



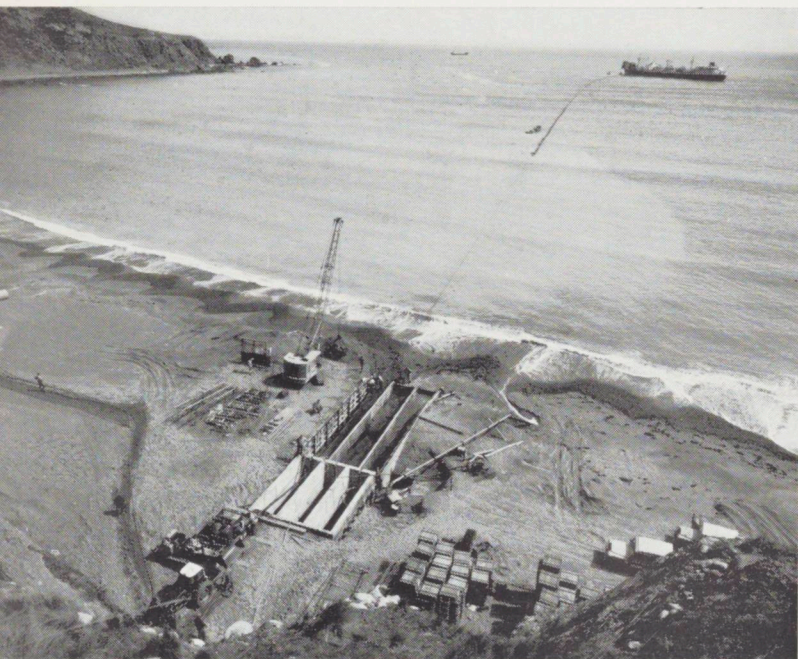
AUTUMN 65

**ARROWHEAD**

# bringing South Island **POWER** to the North Island



Fighting Bay (north-east of Blenheim), the South Island terminal of the Cook Strait cable.



Oteranga Bay (near Cape Terawhiti), the North Island terminal.

**T**HIS winter North Islanders may be cooking their dinners with power generated in the Waitaki Basin in the Mackenzie Country between Timaru and the Haast. More importantly the great hydro resources of the South Island will be opened up to industry in the North.

This is made possible by the linking of Benmore power station with the North Island grid. Although the link is 379 miles long — from Benmore to Haywards near Wellington — a key in this long link is the 25 miles of submarine cable across Cook's Strait.

This crossing made the use of direct current more economic than alternating current and resulted in the project becoming the Western World's first high voltage direct current transmission line.

The scheme was first mooted by the Electricity Department 15 years ago, but the magnitude of the undertaking, its cost, and the need for exhaustive research into the physical problems of the submarine crossing and into the technical and economic merits of direct or alternating current have delayed its becoming a reality until this year.

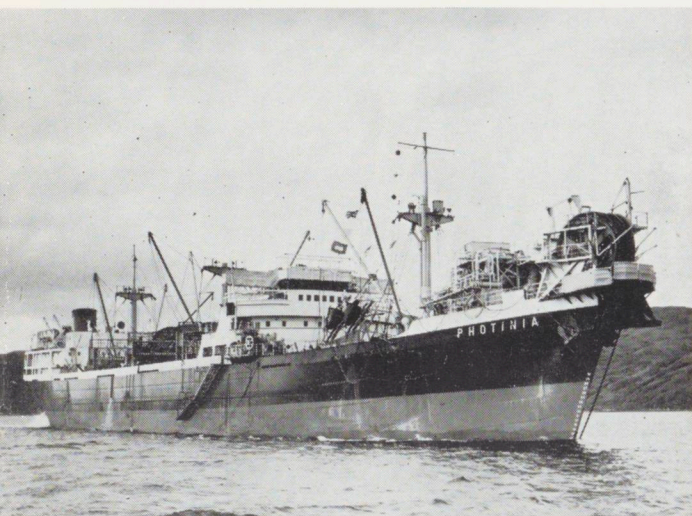
The main contractors for the Cook Strait cable are British Insulated Callenders (Submarine Cables) Limited to whom Fletcher Construction (Civil Engineering Division) were subcontractors for certain of the work. The value of Fletcher's sub-contract was approximately £50,000 and involved work at Oteranga Bay in the North Island and Fighting Bay in the South Island. Fletcher also constructed sealing end supports, protection for jointing and joint pits on the shore line. General assistance was also given to the main contractor with the laying of land cables and the landing of the submarine cables at both bays.

At Fighting Bay Fletcher also built the station building, garage, house and single men's quarters under a £19,400 contract with the New Zealand Electricity Department.

At Fighting Bay the foreman was initially John Barwick and later Alister McLeod. Sepp Lukas was responsible for contract management. At Oteranga Bay the foreman was initially Ted Stockman and later Jim Holland and Roy Ross and for contract management Gary Searchfield was responsible.

Fletcher Construction also built the valve house at Benmore the source of the power. This was valued at approximately £220,000.

The cable-laying ship, Photinia.



Hakana Bay near Port Underwood, with the camp built for the construction workers.

Building the joint pit at Oteranga Bay — one of the jobs in Fletcher Construction's sub-contract.



# Charlie Foxtrot Golf



From left: A. W. (Alex.) Craig (Chairman, Fletcher Steel), J. (Jim) Espie (Managing Director, Fletcher Construction), and R. T. (Bob) Arkley (Secretary, Fletcher Construction), with Charlie Foxtrot Golf.

**L**AST November, Fletchers acquired a twin-engined Cessna 310-G — the first company aircraft in New Zealand. The plane's call-sign is Charlie Foxtrot Golf.

Its role is to save the time of executives and key staff and to ease the problems of personal communication in a large company whose interest and activities are spread throughout the country.

Between November and the first week in February the plane chalked up 143 flying hours and 353 passenger hours. Of the companies in the group, Fletcher Holdings topped the list of users with 64 passenger hours, followed by Industries, Group Services, Construction and Trust, who all had 50 passenger hours or more.

## MERCY MISSION

On March 2, a request was made to Fletchers to allow the Cessna to carry out a mercy mission to Napier, where a woman was seriously ill and required urgent transport to Auckland for hospital treatment. The Cessna was in Rotorua to bring back three Fletcher Timber executives who had been visiting Ngongotaha for the day. The Auckland Aero Club, through whom the request was made, found another plane to move the Timber party. In Charlie Foxtrot Golf the seats were converted to a sleeper for the patient and the mercy flight was carried out.

The reason for the request being made to Fletchers was that the Cessna was the fastest aircraft available to carry out the task and was certified for instrument flying.

Between them Merchants, Steel, Timber, Butlers and Pacific Factors added another 70 passenger hours. Based in Auckland, the Cessna has flown to Whangarei, Rotorua, Palmerston North, Wanganui, Wellington, Masterton, Nelson, Christchurch, Westport, Hokitika, Timaru, Dunedin and Invercargill.

Early in the New Year the plane was sent on a special flight from Auckland to ensure that important tender documents, which had been completed only the previous night, were lodged by midday in Wellington. Actually the special courier from Auckland was back at Penrose for lunch.

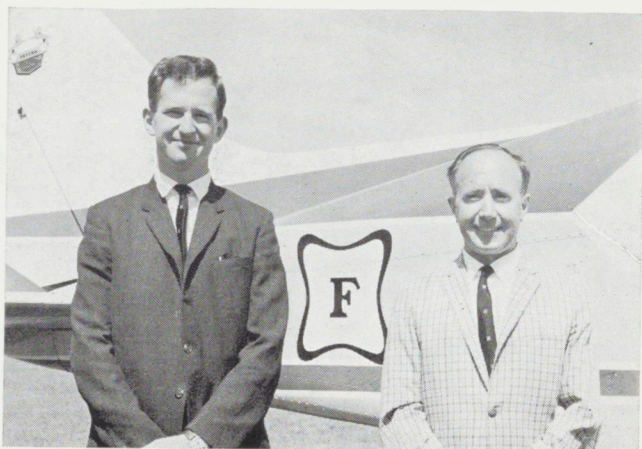
The Cessna cruises at a speed of 240 m.p.h. — and therefore matches the flight times of commercial Viscounts and Friendships. It is the first private aircraft in New Zealand to be certified for flights under full instrumental conditions and thus it is rarely restricted by weather conditions. The plane carries two pilots and four passengers.

Senior pilot is Peter Duggan-Smith. He joined the R.N.Z.A.F. in 1938 and transferred to the R.A.F. in 1939. He was flying Blenheim bombers in Europe and late in 1944 rejoined the R.N.Z.A.F. and flew Dakotas for 40 Squadron in the Pacific. During the war he gained the D.F.C. and reached the rank of Squadron-Leader.

In 1947 he went to Canada and became instructor and captain of V.I.P. flights for the R.C.A.F. Nine years later he joined the International Harvester Company of Canada to organise their company flight operations with Beachcraft aircraft.

He returned to New Zealand in 1963 and was chief commercial pilot for the Wellington Aero Club until he joined Fletchers. He has 12,000 flying hours to his credit.

Peter Duggan-Smith's assistant is Peter Underwood, a 21-year old Wellington College old-boy. He received his training at Wellington Aero Club and has clocked up over 200 hours. He will shortly qualify for his commercial license.



Peter Duggan-Smith (right) and Peter Underwood.

# FAMILY GROUP



Sir James Fletcher (Chairman, Fletcher Holdings) and Lady Fletcher with son Jim (J. C. Fletcher, Managing Director, Fletcher Holdings) and grandson Hugh, photographed at the Christmas party at Penrose. Other Christmas party photographs appear on the following pages.

## RETIREMENT

E. E. (Ernie) Dean has recently retired as Credit Manager of Pacific Factors in Wellington. Prior to joining Pafac, Ernie was Credit Controller for Fletchers in Wellington. Just before Christmas Ernie was honoured at two functions in Wellington. At the first his colleagues in the Creditmen's Association presented him with a silver tray and crystal glasses, and at the second J. D. Rose (Pafac General Manager) and J. J. Craig (Chairman of Fletcher Construction) paid tribute to his work and presented him with a portable radio as a memento of his association with the Group.

Ernie has a wide circle of



friends in Wellington. He was prominent in R.S.A. affairs, and was a talented entertainer.

## *Benefit Increased*

## SUPERANNUATION SCHEME "C"

**T**HE Death Benefit available to members of Fletchers' Scheme "C" Superannuation Fund has been increased from £1000 to £1500.

This increased cover is automatic for those employees who have already signed the application form and is available to all employees eligible for Scheme "C". The only cost to the employee is the Social Security Tax of 1/6 in the £1 on the annual premium.

Since the inception of this Group Life Cover Scheme £20,000 has been paid to the next-of-kin of a deceased member of the Scheme.



# Christmas Parties

## Auckland



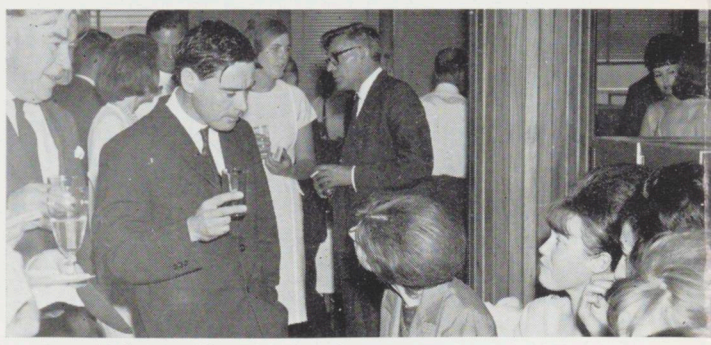
Sam Hartley and his team from the Share Department.



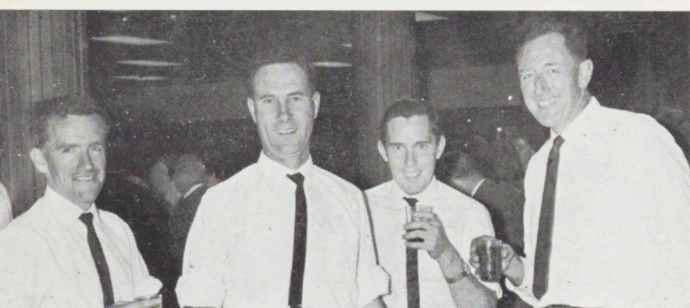
Raymond Hoggood, Trevor Hunt, Howard Pugh (Industries).



Barry Hutchinson (Timber), Maurice Hobday (Trust), Colin Gurr (Holdings), Lionel Meredith (Group Services)



Sean Mckeown (Construction) holds audience, watched by Wally Hislop (Plumbing). In background, Mary Hammond (Industries) and Alex Marks (Group Services).

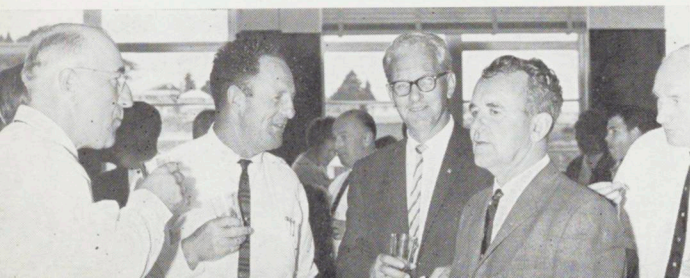


Brian Parr, Ernie Randall, Milne Beams, Barry Bird (Insulation)  
Reg Day (auditor), George Bourke (Construction), Jack Lereculey (Industries), Bill Anderson (Construction), Malcolm McGregor (Timber).



Eddie James (Group Services) and John Humphries (Trust).

Kathy Webster, Claus Buck (Group Services), June Gatenby (Holdings), Laurie Heron (Group Services).



# Christchurch



Mrs. Hawkins, Allan Hawkins (Pacific Factors), Mrs. Laby, Ivan Laby (Butler Timber).



Morris Wood (Pacific Factors), Mrs. Williamson, Mrs. Wood, Don Williamson (Butler Timber).



Brian & Mrs. Horniblow (Butler Bros.).

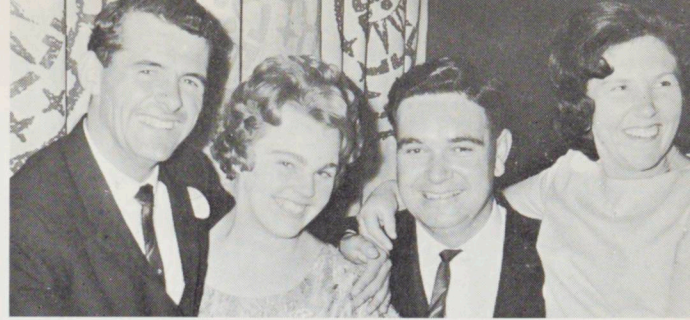


Wray & Mrs. Fee (Holdings).



Mrs. Cooper, Jennifer and Brian Cooper (Industries).

Len Sears, Rex Tindall, Mrs. Sears, Mrs. Tindall, Mrs. Mahoney, Mrs. Barnes, Fred Barnes, Norm Mahoney (Industries).



Bill Fox (Industries), Mrs. Binning, Ross Binning (Industries), Mrs. Fox.



Noel Smith, Olwyn Dalley, Nerali Gibb, Jim Roche (Industries).

Eric Adams, Mrs. Berry, Mrs. Adams, Laurie Berry (Industries).



# Rotorua

A view of the dance floor at Fletcher Timber's Rotorua party.



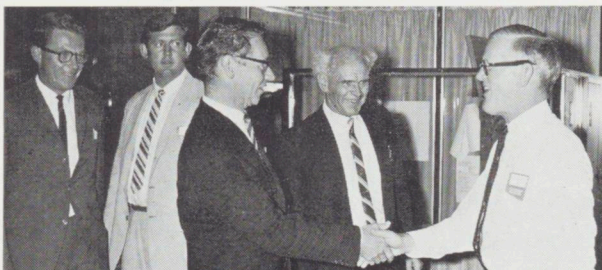
back to the



grindstone...



**E**LEVEN years ago Fletchers withdrew from the Christmas company-party race in Auckland and instead inaugurated their "Back to the Grindstone" function which is held in late January. At the party Fletchers play host to some three hundred business associates and friends of the Company. On this page are photographs of some of the guests. (Names in captions read from left to right unless otherwise stated).



Jim Fletcher (right) greeting — Rolly Adams, Brian Dodd (Adams and Dodd), Rodney Draffin (Draffin and Lawry), Larry Watts (Gray, Watts and Beca).



Hughie Green (Green and McCahill, contractors), Sir William Stevenson (W. A. Stevenson and Sons, contractors) and George Wooller (Pye), hosted by Bill Bourke (Fletcher Merchants).



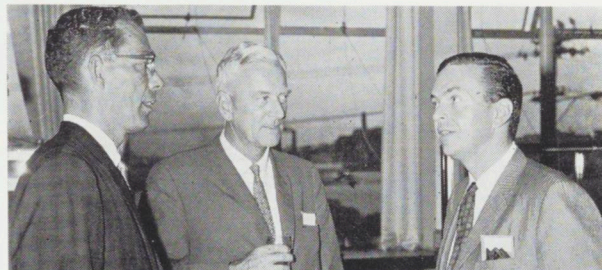
John Horrocks (solicitor), Eric Timms (G.K.N.) and Michael Briscoe (Cokes Wire Ropes). In the background, John Austin (Jelicich, Austin, Smith and Associates, architects) and Sir Douglas Robb (Chancellor of Auckland University).



George Cain (Cain Industries), Eric Paton (Eric Paton Limited, engineers), Myer Goldstone (Lucas) and R. H. Smythe (N.Z. Forest Products). In left background George Buttle (G. A. Buttle & Co., Sharebrokers).



Tom Spencer (Pye), Harold Sadgrove (James Hardie) and David G. Wilson (U.S. Consul).



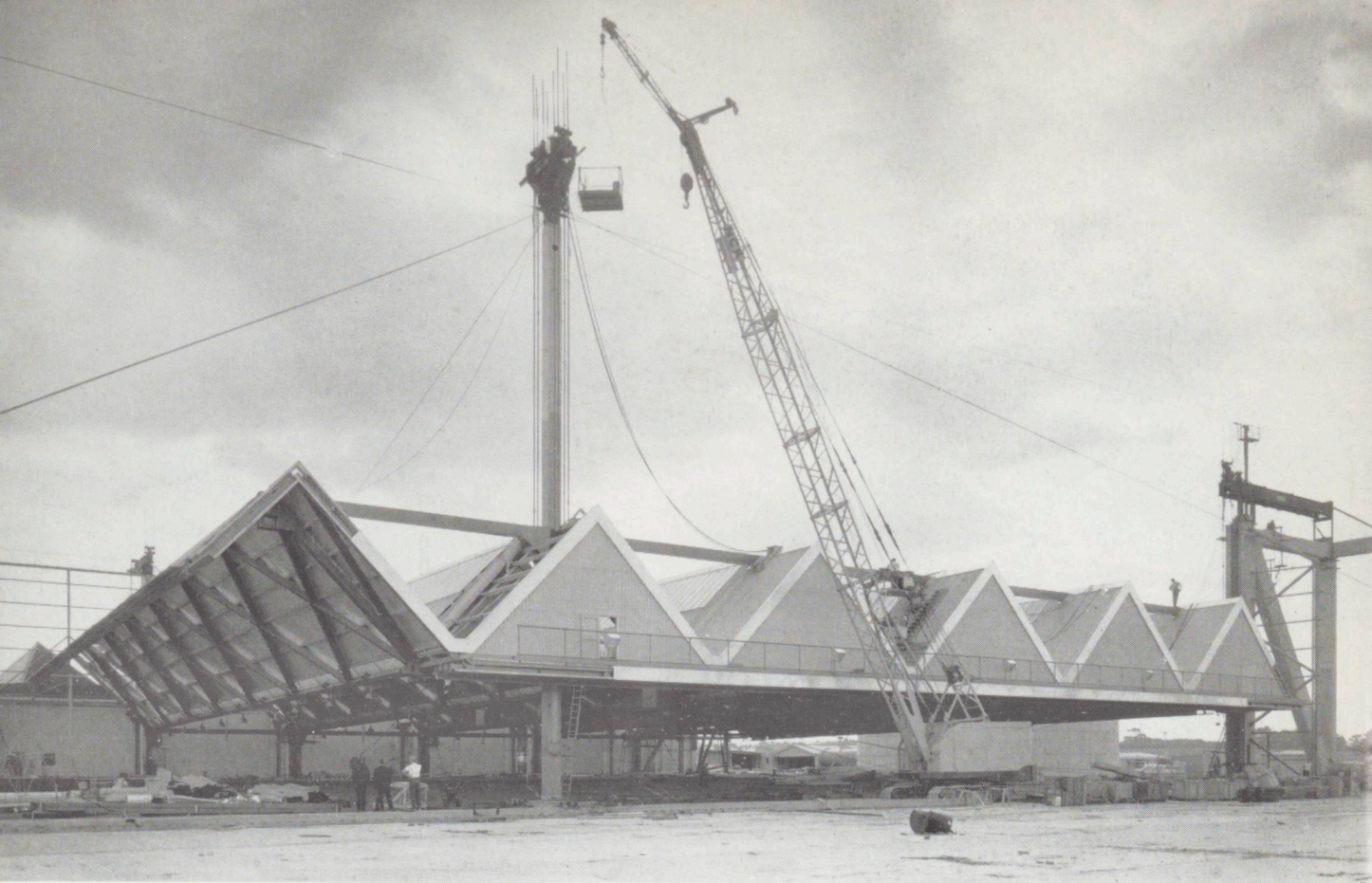
Gene Howell (Mohawk Handles, U.S.A.), Maurice Shaw (Bank of N.Z.) and George O'Brien (Mohawk Handles, Canada).





An aerial photograph by Whites Aviation of the aerodrome with the Teal hangar in the foreground and the workshops immediately behind. Both buildings are Fletcher Construction contracts together valued at £1.24 million.

**THE BIG LIFT**      new hangars  
for TEAL  
at Mangere,  
AUCKLAND



## THE BIG LIFT

AS the early morning sky lightened, a small group of men stood on the concrete hard stand alongside the site of TEAL's giant hangar at Mangere International Airport, Auckland. The order was given to "cast off" and the group dispersed to carry out their various duties which were a prerequisite to the lift of the 585-ton section of the hangar roof.

Many meetings and discussions over a period of months had been held to enable this lift of the roof from the ground to its final position some 50 feet high. The lifting operation was carried out by specialists flown from Australia.

The jacks were positioned on temporary platforms attached to the main structure at 70 feet above the ground. Each jack, actuated by hydraulic pressure controlled from the main control panel, draws up through its body two  $1\frac{1}{4}$  in. diameter lifting rods which are attached to the roof structure.

After the roof was lifted 25 feet, temporary props were placed underneath it and the lifting rods disconnected to enable the 25 feet of rod sticking up above the jack to be removed.

On reaching position at the top of the columns the roof was permanently fixed into its final position after which the rods were disconnected and the roof structure and the jacks taken off the top of the columns and returned to the ground.

The actual lifting operation, including the stop for changing the rods, was completed in six days. The placing of the permanent fixings was completed in very bad weather conditions during the next ten days.

Before the roof was lifted all services such as lights, winches for electrical service leads and the pipes for the deluge system (fire fighting) were complete to such a stage that all that was required to complete were the connections to be made down the back wall of the hangar.

Project Manager is "Slim" Avery, Project Engineer is Max Legg and Foreman is Tom White. Contract Manager is Gordon Welch.

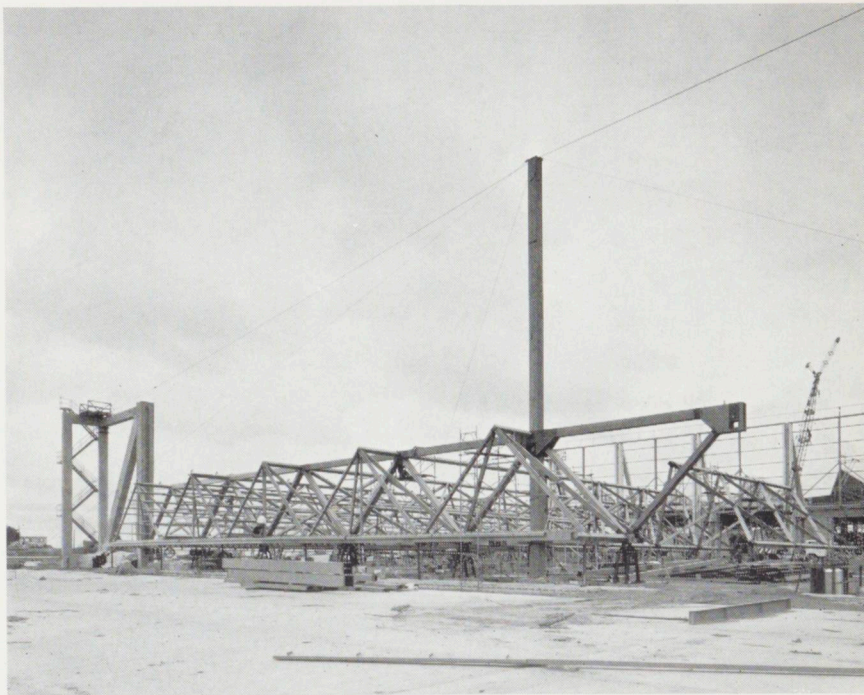


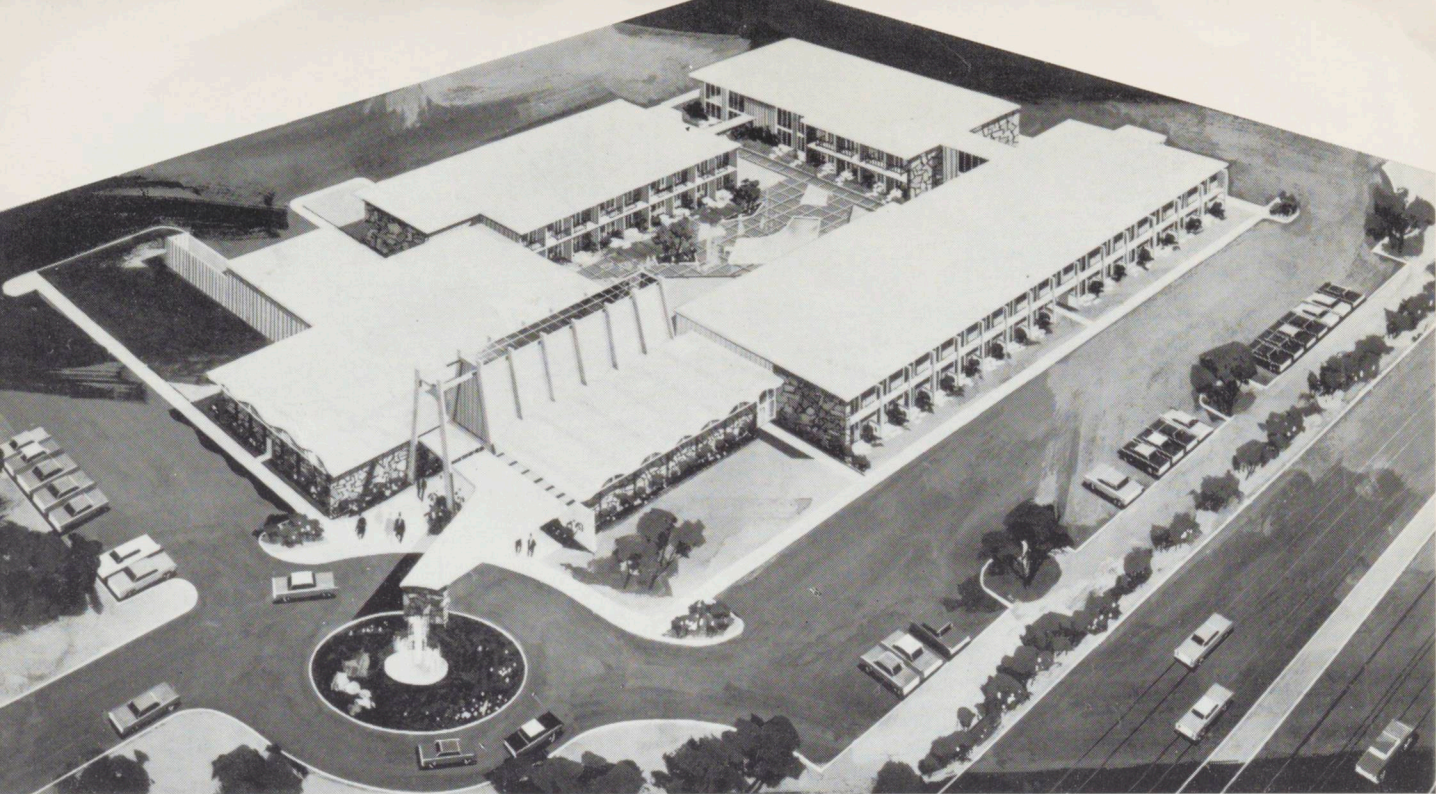
The photographs show the roof 20 ft. off the ground (page 10) and in final position after lifting to approximately 50 ft. (above).

In the first photograph four lifting jacks, with the rods to which the roof is attached, can be clearly seen on top of the 21 in. x 21 in. steel column with the hydraulic oil lines from the top of the column to the control console positioned on the front of the roof behind the crane. The crane was used during the lift as a safety measure for the man on top of the steel column. Other lifting jacks can be seen on the rear column and also on the right hand concrete buttress.

In the second photograph the roof section is in final position. All fire-fighting and electrical equipment was installed before the lift and the lights can be seen hanging from the lower chords of the roof framing. The concrete tanks in the background will provide an emergency water supply for fire-fighting.

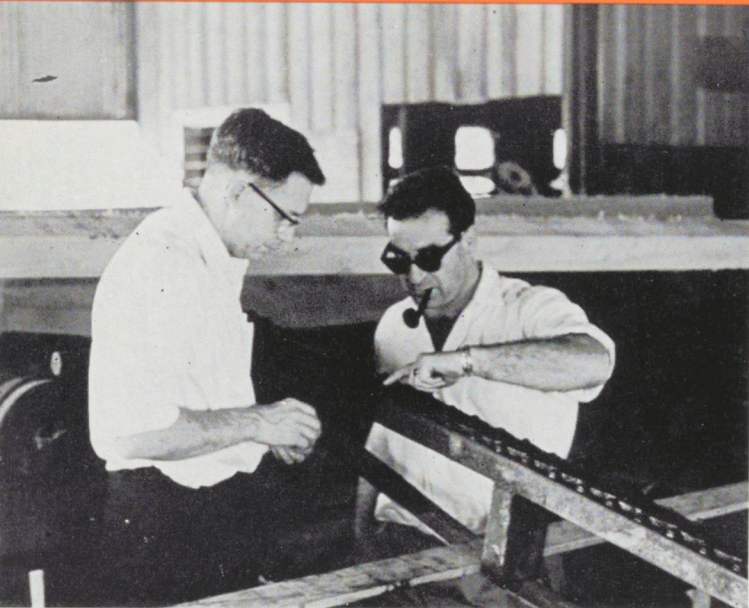
As the first section of the roof was being lifted work was progressing on the steel frame for the second section (see photograph bottom right).





## NEW HOTEL-MOTEL FOR CHRISTCHURCH

An architectural impression of the £355,000 White Heron Hotel which is being built by Fletcher Construction. The 116 bedroom hotel is situated between the Brevet Club and Christchurch Airport. The owners are Holiday Lodge (Christchurch) Limited. Architect is Joseph F. Gordon in association with Hall and Mackenzie, and Engineer is W. Lovell-Smith. Project Manager is Barry Hegarty and Foreman Fred Kingsford.



## FLETCHER STEEL IN FIJI

Recently B. W. (Bruce) Gollan, Chief Purchasing Officer, and J. K. (Ken) Winton, Agency Division Manager of Fletcher Steel, paid a visit to Fiji to investigate the market potential. In the course of the trip they visited our associated company there, Pacific Lumber. The photograph shows the travellers inspecting Link-Belt chain and equipment at Pacific's mill in the Nausori Highlands, near Nadi. (Link Belt is one of the agency lines of Fletcher Steel in New Zealand.)

Pacific's Mill is equipped throughout with Link-Belt conveyor chains and these are giving an excellent service with the minimum of maintenance. Link-Belt equipment is also used in the sugar mills in Fiji.

# LONG SERVICE AWARDS

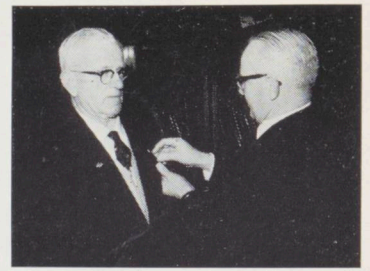


Sir James and "Buck" Guillam (C)

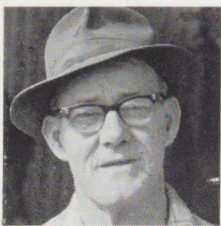
On this page we publish photographs of some of the recent recipients of long-service pins. All have had over 20 years' service.

Harvey Martin and Jimmy Littlejohn have had 30 years service and "Buck" Guillam 35 years. "Buck" is shown receiving his pin from Sir James Fletcher at the foreman's Christmas party in Auckland and Joe Craig is presenting Jimmy Littlejohn with his pin at a function in Wellington.

Companies to which recipients belong are designated as follows: Fletcher Construction (C); Fletcher Steel (S); Fletcher Industries (I); Insulation and Acoustics Division (IA); and J. D. & L. Robertson (R)



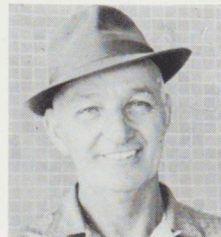
Jimmy Littlejohn (C) and J. J. Craig



Harvey Martin (S)



Claude Russell (S)



Rex Running (IA)



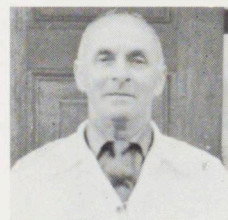
Kelvin Way (R)



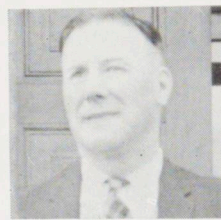
John Cuthbert (R)



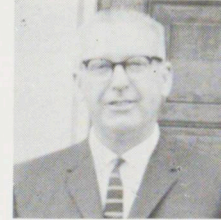
Len Hill (I)



Bill Butler (I)



Jack Stick (I)



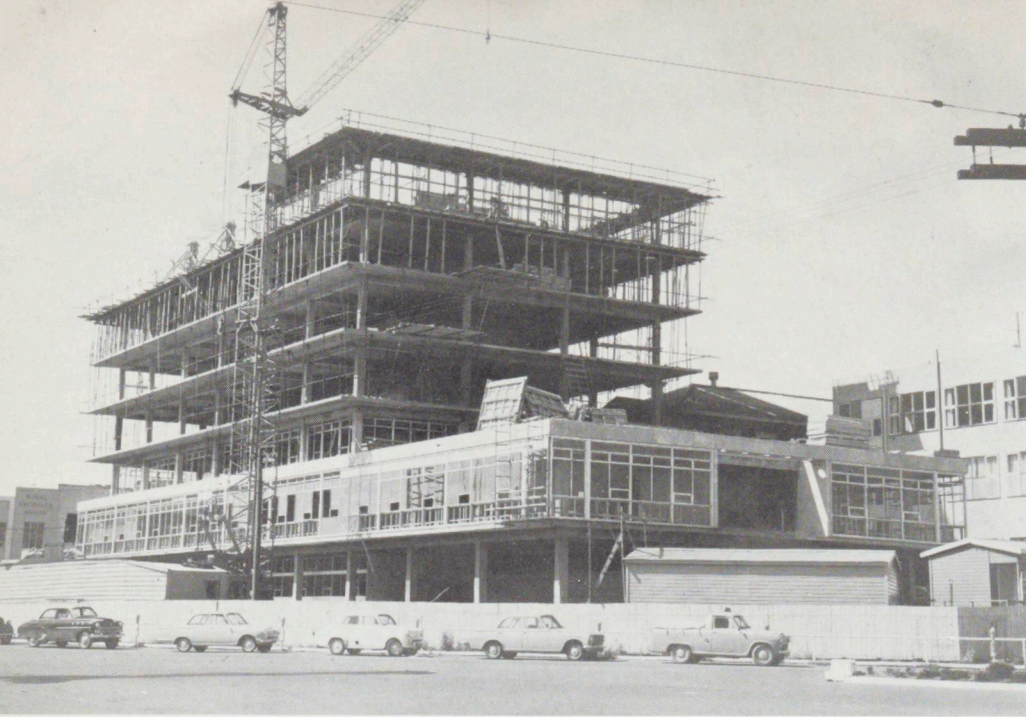
Eric Adams (I)



Rex Leighton (I)

Eddie James, of Group Services Design Office, takes time off from waterskiing at Whitianga to display the silverware he collected in winning the speedboat race at the Mercury Bay New Year's Day Regatta in his boat "Chop-Suey".





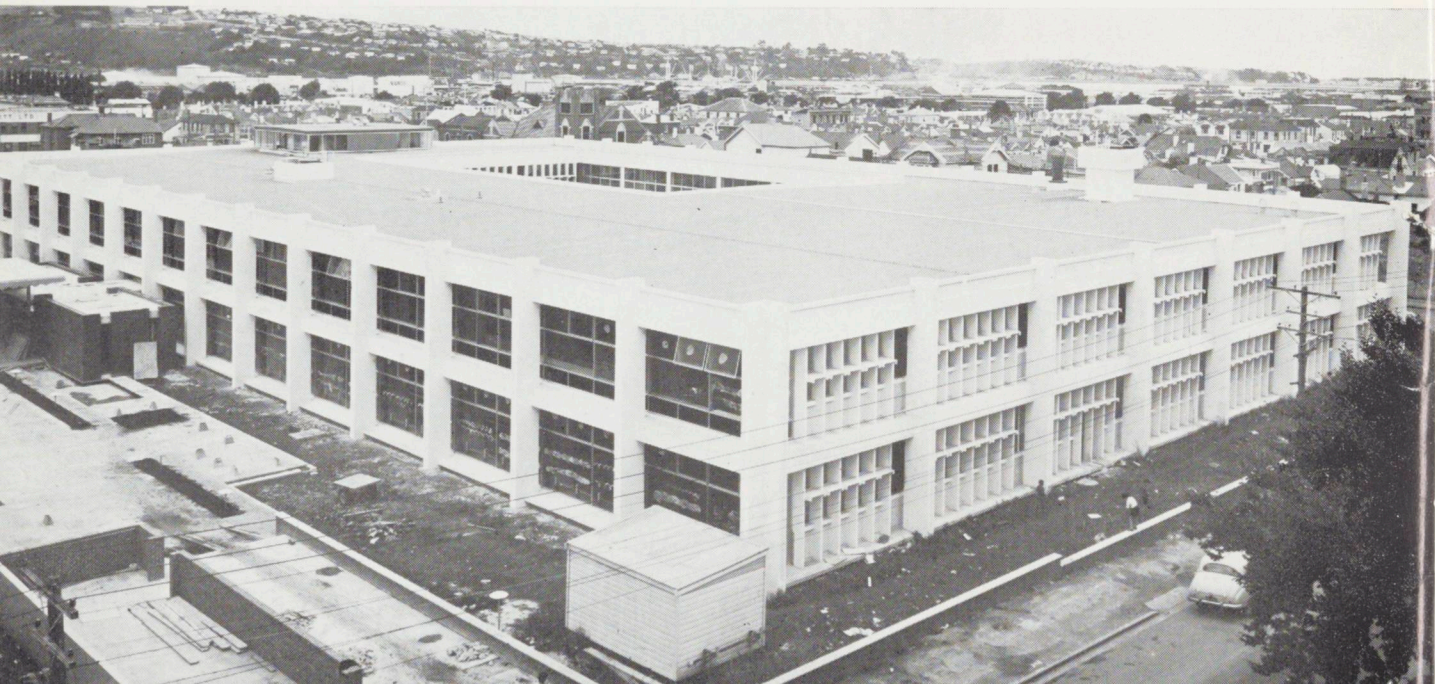
▲  
A new landmark in Invercargill takes shape — the £500,000 Government Departmental Building (left). Architects are the Ministry of Works and Fletcher Construction. Supervisor is Jack Mulholland and General Foreman is Derek Proud.

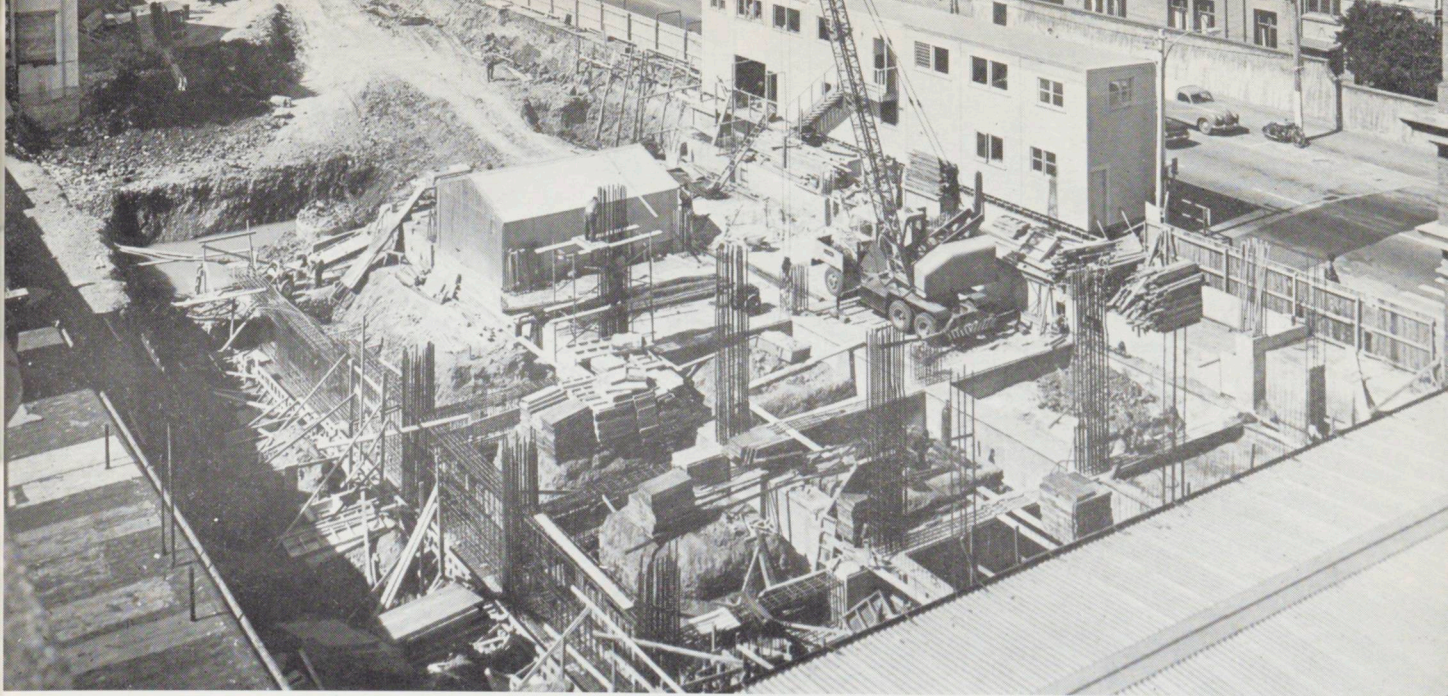
Now completed in Dunedin is the Otago University Library Block — another £500,000 job. Architects were Adams and Dodd. Fletcher Construction Contracts Manager was Gavin Middlemass and Cliff Garrett was General Foreman.

▼

# Fletcher Construction **RAISING THE SKYLINE** IN DUNEDIN AND INVERCARGILL

Fourteen

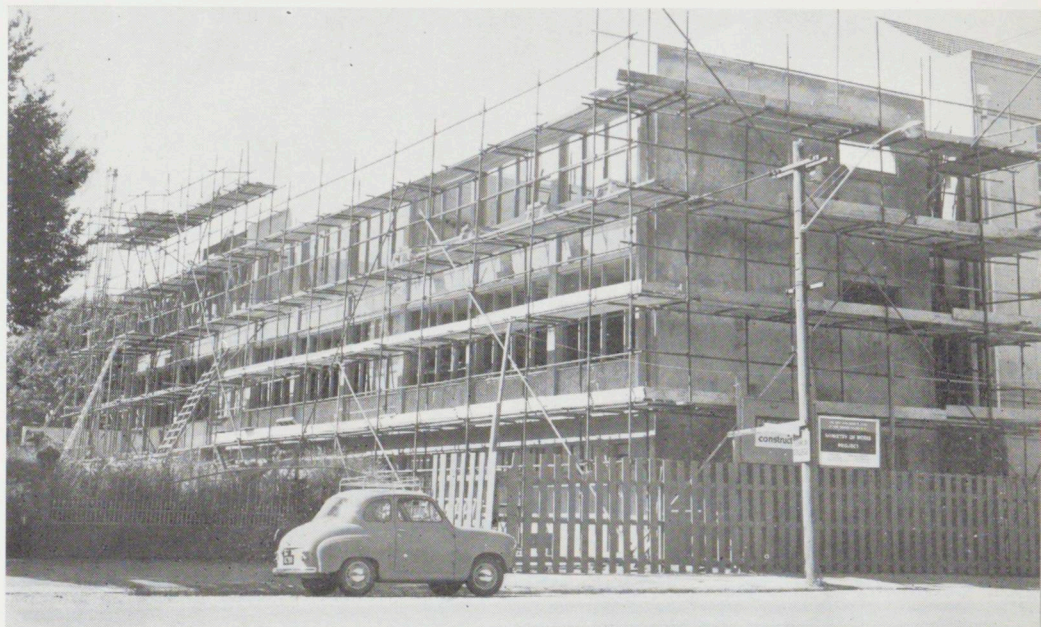




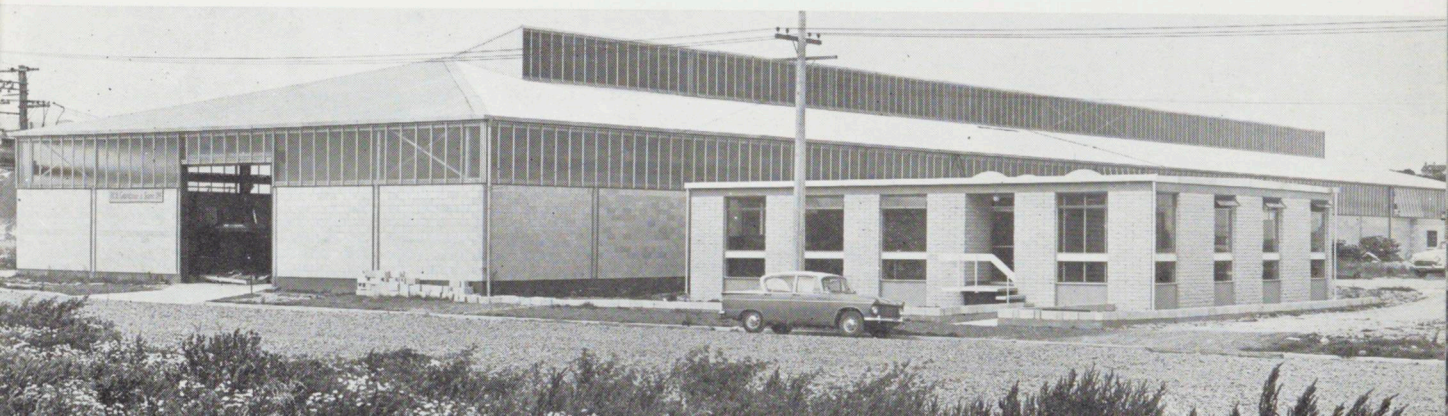
Biggest of Fletchers' current contracts in the two southern cities is the £1.5 million clinical services block for Dunedin Hospital (above). Architects are Stephenson and Turner and Fletcher Construction Project Manager is "Mac" McKinnon.

The new wing of the Technical College at Invercargill (right). Architects are the Ministry of Works and Fletchers' foreman is John Earl. The value of the contract is £82,000.

Below is the new Dunedin factory and office for H. E. Gardner and Sons Limited. Engineers were Stock and Hardie and Fletcher Construction foreman was Jim Brown. The value of the contract was £37,000.



Fifteen



# AT THE OFFICIAL OPENING FLETCHER HOUSE

**F**LETCHER HOUSE, the four-storey shop and office block in Whangarei, which was developed by Fletcher Trust and is now managed by them for Fletcher's Superannuation Fund, was officially opened in November, by the Minister of Health and Member for Marsden, the Hon. D. N. McKay.

The 40,000 sq. ft. building which covers a whole city block was built by Fletcher Construction. Architect was Franz G. Iseke and Engineers Macdonald and Barnett of Auckland.

At the official opening, which was performed at the entrance to the building, Sir James Fletcher welcomed the guests and introduced the two speakers, the Mayor of Whangarei, Mr. J. F. Johnson, and Mr. McKay, who declared the building open. Over 250 invited guests attended.

There followed an inspection of the building and an informal luncheon for the guests.

To conclude the function the General Manager of Fletcher Trust, J. H. (Jock) Churton presented the Minister's wife with a memento of the occasion — a painting by a Northland artist, Natalie Findlay, of a Waipu scene painted on the McKay's property.

Arrangements for the function, and the press, radio and TV coverage were handled by Fletcher Group Services.



J. H. Churton, General Manager of Fletcher Trust, presenting Mrs. McKay with a painting to mark the occasion.



A. J. Macdonald (of Macdonald and Barnett), J. (Jim) Espie (Managing Director of Fletcher Construction), and Franz G. Iseke (Architect)

George Bourke (Area Manager, Fletcher Construction), Peter Barton (Contract Manager) and Frank Wilson (Foreman) with Mrs. Wilson and, partly obscured in background, H. F. (Harry) Molony (Managing-Director, Fletcher Trust).



Sir James Fletcher at the microphone. Seated behind him are the Minister of Health and the Mayor of Whangarei.



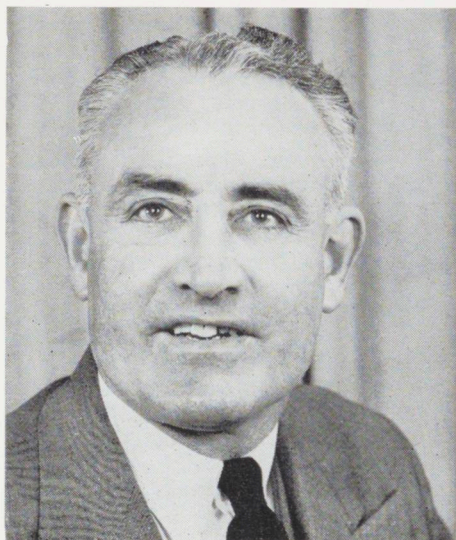
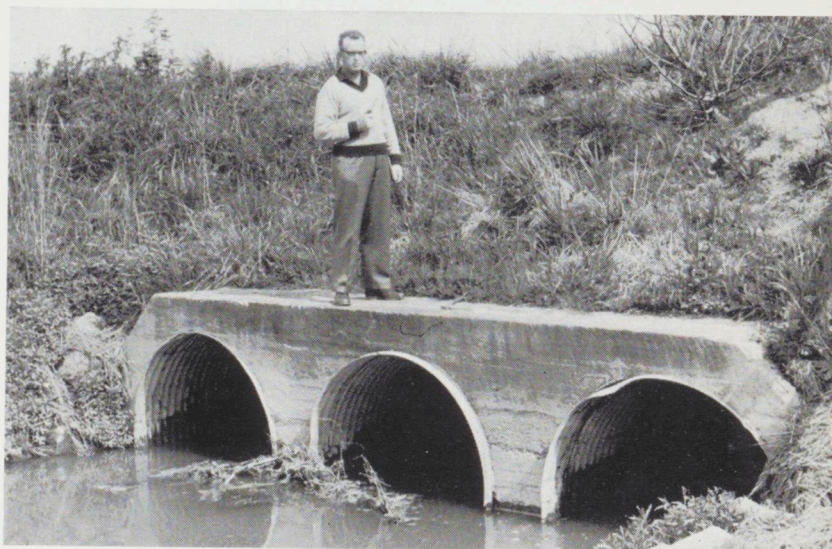
# ARMCO CULVERTS IN THE NORTH

ARMCO culverts, one of Fletcher Steel's agency lines, continue to prove popular. In Arrowhead last year we showed a couple of giant structures being installed in the Raglan and Taupo Counties. Here we show some similar installations, on a more modest scale, in the North. At Parahaki, near Whangarei, the Whangarei County Council (Engineer: P. Hegley) has recently installed a 45 ft. long Armco multi-plate pipe-arch constructed of 5 gauge corrugated galvanised copper-bearing steel plate. It is designed to carry heavy lorry traffic and its waterway area ensures free flow of floodwaters during the rainy season.

In the photograph at the top of the page Tom Dewe, Whangarei Sales Representative (by the car) and Don Millar, Sales Engineer, of Fletcher Steel Agency Division, inspect the culvert.

The lower photograph shows one of three Armco culverts at Smith's Canal, Raupo County, which have done sterling service since their installation during the last war. Three Armco flap gates on the other side of the stop bank hold back tidal waters of the Kaipara Harbour. In our photograph Don Millar is inspecting the culvert.

Incidentally, Armco Steel Corporation is at present engaged on a Company-wide expansion and modernisation programme for its various plants in the United States. The programme, on which Kaiser Engineers are working, is expected to cost 600 million dollars. It is scheduled for completion in 1970.



Lou Hahn

## OBITUARY

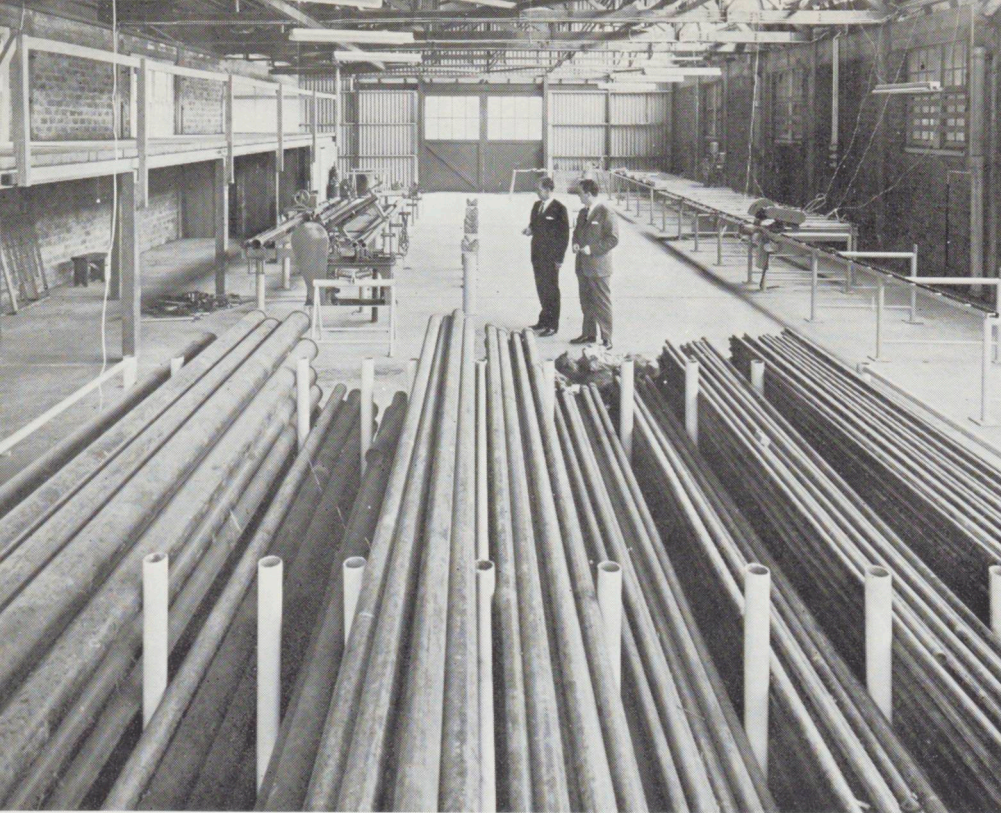
THE death has occurred less than a year after his retirement from Fletchers of J. L. (Lou) Hahn, formerly General Manager of Fletcher Timber and later of Butler Bros. Lou joined Fletchers 16 years ago after earlier working with the Lands and Survey Department and Forest Service and also running his own mill. He was the man mainly responsible for the founding and development of Fletchers' logging and sawmilling activities, and during his service with the Group saw these develop from small beginnings into

widespread activity in both islands.

The son of a West Coast sawmilling family, Lou Hahn was a top-class axeman and a keen Rugby footballer.

Raymond Arthur Guard, an apprentice with Fletcher Construction in Auckland, was killed in a tragic motoring accident on the Sanson-Foxton Highway in January. Raymond, who was 19 years old, was in his fourth year of apprenticeship and was proving himself as a first-class finishing hand.

IF YOUR ADDRESS HAS CHANGED OR YOU WOULD LIKE A FRIEND  
ADDED TO OUR MAILING LIST, PLEASE COMPLETE APPROPRIATE CARD



***New Company Formed:***

**WE'RE IN THE FIRE - PREVENTION BUSINESS**



Top: A general view of the factory.  
Above: The Reliance Symbol.

Left: Bernie Higgins (Manager) and  
Noel Dowling (Director).

**F**LETCHERS have joined on a 50-50 basis with the American Automatic Sprinkler Corporation (Aust.) Pty. Limited in a new venture, Reliance Fire Fighting Equipment Limited. Works and offices have been established at Cain Road, off McNab Street, Penrose, and the first contracts have been secured.

The company is concerned initially with the designing, fabrication, installation and servicing of automatic fire sprinkler systems, carbon dioxide system, and fixed water fog and water spray systems. The whole of the plant was installed by Bruce Rose, from the Australian company. He subsequently returned to Australia but recently came back here to start fabricating for the first contract.

Directors of Reliance are S. W. Thorpe and N. R. Dowling of Sydney, representing the Australian interests, and H. F. Molony and K. G. Fraser, representing Fletchers. Manager is B. Higgins, who was previously with the Australian company.

Stuart Thorpe, besides being a director of American Automatic (which, in fact, is 75% Australian owned), is also a director of Ampol and of Protector Industries. Noel Dowling is also a director of American Automatic and other Australian companies and has had 20 years' association with the sprinkler industry. Harry Molony is Secretary of Fletcher Holdings and George Fraser is Managing Director of Fletcher Group Services.

The Australian company is a leader in its field and operates in all the Australian States. It has a staff of about 350 and has recently secured some of the biggest contracts ever let for fire fighting equipment. These were for the installation of systems in the Queensland bulk sugar terminals — contracts worth some £250,000.

The New Zealand company has already secured the contract for Tokanui psychiatric hospital.



**C**ONSTRUCTION of Fletcher Trust's 20-acre shopping centre at Pakuranga is well advanced. It will open in September and will have two department stores (Farmers and George Court) of 42,000 sq. ft. and 16,000 sq. ft. respectively, a chain store (Woolworths) of 20,000 sq. ft., a supermarket (Foodtown) of 20,000 sq. ft. and 42 smaller shops of from 350 sq. ft. to 4,500 sq. ft.

The photograph at the top of the page shows progress with Foodtown's building at the beginning of February when building was virtually complete, ready for fitting out. Foodtown will open in May.

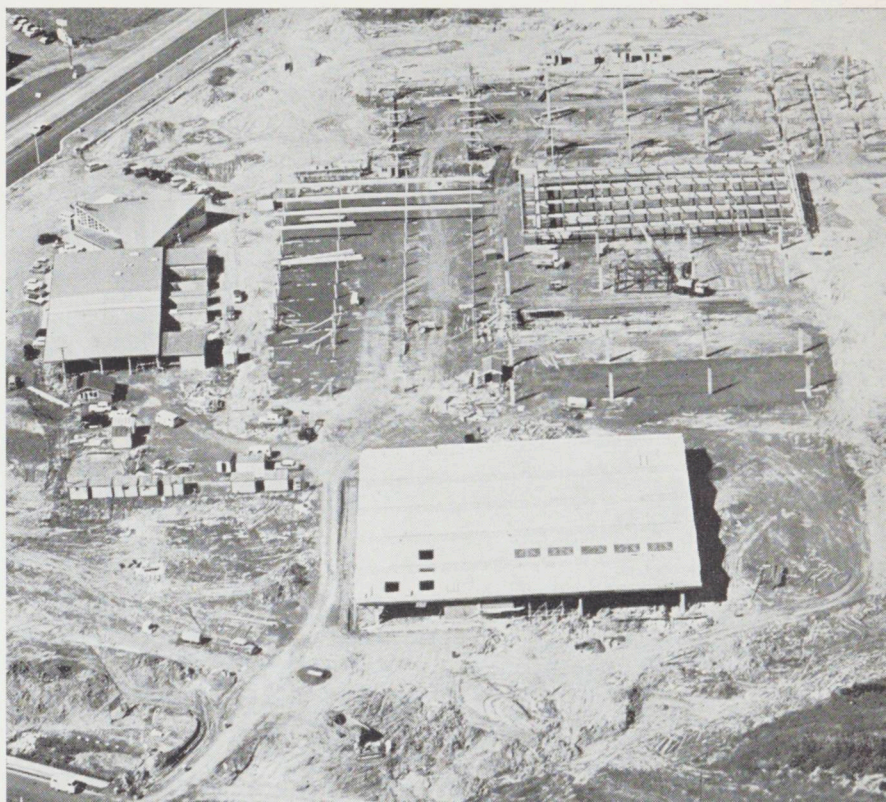
Farmers' store at Pakuranga Town Centre will be the biggest suburban store in New Zealand and Woolworth's store will be the biggest of Woolworth's suburban shops.

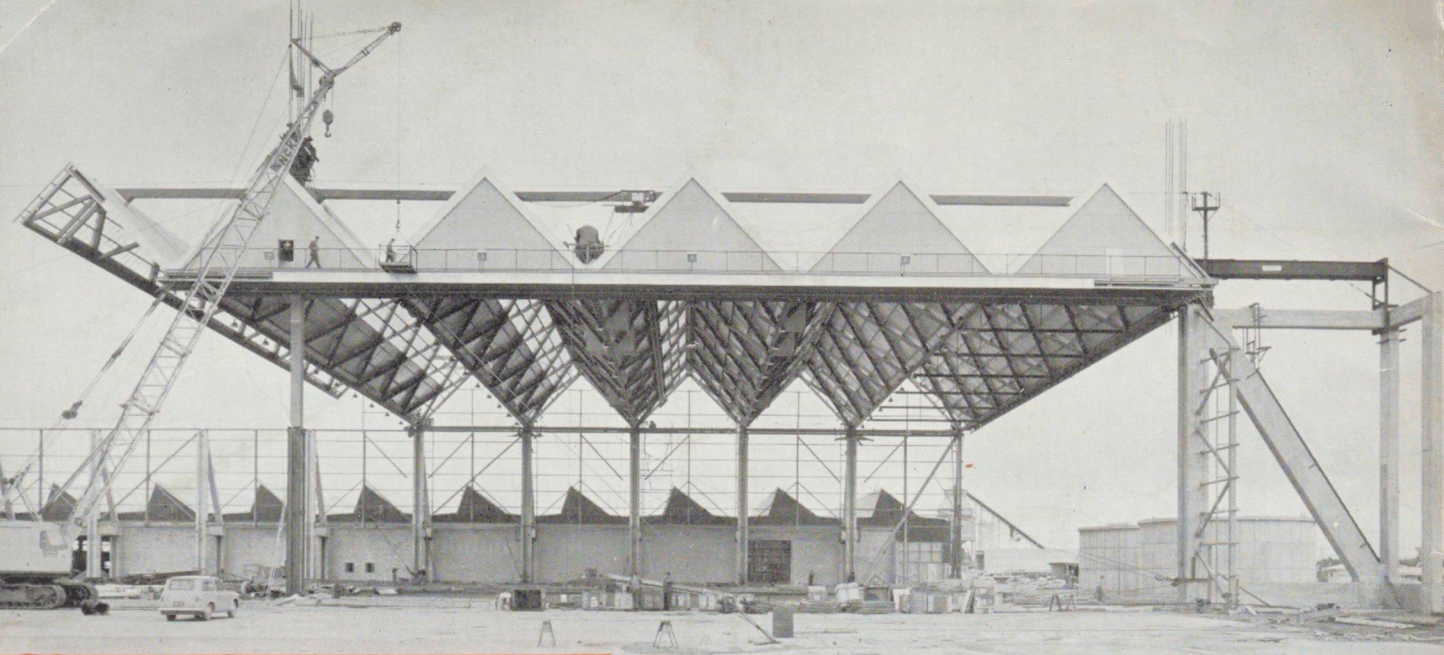
Work on the car park, which will provide free parking for 1000 cars, had reached the stage of kerbing and channelling by the beginning of February.

Kingston, Reynolds, Thom and Allardice are the architects for the project and Fletcher Construction are the builders.

The aerial photograph (right) by Whites Aviation gives an overall picture of the centre as it looked in mid-summer. The roofed buildings on the left are the existing shops with the extension (nearest the camera) for the Post Office. In the centre foreground, virtually complete, is Foodtown Supermarket. Behind it on the left are the foundations and columns for two of the blocks of smaller shops, and to the right of these, the other two blocks of small shops which flank Woolworth's and George Court's. The foundations and columns farthest from the camera are those of the Farmers' Trading Company building.

PROGRESS AT  **PAKURANGA**  
TOWN CENTRE





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