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Wellington-Anniversary-Tombola prize Mystery trip with Ansett NZ Report

After some discussion with the travel agent we decided to drive ourselves to Wellington. We left on 22. January and stayed the night at Manor Inn, Newlands.

By taxi we arrived at the airport by 7.30 am. As soon as we were handed the tickets we knew that we were heading for Christchurch and indeed we arrived there at 9 am.

A shuttle bus took us to the Hotel Chateau on the Park. We were 5 couples in all to enjoy this mystery weekend at this Hotel. We spent most of the day in "Hagley Park", and the Botanic Garden captured our interest. In the evening we had a most enjoyable dinner at the Hotel. Late next morning we checked out of our Hotel rooms, left the bags in the Hotel and headed for the new shopping Complex in Riccarton. But oh, so many people there on a Saturday! We walked back to the Hotel and headed for the airport. Soon we found ourselves back in Wellington.

We both thank the sponsors and the Wellington Swiss Club for a most enjoyable weekend.

Holdy and Regi Mathys, Taranaki.

Wedding Bells

Congratulations to Susanne Rufer and Grant Power



The happy couple after their recent wedding in Wellington

FAST 2000

First America's cup Swiss Team

First America's cup Swiss Team
(this article published on request from Swiss
Embassy, Wellington)

Swiss Challenge with "European flavour" for the America's Cup in the year 2000.

In the February issue of Helvetia (page 11), we have informed you of the intended challenge to the America's cup by the **First America's cup Swiss Team (FAST) 2000**.

Here now is a description of the "European flavour", or "The men behind the project".

THE COMMODORE

The function of Commodore has been designed for **Pierre Fehlmann** from Switzerland, because of his vast experience in both yacht racing and finance. He will have a double role:

- to be the ambassador of the Swiss Challenge to the National and International Sporting Authorities
- to ensure the smooth liaison between the internal and external areas of the Challenge organisation.

Trained as an engineer, a former IBM employee and Board Member of a bank, he has many yachting distinctions: Swiss and European

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champion, and World Championship silver medallist, in various dinghies classes, and winner of the Whitbread in real time in 1986.

Very active in the administration of the sport, he is a past Vice-President of the Swiss Yachting Federation. He heads the OMYA (Offshore Maxi Yacht Association) and for more than 12 years has been a member of the ISAF (International Sailing Federation).

The rear group

This group, the "brain" of the yacht is composed of the skipper, helmsman and tactician. Those selected for the Swiss Challenge jointly present one of the most impressive records in yachting: four Olympic medals, 10 World titles and eight European titles.

TACTICIAN: Enrico Chieffi, Italy

Four World Championships
With his broad experience he knows every aspect of racing, and because of his skills he was tactician aboard Italy's "Il Moro di Venezia" during the final of the 1992 America's Cup. His unfailing enthusiasm and good humour are his fundamental qualities in a team. At equal speeds, the choice of the course is the major factor, with the tactician having the final say in tactical options, and his rapport with the helmsman must be perfect.

SKIPPER: Marc Pajot, France

Olympic medallist, 5 World Championships
Resolute and rigorous, his uninter-

rupted experience of international competition since the age of 14 has made him a racer immune to stress and pressure. His responsibility as skipper gives him a unifying role in which his charisma and broad vision of the project will be driving forces. He will also define the training timetable and will be the final arbiter in selection of the crew of 16.

HELMSMAN: Jochen Schumann, Germany

3 Olympic Gold Medals, 1 World title.

Maturity, discipline, a fine sense for trim and a critical appreciation of the cut of sails make this extraordinary racer one of the world's best helmsmen. His mission is to ensure that whatever the situation, the yacht achieves its best speed relative to the trim and sails. He must be completely free to sail at the highest level in training and competition, with no external constraints. He must be completely integrated with the technical staff. The skipper shields him from a great deal of the pressure of the crew, the outside environment and the media.

THE CREW :

The lead yacht: 16 crew members
The crew will be composed of a majority of Swiss, recruited after selection trials. Trials will begin early in 1998 based on the existing reservoir of talents.

Many of its top sailors enjoy top experience and results at all level of international competition, including the America's Cup and its various technical aspects (sails, rig, composite materials, etc.)