dalgleish who has returned to Hardware.

**TRANSFER WELCOMES:** Norm Searle (Oakuri) and Ray Rapley (Waiouru); Jim George from Palmerston North (Hardware).

**FAREWELL:** Mrs. Marlene Smith (see below) and Val Easthope (Construction).

**BRED:** *Sons*—Bert Harris (Construction). *Daughters*—Sid Ward (Steel); Denis and Marlene Smith (Timber).

**PLEGGED:** Beryl Thomas (Industries) to Don Simmons.

**GENERAL:** Ron Mair (Steel) returned from overseas with Wellington Highland Pipe Band. The F.T.C. Social Club held a pleasant evening at Petone recently which was thoroughly enjoyed by all. Congratulations to Graham Hanify (Hardware) winner Wellington Cornet Championship. Cyril Goddard has launched his new boat *Kaiti* at Otaki. First expedition resulted in 150 fish and wet pants. Considerable confusion arose in the Tolls Office the other night when a Wellington F.C.C. Executive calling a senior member of Dunedin staff gave the same telephone number for each end of the call. Believe it or not, they have the same number. Did you hear about the Wellington Manager who found a note on his desk asking him to 'wring his wife'.

## CHRISTCHURCH News

**WELCOME:** Margaret Lane, Mervia Dennison and Mrs. Parsons (Plywood); Judy McLaughlin (Construction).

**FAREWELL:** Audrey Neal (Industries); Beryl Duncan, Pat Porter, Roger Keenan and John Dixon (Construction).

**WED:** Les Nolan (Plywood).

**BRED:** *Sons*—Wray Fee and Sandy Robertson (Construction); Doug Laughton (Durock). *Daughter*—Jack Lanyon (Durock).

**GENERAL:** Murray Austin and Eric Brightwell (Durock) are now both out of hospital and much fitter. Our sympathy to Joe O'Connor (Durock Crating Shed) on the death of his wife.

T. C. B. (Brian) Cooper arrived back from overseas safari on Guy Fawkes' Day.

**SPORT:** Congratulations to Francis Kennedy (Durock) on making the Canterbury Indoor Basketball Team. Rugby—see Dunedin Sports for the score. Table Tennis Social Club's dance in Cafeteria went off well. Frank Larson (Durock Process) had a great win at the gallops.

### WITH DEEP REGRET

We record the deaths of:—



**MR. J. T. MARTIN**

Director of Fletcher Holdings Limited since 1940.

### W. H. "BILL" CARLYLE

In Wellington. For details of Bill's varied career, please see *Arrowhead* Christmas 1956 and May 1955.

### MAX HEGARTY and JIM KEMP

In a motor accident. Max did an outstanding job under brother Barry at The Hermitage, and was in charge of the Heriot Hotel job at the time of his death.

Jim Kemp had only recently completed his apprenticeship and had a bright future before him.

To relatives and friends we extend our deepest sympathy.

## DUNEDIN Diversions

**WELCOME:** Don O'Leary and Ann O'Leary (Industries); Mrs. Languish (Construction).

**FAREWELL:** Jack Wills (Industries); Bill Torrance (Construction—after 9 years' service—for health reasons); David Fitzpatrick (Hardware).

**CONGRATULATIONS:** Bill Youngman (Timber)—25 years married. E. L. Kent, W. O. Stewart, L. R. Peterson on completion of their Carpentry Apprenticeships.

**WED:** Bob Hendry to Carol Stewart (Hardware).

**BRED:** *Sons*—Terry Hannigan (Plumbing). *Daughters*—Percy Deaker (Timber) and Bob Cummings (Hardware).

**PLEDGED:** B. Peake to Cliff Iles; J. Allen to Colin Treloar (Hardware).

**SPORT:** Tom Jepson (Hardware) was on tour with Otago Rugby Team. It must be the Trevathan Training. Jim Lawry (Timber) made 3rd place in the N.Z. Wrestling Champs. Our "A" and "B" Indoor Basketball Teams under Duncan MacFarlane had a good season. The "B"s finished 3rd in the competition and won the Hazelmere Trophy for the most improved team.

Dunedin's Rugby XV are 'Cock o' the South'. They beat Christchurch by 19 to 6; drew with Invercargill 9 all at Thompson & Turnbull Park on August 29. In a return match at Dunedin, Invercargill were beaten 13 to 8. Reports are that the standard of football was consistently high throughout.

Cricket is again under way and hopes are for an enjoyable season.

## BACK COVER

This is a composite photograph of some of the many jobs with which Sir James Fletcher has been closely connected. Identifying key will be published next issue. Gift ash trays will be sent to those who send in correct identification before Christmas. We regret that Penrose Head Offices and Design staffs not eligible.

## INVERCARGILL

**WELCOME:** W. A. (Mac) McLean, Office Staff.

**WED:** Hal Urquhart, on August 7.

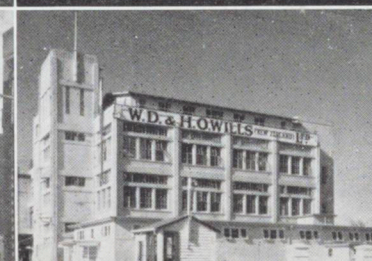
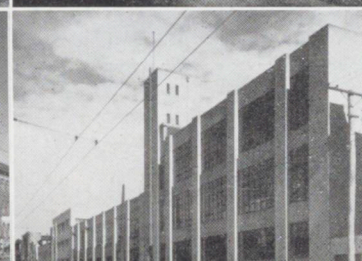
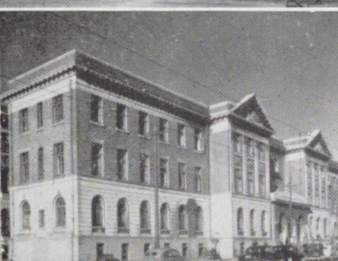
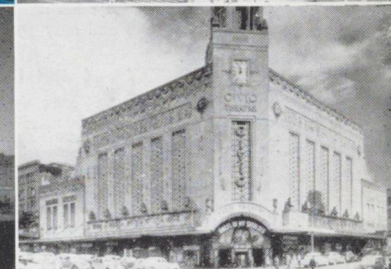
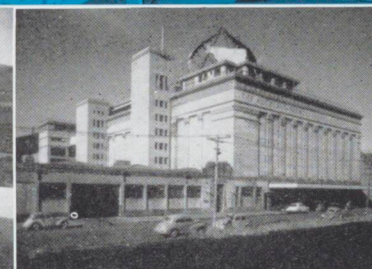
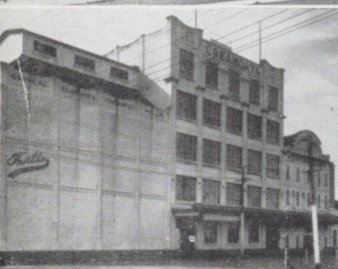
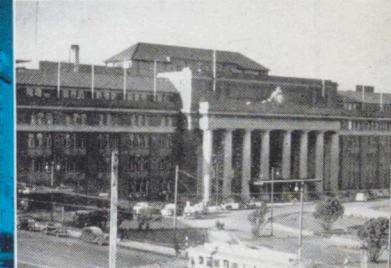
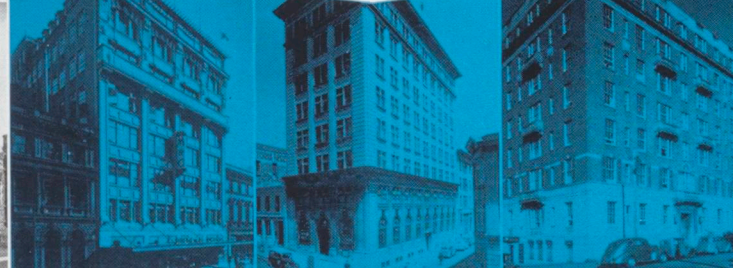
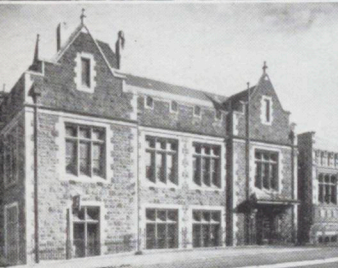
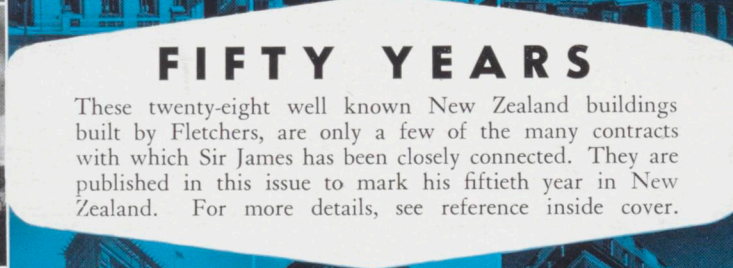
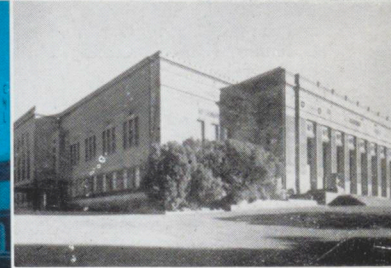
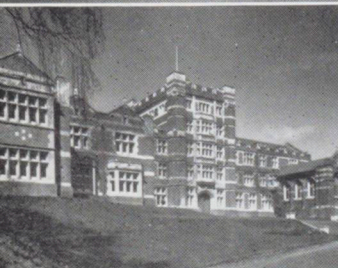
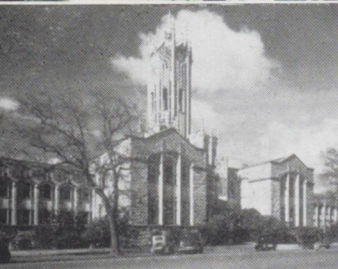
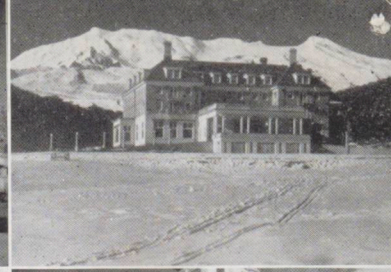
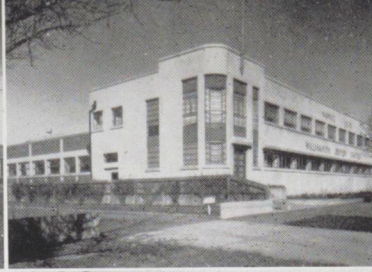
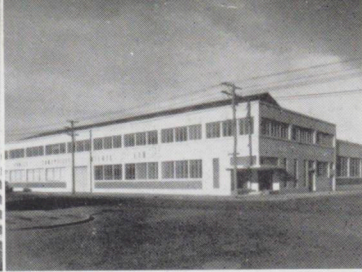
**SOCIAL:** A successful ball was held at the Red Cherry Cabaret during the Winter. A big crowd of staff and friends thoroughly enjoyed themselves at this Fifth Annual Ball.



Special Fletcher sign for Fifth Annual Ball at Invercargill.



Fletcher's Social Committee, Invercargill—Back Row (left to right): I. Frampton, J. Earl, S. Russell, H. Urquhart, R. May. Front Row: R. Tressler, D. MacPherson (Treasurers), N. McKinlay (Invercargill Contract Manager), V. O'Connor (President), E. O'Donnell (Secretary).



# FIFTY YEARS

These twenty-eight well known New Zealand buildings built by Fletchers, are only a few of the many contracts with which Sir James has been closely connected. They are published in this issue to mark his fiftieth year in New Zealand. For more details, see reference inside cover.