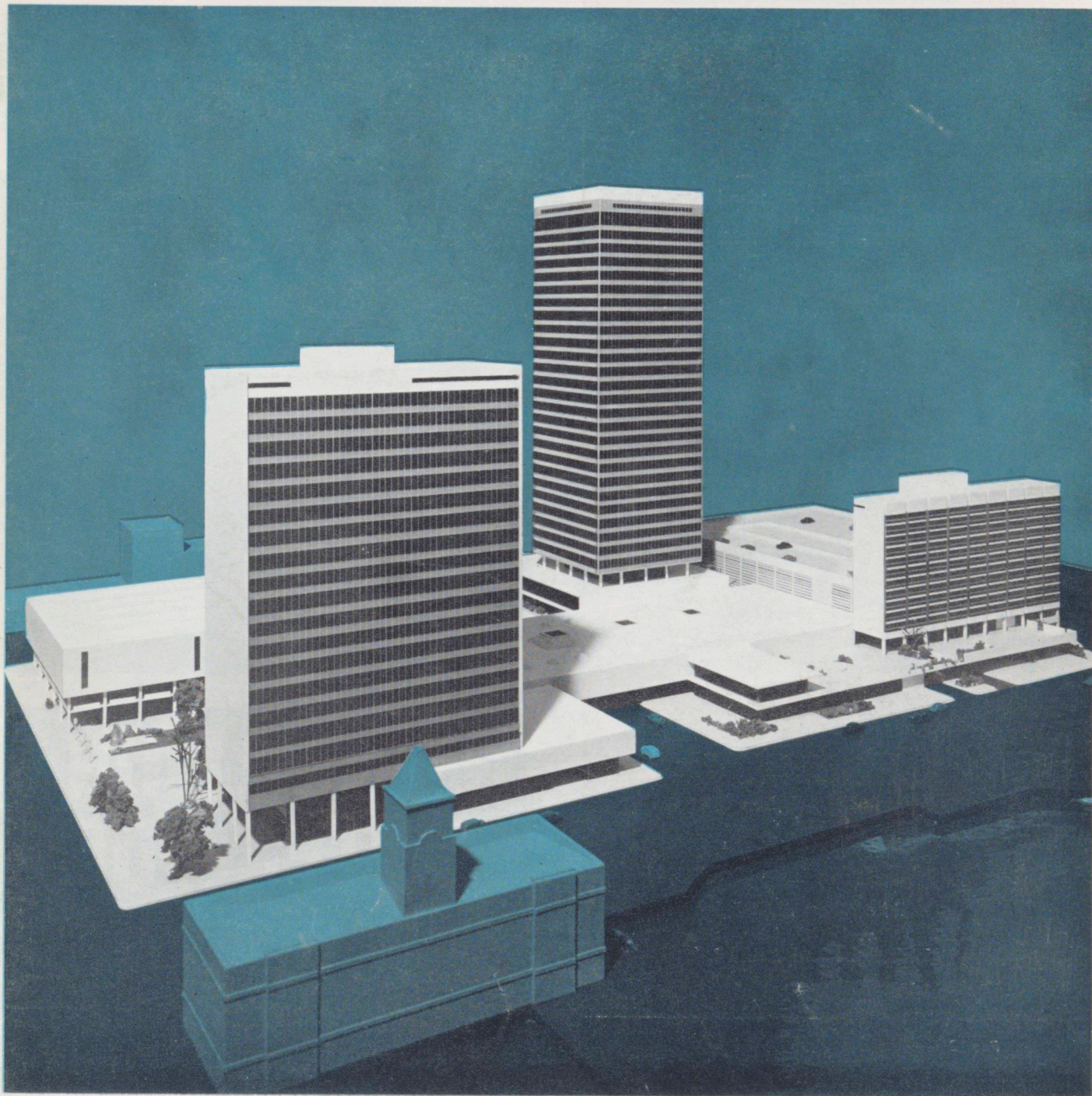
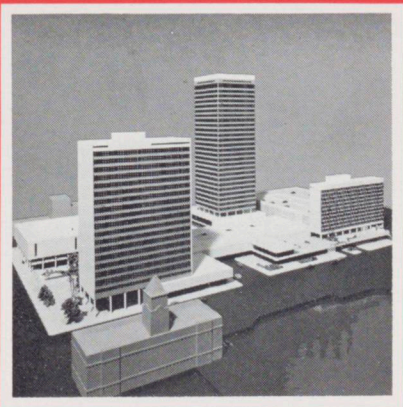


Winter 1966

# arrowhead

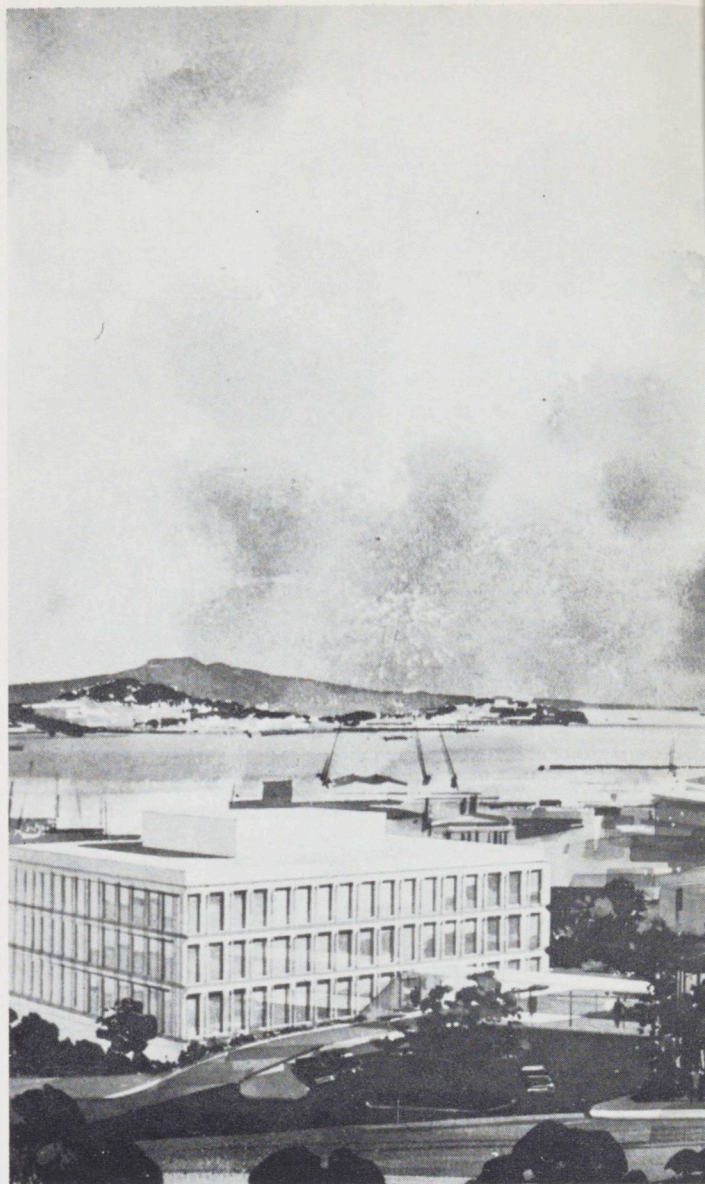






**Cover Illustration:**  
A model of the Auckland Harbour Board's redevelopment scheme — see pages 15-18.

**Arrowhead  
House Magazine  
of the  
Fletcher Organisation  
produced by the  
Public Relations  
and  
Advertising Division  
of  
Fletcher Group Services  
Private Bag, Auckland  
and printed by  
Whitcombe and Tombs Ltd.**



**£2 MILLION  
HOTEL FOR  
AUCKLAND**





AUCKLAND'S shortage of hotel accommodation suitable for overseas visitors will be considerably eased on the completion of the new Intercontinental Hotel. This hotel, for which Fletcher Construction was awarded the contract, is of 14 storeys and will contain 350 rooms.

Excavation work on the 2½ acre site in Princes Street had already been completed when the contract was let in February. The car park and other facilities are included in the contract.

The hotel will be one of the chain of Pacific Intercontinental Hotels, a subsidiary of Pan American Airways.

Engineering and construction management is under the control of the Bechtel Pacific Corporation, whose Resident Manager is B. Shriver. Architects and Engineers are Welton and Becket, of Los Angeles. Fletcher Construction contract manager is W. T. Anderson, site superintendent is J. Hill and administrative assistant is I. Irvine.

A quick start was made on the building and the photograph of Sir James Fletcher, Chairman of Fletcher Holdings, visiting the site the day before his 80th birthday (see also page 14) was taken only a month after the contract was let.





# MODERN BUILDING TECHNIQUES (1)

## B.N.Z. Computer Centre Auckland

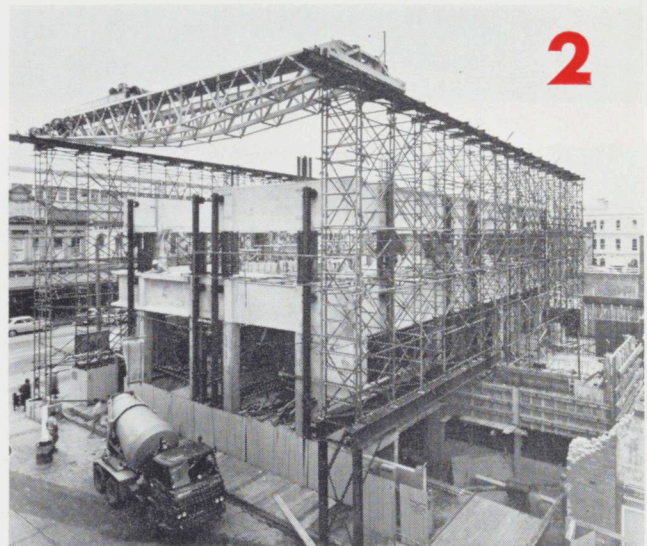
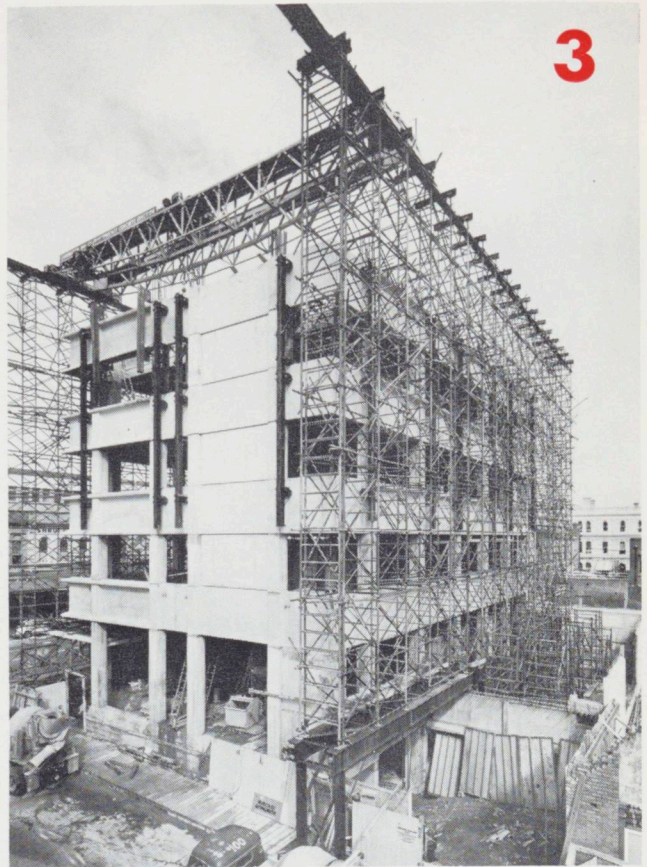
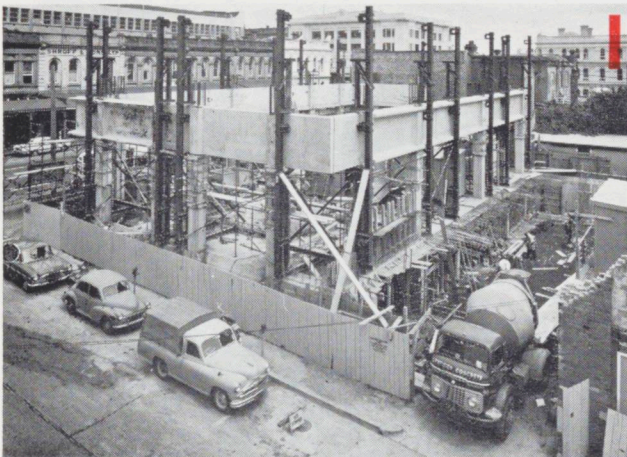
A RELATIVELY new concept has been employed in the construction of the Bank of New Zealand's Computer Centre in Victoria Street, Auckland, with most of the component parts manufactured off site. Pre-cast spandrels and floor planks which constitute 80% of the main structure were manufactured by B & B Concrete Limited and transported to the job. The only cast in-situ concrete is that placed to columns, stair entries and openings.

The placing of the pre-cast units was achieved by using a fabricated gantry. The illustrations on these pages show various stages in erection.

The principal advantage of this method is the speed of erection compared with more conventional structures, and was necessary because of the extremely short period allowed for construction. The completion date in this case is governed by the changeover to decimal currency in July 1967. The hand-over of the contract will be in two stages the first of which is scheduled for 15 September 1966 when three floors are to be available for the installation of computers. This will allow the bank a six month test period operating on both sterling and decimal currency to iron out difficulties prior to the changeover.

Despite the extremely tight programming necessary on this job, the project has been kept well ahead of schedule.

Engineers and architects are Kings on Reynolds Thom & Allardice. Supervising Engineer is L. Bedford. Fletcher Construction's contract manager is W. T. Anderson and foreman T. Dudson.













THE Nelson division of Fletcher's South Island merchandising company (Butler Bros. Limited) recently moved from its city site to new modern premises and spacious timber yard at Tahunanui, near the airport — shown opposite. The former city site of the division is being developed by Fletcher Trust as a shopping centre.

The division, which continues to trade under the name of the old-established family business, J. D. & L. Robertson, merchandises timber, joinery, builders' supplies and hardware and engages in building contracting.

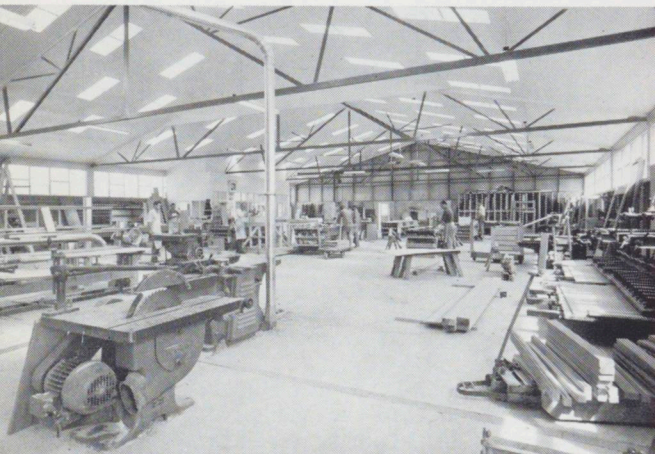
The Robertson link with the building industry in Nelson spans a period of 112 years.

James Robertson left Burnt Island, Scotland, for New Zealand in 1854 to settle in Nelson where he established a workshop.

He died in 1897 and the following year four of his sons bought property in lower Hardy Street where they began business as builders under the name of Robertson Bros. Ltd. In 1902 the premises in Hardy Street were destroyed



**At the official opening:** From left: H. J. Robertson, D. N. Strawbridge, J. C. Fletcher and S. A. Whitehead.



**Above:** Robertsons' new joinery factory.

# J.D.&L. Robertson new premises for Nelson merchants

by fire, but were immediately re-built and the business carried on.

By 1931 J. D. Robertson was the only surviving brother of the business and he joined forces with Len Robertson (who was no relation) and the business was re-organised as J. D. & L. Robertson Limited. After J. D. Robertson died in 1943 — his partner having died earlier — the business was continued by J. D.'s two sons — Harold J. Robertson, who became managing director of the firm, and Alec Robertson as director and works manager. The two brothers retired in 1961 and 1963 respectively.

The company was sold to the Fletcher Organisation in 1961.

More than 200 guests attended the official opening, which was performed by H. J. Robertson. Other speakers were the Mayor of Nelson (D. N. Strawbridge), and the Member of Parliament for Nelson (S. A. Whitehead). The Managing Director of Fletcher Holdings (J. C. Fletcher) welcomed the guests. Photographs on this page were taken at the official opening.



**Left:** A. Robertson and H. J. Robertson.

**Below:** D. W. Jowett (Managing Director of Butler Bros.), B. V. McMullan (Manager of Robertsons), J. S. Fletcher (Director, Fletcher Holdings), Hugh Fletcher (son of J. C. Fletcher) and J. C. Fletcher.







## branches of Fletcher Merchants

IN pursuance of its policy of establishing new branches in locations where they can give a more convenient service to builder clients, Fletcher Merchants have added a new outlet to their North Island complex. The new branch is at Papakura (above).

The Papakura branch, which consists of an impressive hardware and builders' supplies store and a large timber yard is on the Great South Road near Takanini and replaces the earlier-established branch at Papatoetoe, which has been closed because the area has largely been built up. The buildings were designed by Fletcher Group Services and built by Fletcher Construction.

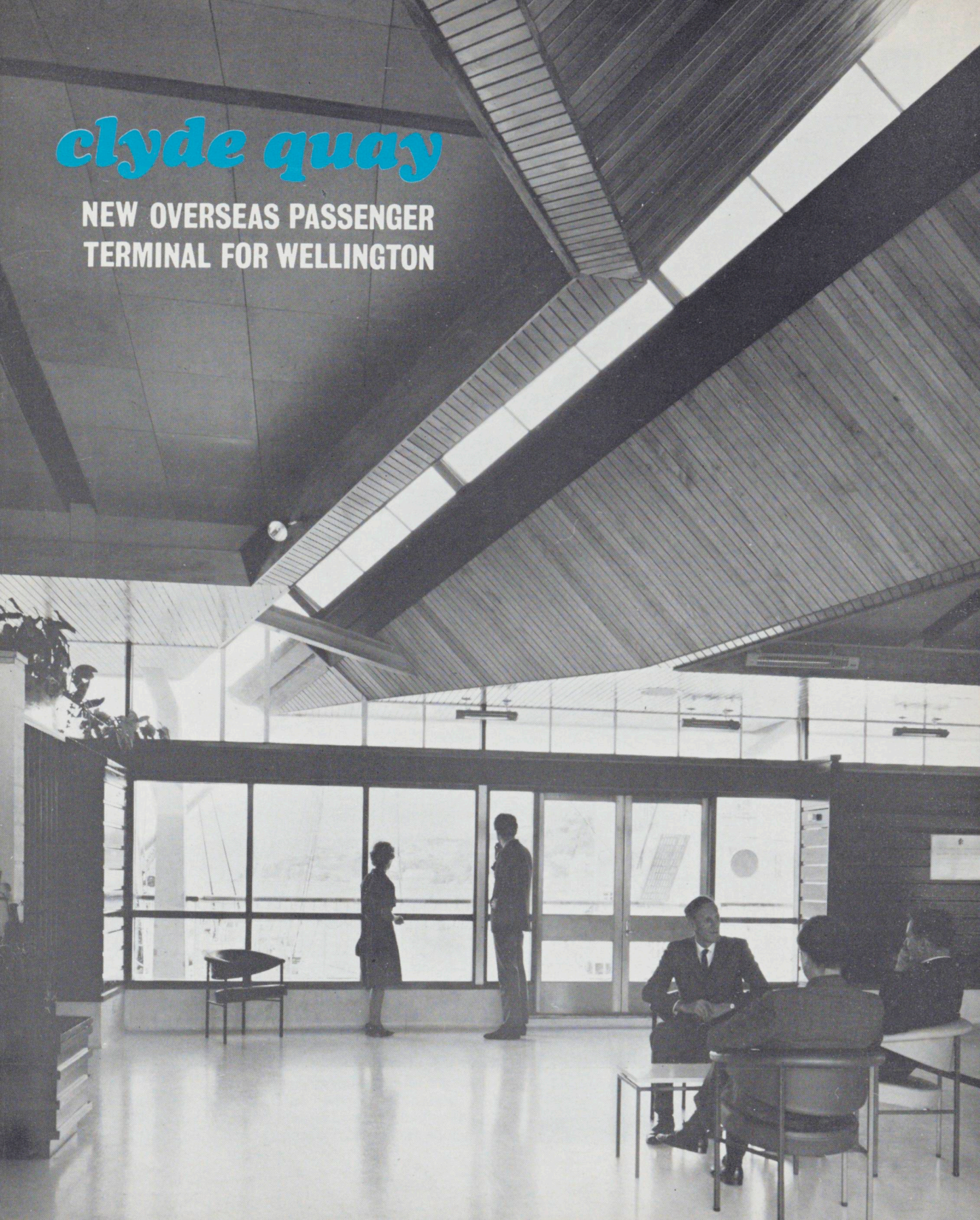
Below is shown the Upper Hutt branch, which is also on a main road site and serves an important and growing district in the Wellington area. It was completed two years ago.



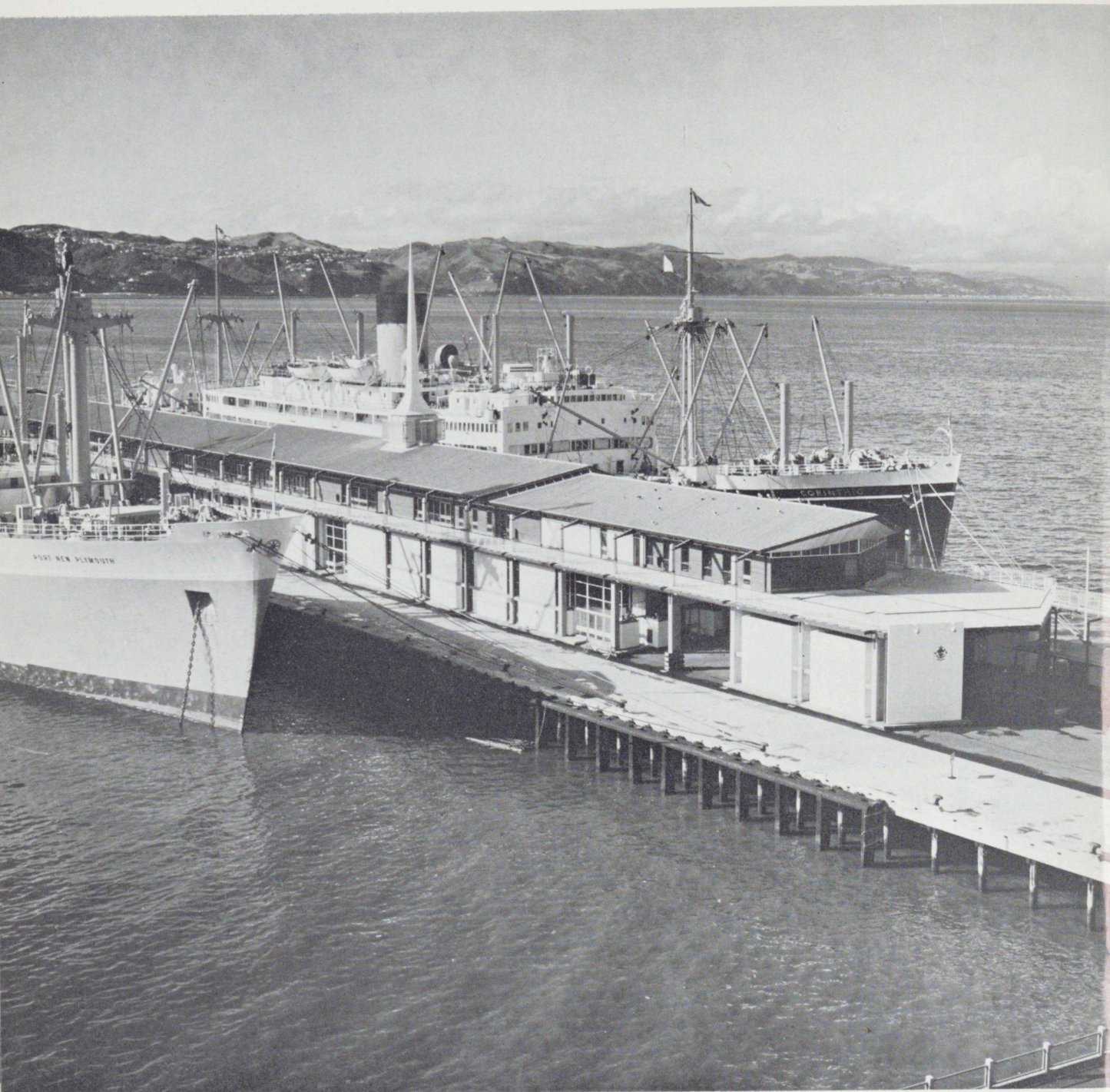


*clyde quay*

NEW OVERSEAS PASSENGER  
TERMINAL FOR WELLINGTON











## clyde quay

OVERSEAS passenger facilities at the Capital's port have been greatly improved by two recently completed projects.

Photographs on these pages and the preceding page illustrate the new marine overseas passenger terminal building at Wellington recently completed by Fletcher Construction. The building is of particular interest in that the entire frame is of precast concrete. Architects for the terminal building were Morton Calder Fowler and Styles and design engineers Holgate and Rees in association with Powell Fenwick and Andrews. Fletcher Construction's foreman for the project was E. Adam.

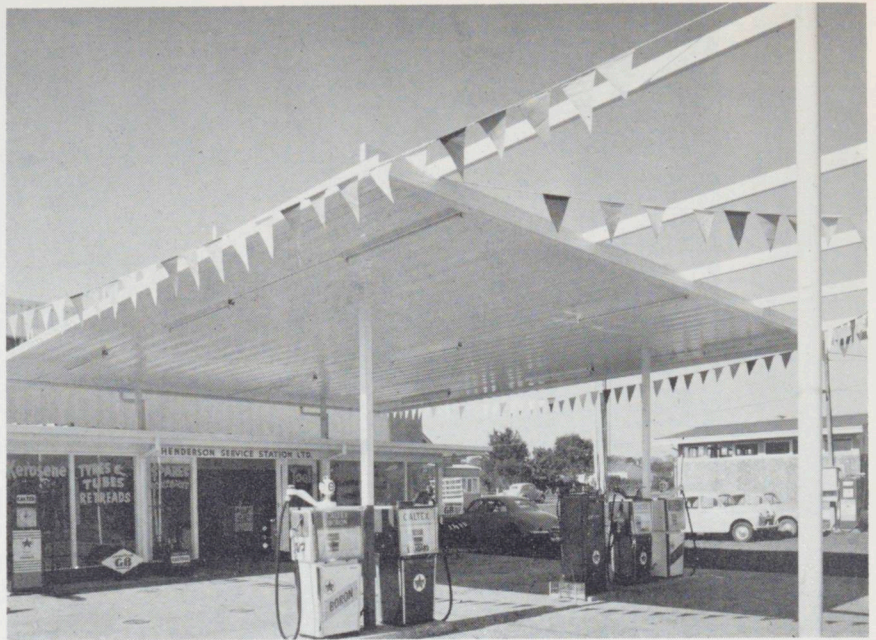
Prior to the construction of the terminal, Fletcher Construction carried out a separate contract involving the extension and widening of the quay to accommodate the large passenger vessels berthing at the terminal. The £300,000 extensions incorporated timber substructure and a concrete deck. Design for the extension was carried out by the Wellington Harbour Board. Fletcher Construction's foreman was R. C. Carr.

G. T. Searchfield was responsible for the management of both the wharf extensions and passenger terminal contracts with plant management and other assistance from W. J. Vivian.





# Fletcher products in use

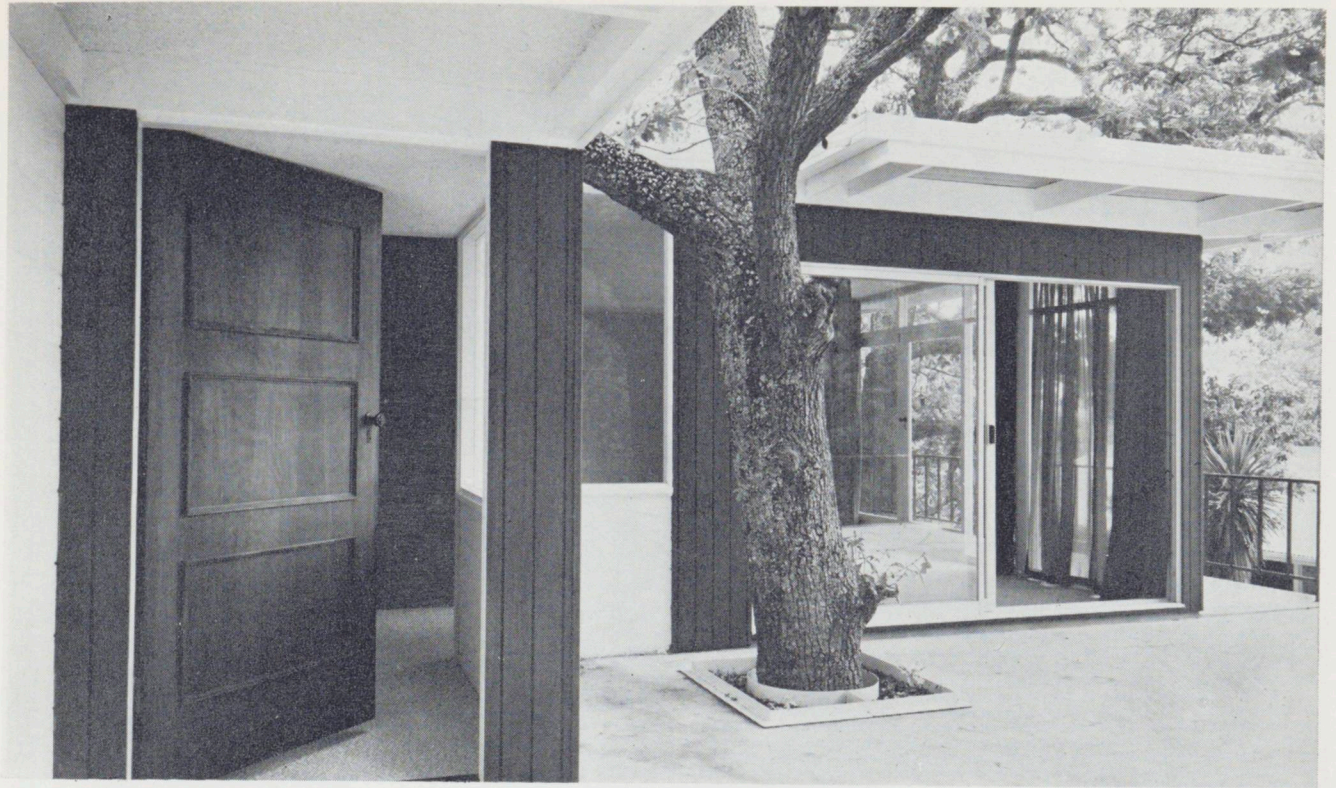


A striking application of Brownbuilt at Henderson Service Station, Auckland. The supports are on top of the roof instead of underneath it to give a smart clean line to the visible ceiling.

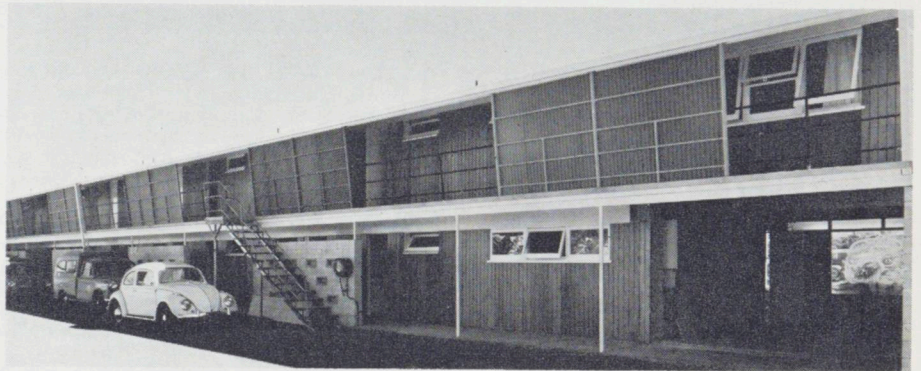
Plycopyne particle board has been receiving good publicity. As the photograph illustrates, a Plycopyne floor was used for the South Pacific Ballroom Dancing Championships in Christchurch, which were telecast.







One of the most appealing applications of Ranch Pattern Plyco Panelling, a five-ply exterior plywood sheathing introduced last year by Fletcher Industries, is in this block of flats in Victoria Avenue, Remuera, Auckland (above), owned by Mr. and Mrs. Magnus Lennie. Roof is of Brown-built. Another recent application of Ranch Pattern was in the newly completed Milford Marina Motel (right) at Milford, Auckland.



Miss Plylite I, which incorporates Fletcher Industries' Plyco marine plywood in its construction, was the winner of the 100 mile powerboat race at Auckland.





## WORK AS USUAL

**Above:** WITH THE BOARD OF FLETCHER HOLDINGS. Seated, from left are: K. O. Brown (of Sydney), E. H. Rhodes, Sir James, L. J. Stevens (Deputy Chairman), R. G. Stark. Standing: J. C. Fletcher (Managing), B. H. Ames (alternate for Sir James Vernon, Sydney), J. S. Fletcher and H. F. Molony (Secretary).

**Below:** READY TO BOARD THE CESSNA. From left: J. Ferrier (co-pilot), Stanley Heeson, O.B.E. (Secretary, British Sailors' Society), Sir James, The Rev. J. Gilman Dunn, O.B.E. (New Zealand Secretary, British Sailors' Society) and P. Duggan Smith (Chief Pilot).

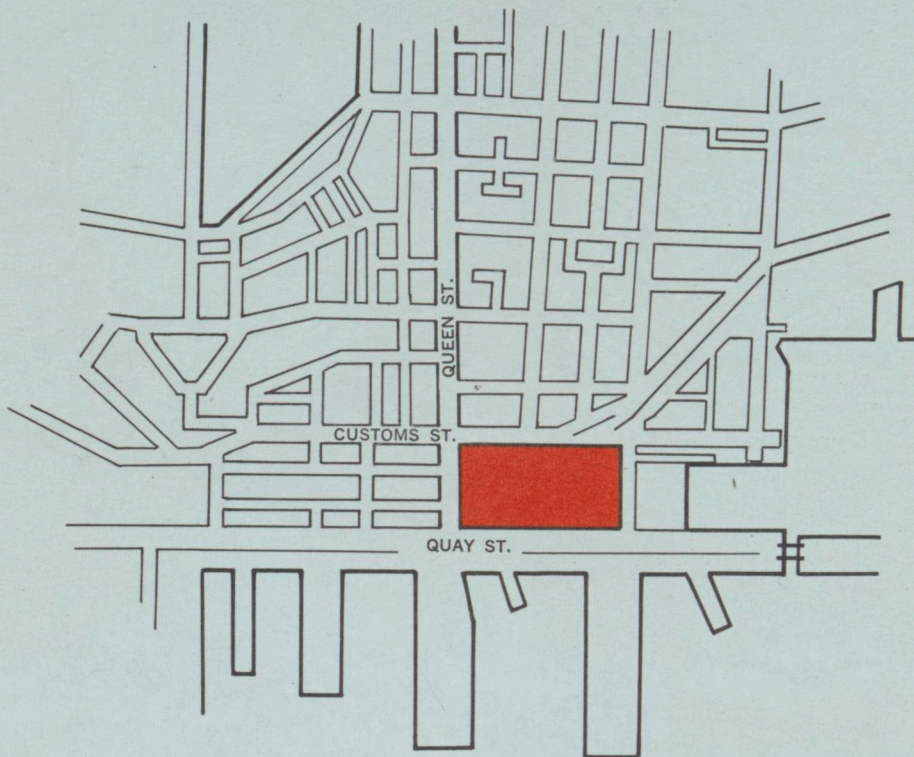
THE last issue of Arrowhead was published on the 80th birthday of the Chairman of Fletcher Holdings and founder of the Fletcher Organisation, Sir James Fletcher. On this page and page 9, we show some of the activities of Sir James on or around his birthday.

On his birthday, Sir James presided over a meeting of Fletcher Holdings Board. The previous day the *Auckland Star* — for a birthday story — photographed him looking at the foundations of the Intercontinental Hotel (see illustration page 9) and a few days later Sir James took off in Fletcher's Cessna with two officers of the British Sailors' Society — he is honorary treasurer of the Auckland branch. The party was visiting Mount Maunganui on the Society's business.





# downtown development



Fletcher Trust are members of the consortium — Mainline-Dillingham-Fletcher — which has successfully tendered for the Auckland Harbour Board downtown redevelopment scheme. The total estimated cost of the scheme is £18 million and the project is planned to be completed over a seven to ten-year period. Site clearing is expected to begin next Spring.

The consortium is made up of Dillingham Constructions Pty. Ltd., of Melbourne, Australian affiliate of the Dillingham Corporation of Honolulu, Hawaii; Mainline Constructions Pty. Ltd., of Sydney; and Fletcher Trust.

Mainline and Dillingham are already operating together in a consortium in Sydney, where they are currently erecting the 27-storey Goldfield House project at Sydney Cove at a cost of £5.2 million.

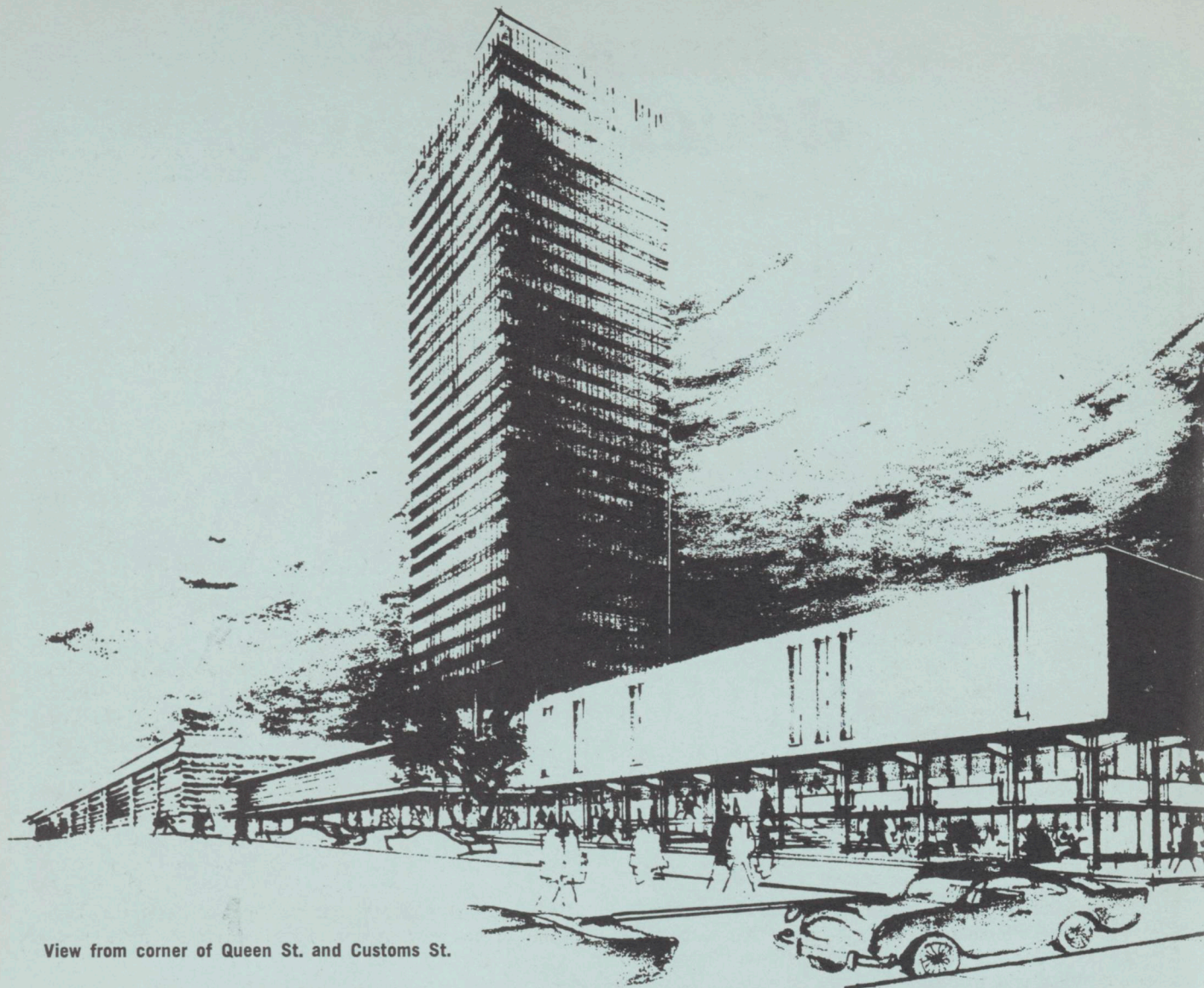
Dillingham Corporation is associated with major development projects in many countries, including its own world-renowned Ala Moana shopping centre in Honolulu, and the 43-storey Wells-Fargo building in San Francisco.

Dillingham Corporation, through its Australian affiliates, has current construction contracts in Australia in excess of \$70,000,000.

Fletcher Trust has been responsible for many major land and property developments in New Zealand. Its projects include Pakuranga Town Centre, industrial estates and residential developments in Auckland, Wellington and Christchurch, and important office buildings in Auckland. Besides operations in the main centres, Fletcher Trust has projects completed or planned in Whangarei, Nelson and Blenheim. Current projects include high-rise flats in Auckland, a large prestige office building in Wellington, shopping centres in Wellington, Nelson and Christchurch and industrial and residential developments in Auckland, Wellington and Christchurch.

The joint-venture companies have appointed the Sydney-based architects, Peddle, Thorp and Walker, who have prepared the plans and specifications submitted with the successful tender. Rankine & Hill, of Auckland, are the consulting engineers.





View from corner of Queen St. and Customs St.

The proposal aims at transforming the present declining area between Queen Street, Hobson Street, Lower Customs Street West and Quay Street into a prestige office and high-class shopping area. The design features a podium generally two-storeys high and consisting of shops and other commercial premises covering the major portion of the site. From this platform will rise two office towers and a 13-storey motor hotel. Two buildings of medium height, namely a 4-storey department store at the corner of Queen and Customs Street West, and a multi-level parking garage at the corner of Customs Street West and Hobson Street, form the balance of the development.

The high-rise buildings are well set back from the

street frontages and staggered on the plan to form an interesting silhouette and avoid the appearance of a solid wall from the harbour. A large public square "Queen Square" will be provided opposite the Central Post Office in compensation for the closing of Little Queen and Sturdee Streets.

The main mall of the shopping centre forming part of the development, will bridge across Lower Albert Street and thereby unify the site and solve the present traffic confusion between motor cars and pedestrians. The covered space in Lower Albert Street below the mall will provide sheltered waiting space for bus passengers.



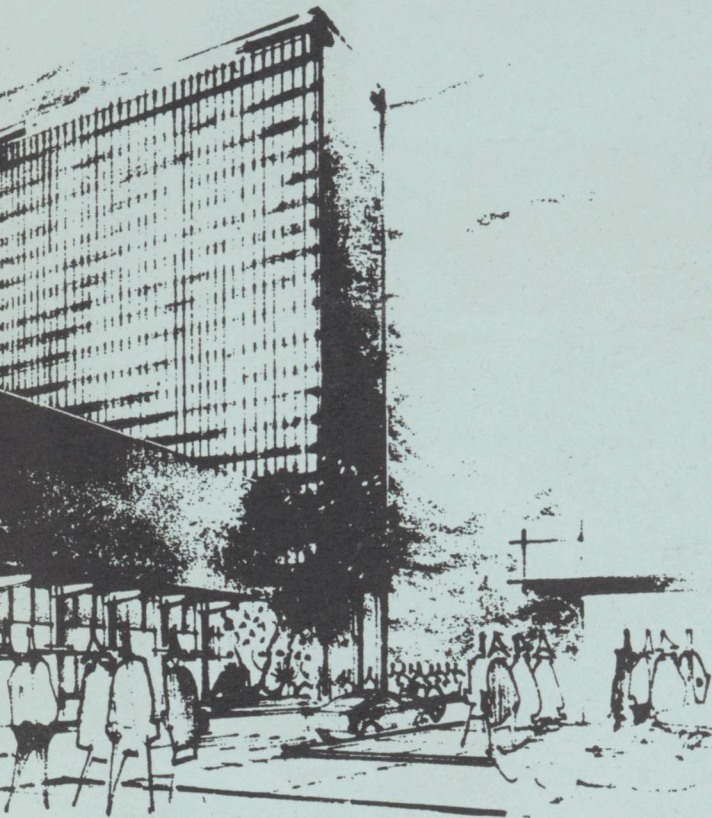
Particular attention has been paid in the design to the creation of a pleasant atmosphere in the shopping centre and generally in and around the buildings. The existing pavements will be widened and colonnaded around most of the perimeter of the buildings; open spaces and shopping malls will be landscaped and trees planted where desirable. The public will have access to portions of the roof deck over the podium, from where there are panoramic views over the harbour.

The office block at the corner of Queen and Quay Streets, which will be constructed during the first stage of the development, will contain 18 storeys of air-conditioned prestige office accommodation above two levels of commercial accommodation. Air conditioning and other plant will be housed in a partial basement, as well as at roof level.

A motor hotel of international standards will also form part of the first stage. It will be situated at the north-west corner of the site and will have 11 floors of bedrooms, all with private bathrooms, above two floors of public rooms. The total bedroom accommodation will be 196 bedrooms. A swimming pool, accessible from a landscaped roof terrace at first-floor level, will be an added attraction. Ample covered parking facilities for guests will be provided.

A further building included in the initial stage will be an airline terminal. This mainly single-storey building will be at the corner of Quay and Lower Albert Streets. The terminal will be planned along up-to-date lines and will, in addition to a combined booking hall and lounge, contain luggage facilities and a coffee shop. Airline buses will stop under cover to pick up and set down passengers.

The parking station, at the corner of Hobson Street and Customs Street West, will provide parking for 1,524 cars on seven levels. A feature will be a parcel pick-up station for the convenience of shoppers. Two lifts will connect this parking station to the main shopping mall.



Perspective of Main Shopping Mall.

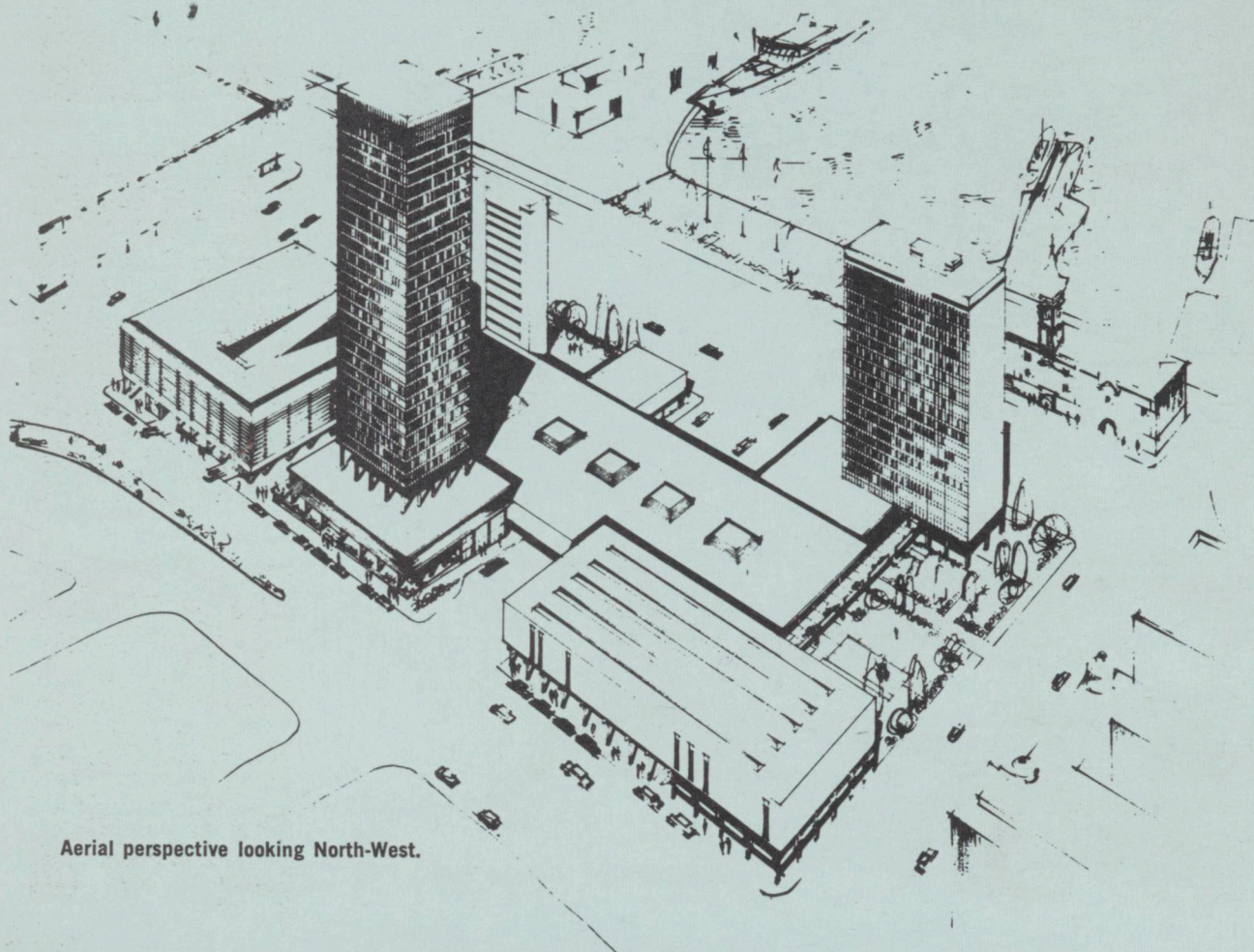
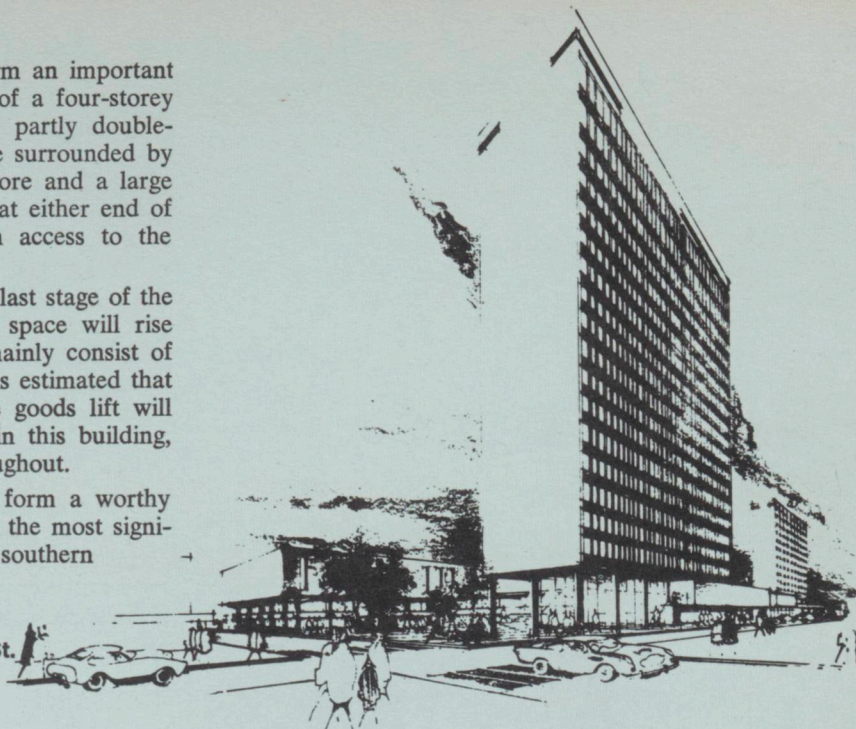


The shopping centre, which will form an important part of the development, will consist of a four-storey department store and a partly single, partly double-storey shopping mall. The mall will be surrounded by a supermarket, a junior department store and a large number of specialty shops. Escalators at either end of the mall will provide easy pedestrian access to the upper shopping level.

A further office tower will form the last stage of the development. Its 28 storeys of office space will rise from a 3-storey podium, which will mainly consist of banking premises and a restaurant. It is estimated that 10 high-speed passenger lifts and one goods lift will be needed for vertical transportation in this building, which will also be air-conditioned throughout.

The planned building complex will form a worthy gateway to Auckland and is said to be the most significant urban renewal project of the southern hemisphere.

View from corner of Queen St. and Quay St.



Aerial perspective looking North-West.





F. Brown (left), who after many years with Fletcher Hardware became Manager of Fletcher Merchants, when it absorbed the North Island hardware units, has been appointed Sales Director of The Fletcher Plastics Company Limited, manufacturers of Nairnfloor vinyl flooring and Lionide leathercloth.

N. J. Mahoney (right) formerly South Island Area Accountant of Fletcher Industries, has been appointed Secretary of that company and is now stationed at head office, Auckland.



## some senior appointments

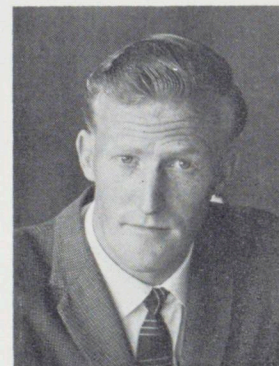
WHILE the majority of staff movements, promotions, appointments and retirements will be reported in 'Fletcher Staff', our internal house magazine, it is realised that some of the more senior changes are not only of interest within the company, but also to many of our associates outside the Group who are regular readers of Arrowhead. Seven recent appointments to six of our companies are reported here.



K. K. M. Barton (above right) who has been appointed Area Manager of Fletcher Construction at Christchurch. He joined Fletcher Construction in Dunedin in 1943 and was later in Sydney before returning to Auckland in 1962 as a Contracts Manager.



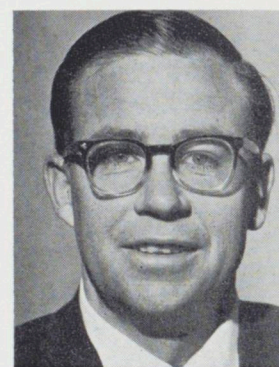
A. B. Downey (left) who has been appointed Assistant Managing Director of Butler Bros., was formerly Assistant General Manager of Hutt Timber and Hardware Company Limited, which he joined in 1955. At the time of his appointment he was an affiliate member of the N.Z. Institute of Foresters, an executive member of the Auckland Timber Merchants' Association, executive member of the Council of the Building Industry, Auckland, and a member of the Price Committee and the Management Accounting Committee of the New Zealand Timber Merchants' Federation.



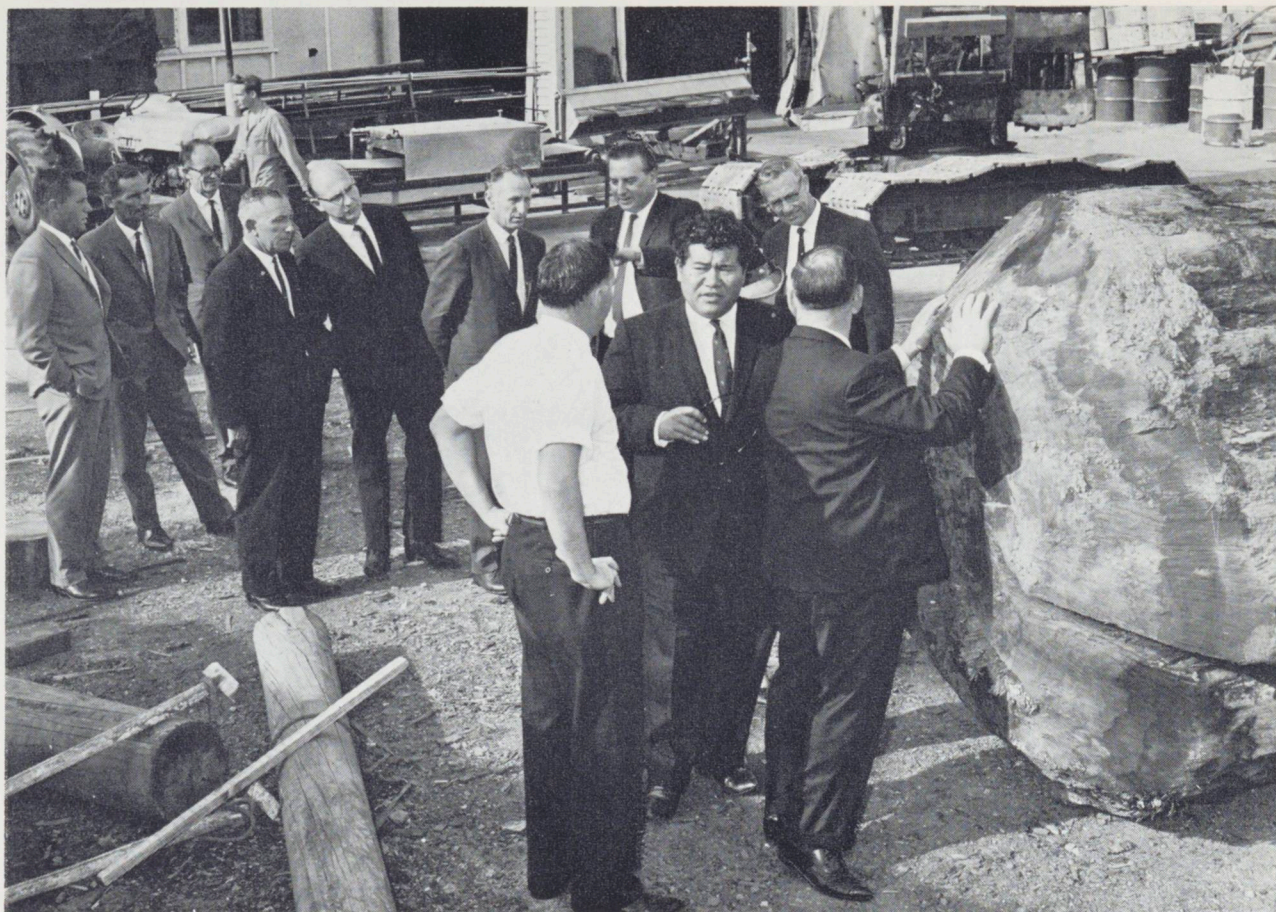
A. E. Lawry (above right), who was formerly Processing Manager for Fletcher Timber at Rotorua and more recently General Manager of Butler Timber, Christchurch, has been appointed Northern Regional Manager of Fletcher Merchants.



W. J. Reidy (left), formerly Northern Regional Manager, Fletcher Steel, has been appointed General Operations Manager and B. W. Gollan (right), Chief Purchasing Officer and Assistant to the Managing Director, has been appointed General Marketing Manager of Fletcher Steel.







## M.P.'s AT PENROSE

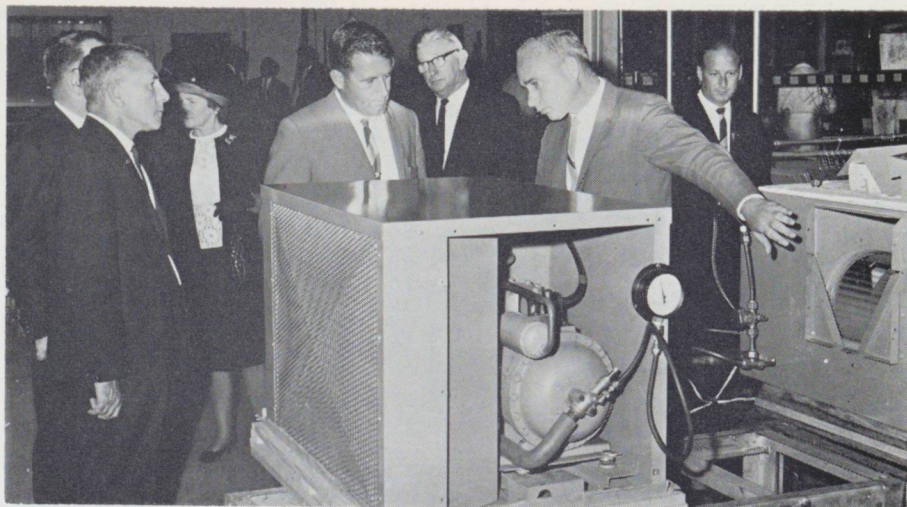


A PARTY of Labour Members of Parliament recently visited Penrose to view some of our operations and interests and have an informal talk with directors and senior executives. The party consisted of Mrs. E. E. McMillan (Dunedin), S. A. Whitehead (Nelson), N. J. King (Waitemata), C. J. Moyle (Manukau), M. Rata (Northern Maori), A. J. Faulkner (Mount Roskill), W. W. Freer (Mount Albert), and F. B. Knipe (candidate for Rotorua).

The party visited Fletcher Industries' plywood, door, Duroid and Brownbuilt factories, Fletcher Mechanical Services' workshop and the Muzak unit at Penrose, Southdown Industrial Estate and Shopping Centre and Pakuranga Town Centre.



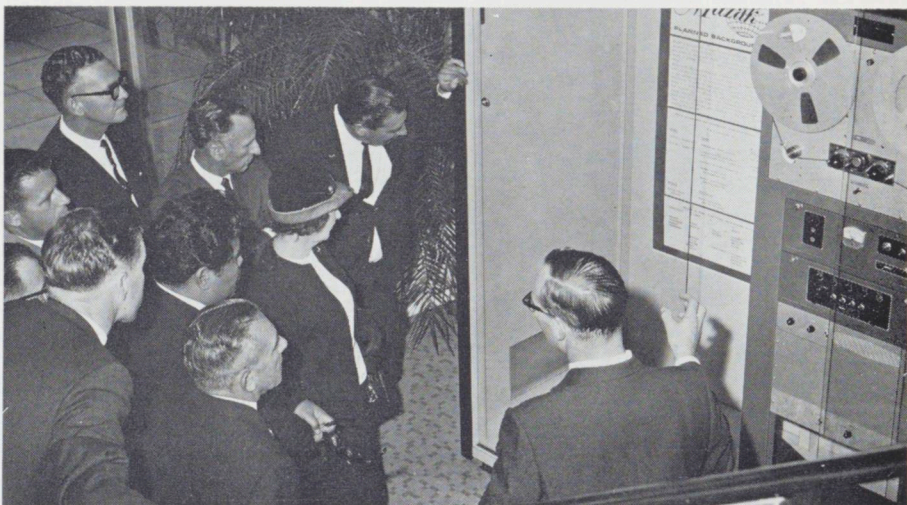
IN THE LOG YARD OF THE PLYWOOD FACTORY (**Opposite page — top**): Along the back from left: C. J. Moyle, B. A. Henry (Director, Fletcher Industries), P. A. Matthews (Public Relations Manager, Fletcher Group Services), N. J. King, R. H. Hopgood (Managing Director, Fletcher Industries), W. W. Freer, F. B. Knipe, Dr. J. S. Watt (Chairman, Fletcher Industries). In the foreground, the factory manager (H. D. C. Timanus) in discussion with M. Rata, while S. A. Whitehead checks a point with Dr. Watt. **Bottom**: The same group watching a log being cut ready for the steam vats.



IN MECHANICAL SERVICES WORKSHOP: The General Manager of Fletcher Mechanical Services, W. J. Wilkinson (on right), explains a Carrier Air Conditioning plant to N. J. King, S. A. Whitehead (partly obscured) and C. J. Moyle. In the background are Mrs. McMillan, T. Kerr (Fletcher Mechanical Services Contracting Manager) and L. R. Everingham (Fletcher Group Services).



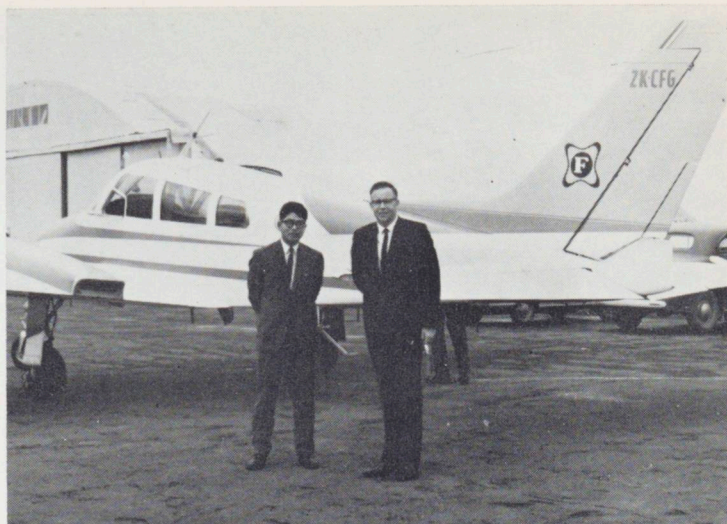
INSPECTING A HONEY-COMB CORE IN THE DOOR FACTORY: From left: M. Rata, R. H. Hopgood, S. A. Whitehead, B. A. Henry and C. J. Moyle.



MUZAK FUNCTIONAL BACKGROUND MUSIC is explained to the visitors by D. R. Richardson, Sales Engineer of Planned Music Services, a division of Fletcher Construction. From this unit at Penrose, the music, scientifically arranged, orchestrated and taped in New York, is piped by P. & T. landlines to clients in the Auckland area. These include banks, shops, motels, factories and offices.



# SPECIALISED LINES FROM JAPAN



# STEEL FOR INDUSTRY

**A**LTHOUGH Fletcher Steel are widely known as suppliers of structural and reinforcing steel it is not generally appreciated that a major part of the company's business relates to the supply of specialised steels for industry.

In support of sales of special steel products required by New Zealand manufacturers for such end uses as domestic appliances, hardware and machinery a number of Japanese steel company representatives have visited New Zealand in recent months. Fletcher Steel executives accompanied the Japanese visitors on a tour of manufacturing plants utilising Japanese steel products marketed through Fletcher Steel.

Two of the Wellington plants visited were the factories of Zip Industries Limited, manufacturers of electric appliances, and Steelcase Engineering Limited, manufacturers of shelving, partitioning and office furniture. Zip Industries who up until 1956 manufactured only a limited range of water-heating systems have, in ten years, expanded to become New Zealand's largest manufacturer of smaller type electrical appliances and now produce over 30 different lines.

A high percentage of the steel content in Zip products is Japanese flat rolled steel products. Steelcase Engineering are large users of Japanese steel sheet in a variety of gauges.



**Left:** Keiichi Kido, Manager, Production Department, Fuji Iron and Steel Company with the General Manager, Steelcase Engineering Company Limited (D. H. Whit-cher).

**Below:** K. Kido, R. K. Mair, Fletcher Steel, Wellington, M. Tatatara, Mitsubishi Shoji Kaisha Limited, Tokyo, D. MacQuarie, Design Engineer, Zip Industries Limited, Lower Hutt and H. Lane, Purchasing Officer, Zip Industries.





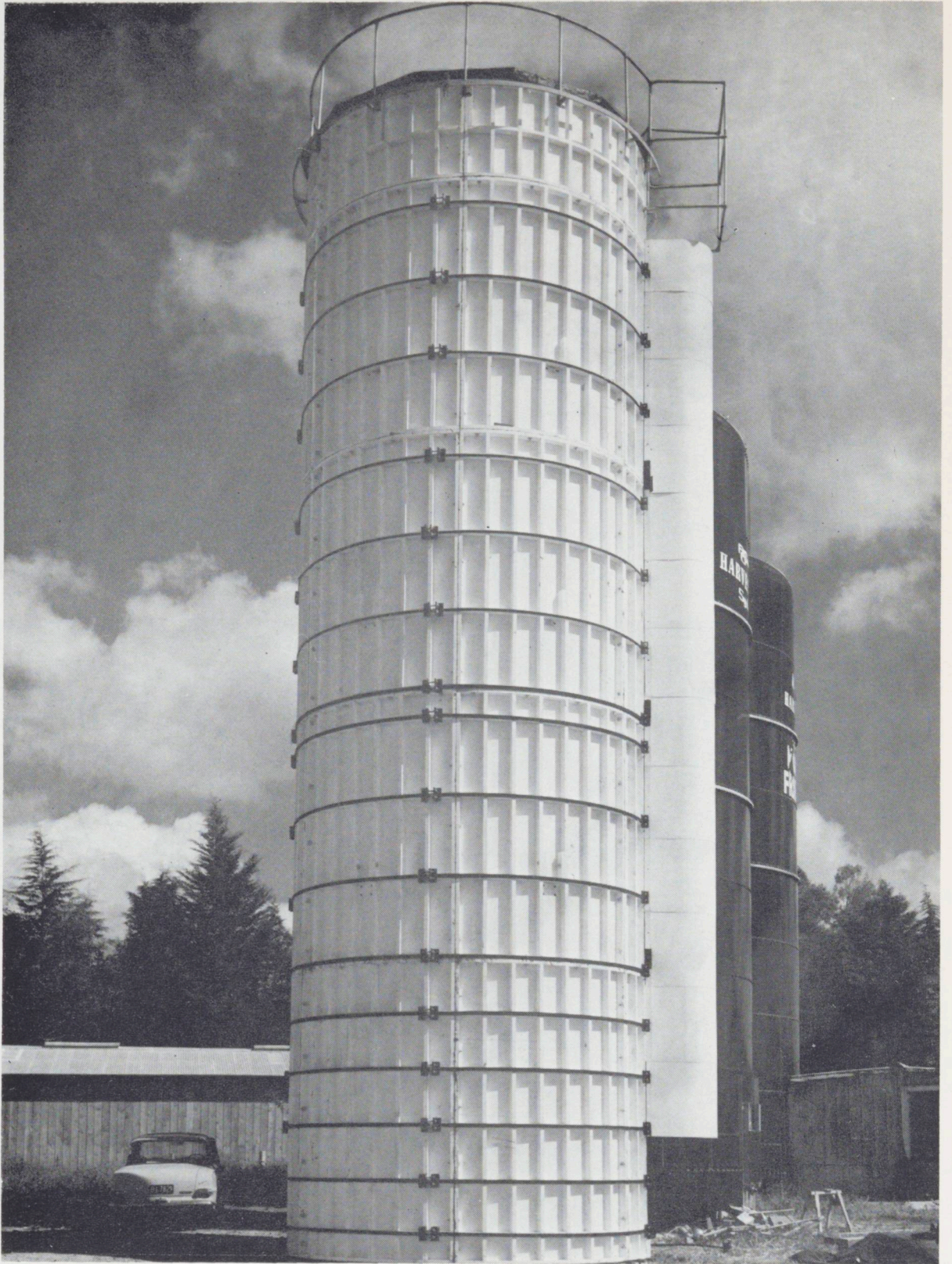
**Left:** Takashi Kurokawa, Assistant Manager, Export Division, Fuji Iron and Steel Company, with B. W. Gollan, General Marketing Manager, Fletcher Steel, prior to their departure for Wellington in Fletcher's Cessna.

**Right:** A sample unit of Steelcase "Showline" adjustable steel frame shelving, one of a wide range of Steelcase products utilising Japanese steel.

**Below:** Zip Industries display at the recent N.Z. Trades Fair. Visible in the photograph are some of the wide range of Zip Electrical appliances.









# SILOS

WITH today's intensive use of fertilisers, a high degree of mechanisation, improved animal husbandry, and a scientific approach to farming, large areas of the country's finest pastoral land are approaching their ultimate development in terms of New Zealand's traditional approach to pastoral farming.

Greater exploitation of the natural resources of these areas is possible only through a radical departure from existing methods of grazing and cultivation. Zero grazing or modified forms of zero grazing — new to this country, but common practice in many parts of the United States and Europe — are being introduced in areas of the Waikato and other parts of New Zealand as a means of greatly increasing the productivity of fully developed farms.

The restricting of grazing and the controlled feeding of haylage (i.e. harvested grass, wilted and stored in an airtight silo) has been most successfully carried out by those farmers operating on this system. Quite apart from the elimination of waste of pasture, and the ability to store fodder harvested at its growth stage of maximum nutritional value and palatability there are advantages in other directions, such as the virtual elimination of bloat, eczema and other seasonal dietetic complaints.

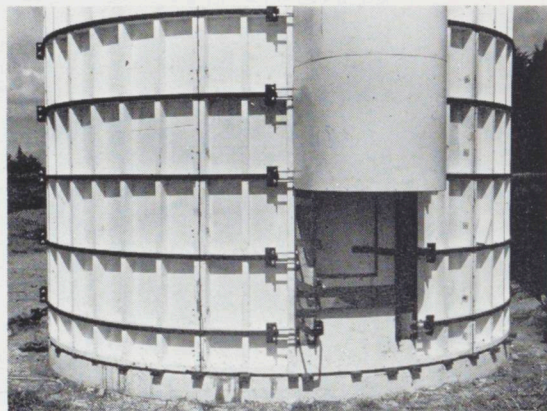
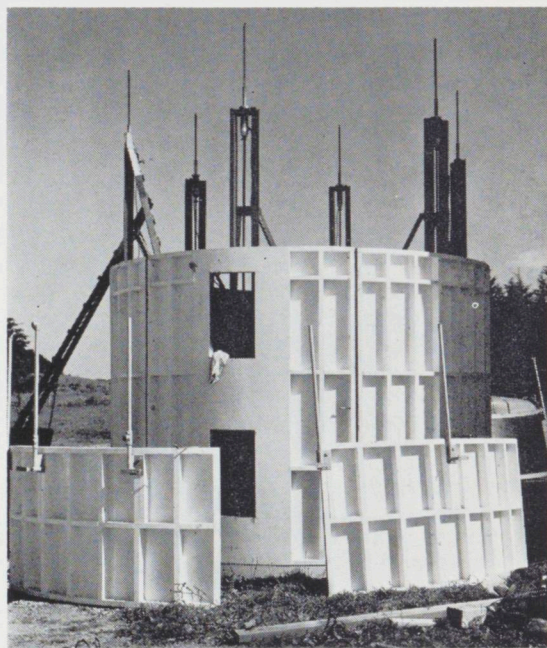
Principal items of equipment necessary for the storage of haylage are silos. The majority of these in use in New Zealand are imported steel structures coated with a vitreous enamel type of protective to counter the highly corrosive action of haylage.

Fletcher Industries, in conjunction with Gray Watts & Beca, consulting engineers, have developed a silo constructed mainly of New Zealand produced materials. A prototype has been erected on the property of E. R. Elliott at Te Kowhai near Hamilton. The Fletcher silo is constructed from plywood panels on a framing of select treated Radiata kiln dried to a 12% moisture content, supplied by Fletcher Timber. Units are prefabricated and glued and bolted together. All metalwork is protected by 'Epitar' an epoxy tar compound, the exterior of the silo is painted, and the interior ply surface is sealed against moisture only, the corrosive acids contained in haylage having no effect on timber.

The roof structure is made up of 12 segments, facilitating connection to future adjoining silos. The whole structure is airtight and fitted with pressure relief valves. The effective height is 44ft., internal diameter 14ft. with a capacity of 85 tons of haylage at 50% moisture content or 120 tons of barley. Another silo with a height of 48ft. and a diameter of 20ft. is being developed.

Although primarily designed for haylage, the unit can be adopted to store any common farm product.

Fletcher Industries' Technical Sales staff, D. Scofield, B. C. Clark and H. C. Page were responsible for the co-ordination of the project and supervised and assisted with the erection of the prototype silo which is shown on this page partly assembled. The completed silo is illustrated on the preceding page.





# MODERN BUILDING TECHNIQUES (2)

## Manchester Unity Building Christchurch

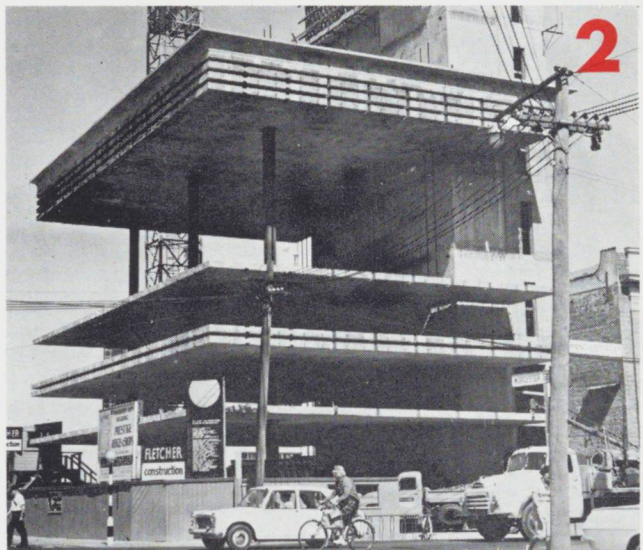
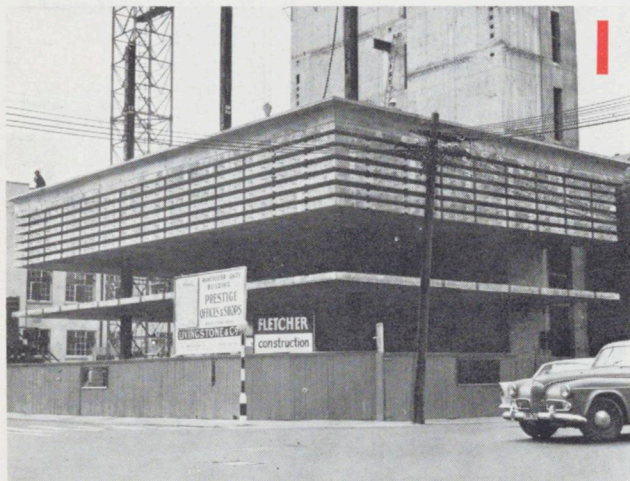
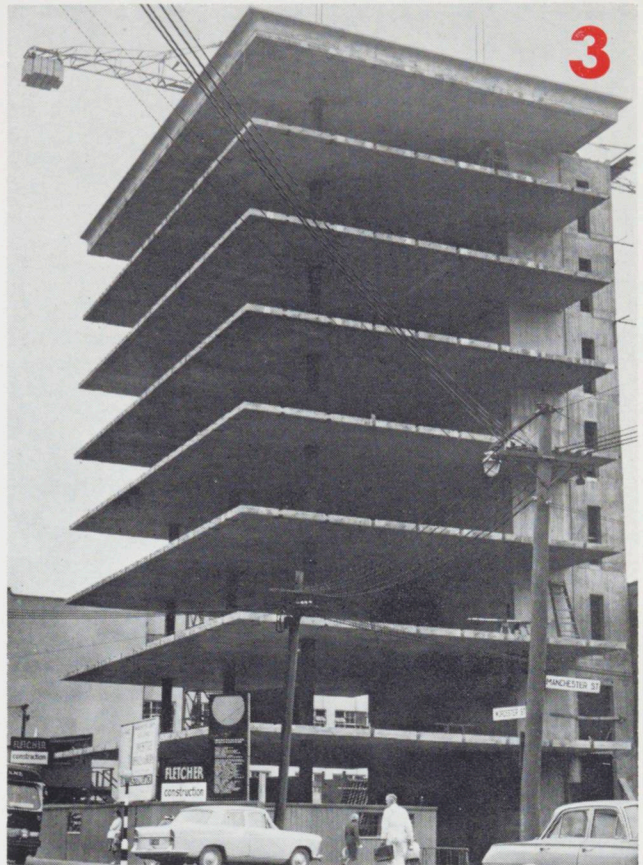
THE modern technique of lift-slab construction has been used by Fletcher Construction in the building of the £175,000 Manchester Unity office building in Christchurch, illustrated on these pages.

Architect was P. J. Beaven and Engineer was W. Lovell Smith. Fletcher Construction Contract Manager was A. J. Burford and Foreman V. Gailitis.

By this system a stack of concrete floors is cast on the ground and then lifted by hydraulic jacks at the top of the supporting columns. Curtain walling is then added to complete the shell of the building.

Advantages of the system are speed of construction, and economies in height between floors. Stability against wind and earthquake loading is provided usually by either a central tower containing stairways, elevators and services or by the use of sheer walls incorporated in the construction. The method is most suited to buildings which are simple in layout and where floor layouts are repeated on each floor of the building.

A variation of the lift-slab technique was used in erecting the roof structure of the hangar at Mangere Airport reported upon in Arrowhead of Autumn 1965. The steel roof trusses, complete with cladding and wiring were lifted in three sections, the maximum lift being of the order of 490 tons.







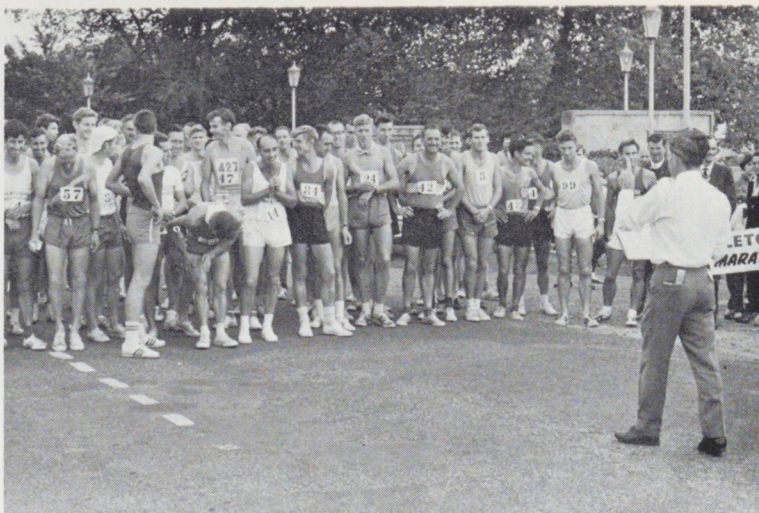


# THE FLETCHER MARATHON

THE second annual round-the-lake marathon in Rotorua sponsored by Fletcher Merchants and Fletcher Timber was held in April.

The event attracted a field of 92 starters making this the second largest marathon event ever staged in this country. An even larger field is expected for next year's event and The Rotorua City Council and The Transport Department have indicated that they are willing to close roads at bottlenecks during the running of the event.

The growing popularity of the Fletcher Marathon which is becoming a highlight on the Rotorua sporting calendar and creating widespread interest throughout the country, is due in part to the unusual attractions of the course, a complete circuit of Lake Rotorua, which, with minor adjustment of start and finish lines, measures out to the exact marathon distance of 26 miles 385 yards. Competitors have praised the course for its scenic beauty and prefer the circular course to the more usual 'out and back' system adopted for marathon events. On completion of the race, participants adjourn to the Ward Baths which are heated by natural thermal springs. Post-race entertainment includes an authentic Maori hangi.



**Top:** Details of the course are explained by the President of the Rotorua Amateur Athletic and Harrier Club (P. Fenton), prior to the race.

**Centre Left:** J. Robinson, Tokoroa, breaks the tape. His time was a creditable 2 hours 25 minutes for the tough course.

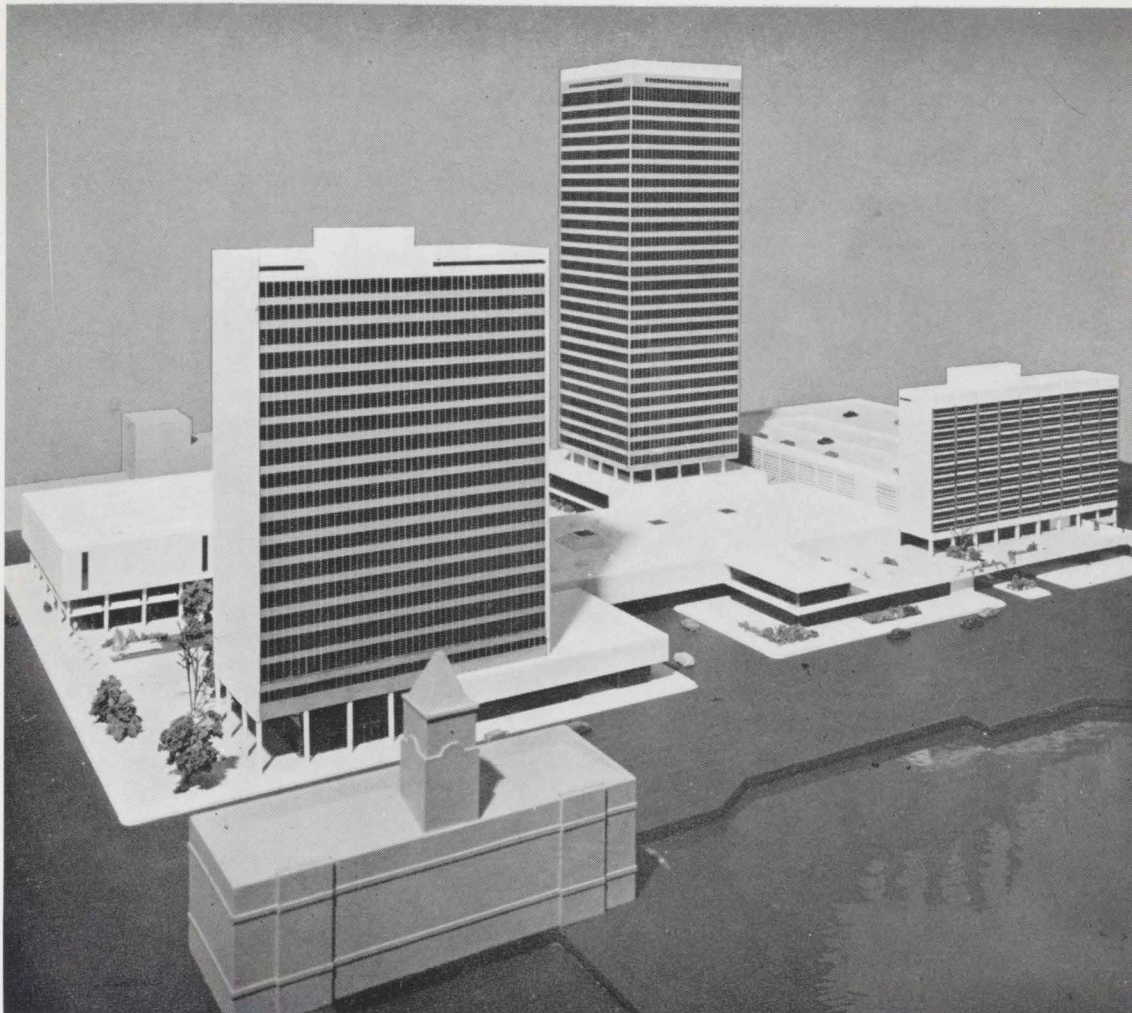
**Centre Right:** Second place-getter J. C. Foster of Rotorua.

**Left:** Athletes 'cool off' in the Ward Baths.

**Right:** J. Robinson with The Fletcher Trophy. At left is the Mayor of Rotorua (A. M. Linton), who made the presentation.







## Progress calls for Planning

And wise planning calls for *experience*. This is one of the reasons why Fletcher Trust, in a consortium with Dillingham and Mainline Constructions has been entrusted with the Auckland Harbour Board's £18 million re-development scheme.

Fletcher Trust, whose land and property developments include Pakuranga Town Centre, and other shopping centres in Auckland, Wellington, Nelson and Christchurch, industrial estates in the main centres, residential developments, high rise flats,

and office and shop blocks have built up a background of experience unparalleled in New Zealand and are thereby able to offer services of a calibre until recently available only from overseas.

In association with Fletcher Group Services and Fletcher Construction, Fletcher Trust can provide a comprehensive design and build service.

**FLETCHER**

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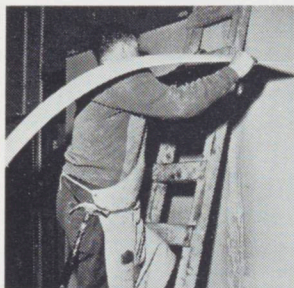
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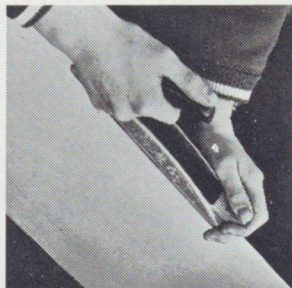
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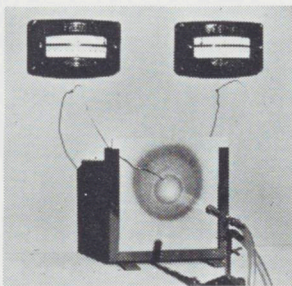
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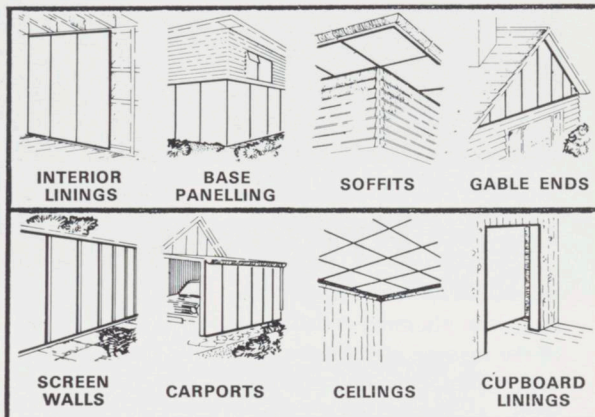
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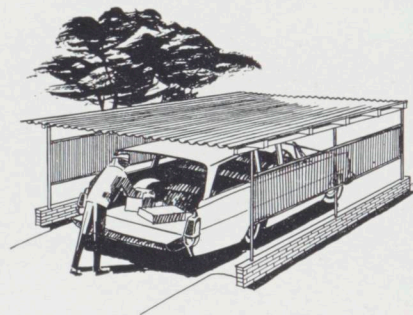
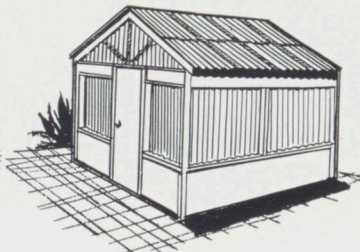
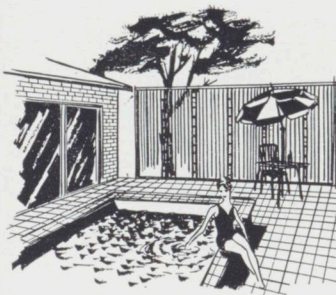


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