

CAN THE FKA'S SAIL AS WELL AS FLY?



EXPERIENCE OVERVIEW

- To celebrate the arrival of the 36th America's Cup into Auckland, Love My New Zealand cordially invites the Flying Kiwi Angels to race against each other as two teams - good angels and not so good angels!
- Come to the viaduct and be my personal guests on two vessels that have made and broken sailor's careers.
- In return we ask that you enjoy, approve your image on camera if we can capture an angels image and make a donation online to the NZ Sailing Trust whose core concern is to take our young people (fledgling angles of Auckland) onto these vessels to teach them team work, integrity, endurance and persistence against all the odds.
- Will you take up the challenge for an afternoon of fun?



Your experience commences at 1pm on Thursday 17th October



Twenty angels racing on each vessel against each other a good angel team and a not so good angel team

INSPIRED BY SAILORS FROM HISTORY

This is what dreams are made of! Boats that founded many successful careers for kiwi sailors and will inspire you. Camaraderie, fun and a sense of pride, learn the stories of the sailors, what inspired them and how they overcame adversity, skepticism and fear to win the hearts not only of New Zealand but of the world. Each vessel will race against each other for the coveted prize of the "Pure Flying Kiwi Angels" Cup

ITINERARY

13.00 hrs

- Meet on the viaduct and naturally ascend to the team of your choice (twenty good angels 20 not so good - which category are you?

14.00 hrs

- The race begins and the action heats up as we sail out of the viaduct into the Hauraki Gulf in celebration of all things maritime!

16.00 hrs

- Eat and drink courtesy of Love My New Zealand and presentation of the winner's cup


17.00 hrs

- Return to home for photographs before you fly away into the skyline of Auckland



COME UNDERSTAND THE NEW ZEALAND LION

Vessel Overview:

 Sir Peter Blake had a very specific idea of the boat that he wanted to build for the 1985/86 Whitbread Around the World Race. After discussions with a number of top New Zealand yacht designers the design was awarded to New Zealander Ron Holland, based in Ireland. The boat had to have the following criteria: 31 tons actual displacement weight (light but stiff) It needed to excel to windward It had to be very fast when reaching under two sails It had to be fully controllable downwind with a spinnaker up It had to be a masthead rig The result was one of the finest International Ocean Racing (I.O.R). maxi sloops ever built. Construction of Lion NZ began in 1983, with a launch date set for November 1984. This was to coincide with the Sydney to Hobart Race beginning on Boxing Day - her first real test. Unfortunately, on completion Lion NZ came in 8 tons heavier than the original design draft and to make matters worse all the weight was in the wrong places, her hull and fittings. It became apparent that the extra weight was going to slow the boat down in lighter conditions. Lion's first race - the 1984 Sydney to Hobart Race - was a true test. After 3 days, 11 hours, 31 minutes, 21 seconds Lion NZ crossed the finish line in First Place. She had proven her strength and gained the nickname, "The Urban Assault Vehicle."



SEEING IS BELIEVING

Promotional Video to Follow from the FKA battle of angels



DANCE THE WAVES WITH STEINLAGER 2

Vessel Overview:



Due to race course changes for the 1989/90 Whitbread, a different kind of yacht was called for and again Sir Peter Blake drew from his experience and knowledge of sailing to create Steinlager2. The crew were chosen not only for their excellence in sailing but between them had all the skills and expertise to contribute valuable knowledge and input to the design of this yacht. Such were their skills that they were able to repair and maintain absolutely everything on board while at sea. Much of the design for Steinlager2 was based around the 60ft trimaran Steinlager1. Steinlager1 was built using materials and techniques that were new to boat building and the construction method was tested when Sir Peter Blake and Mike Quilter sailed the boat around Australia. Blake commissioned the US based New Zealand Yacht Designer, Bruce Farr to design Steinlager2. The base design was the same as four other boats entering the Whitbread. Once the basic design was done, Blake came forward with the changes that the team would require for their boat. The yacht was to be as long as possible while still complying with the rules (the longer the boat the faster it will go). The yacht must be easily steered and track well when fully under load. The yacht must be a ketch rig. The Farr office delivered a design that looked very similar to Grant Daltons entry and Blake was not happy. Last minute changes called for a fractional rig set up. Meaning in order to balance out the loads the boat would be longer and therefore faster. The Steinlager2 team went to great lengths to hide the boats design from the other syndicates until it was too late for any of them to make any further changes. The famous Fastnet Race in England was to be the testing grounds for this new design and the first time the boat would be up against most of the other Whitbread fleet. Steinlager2 proved very fast downwind and the yacht proved very fast - this was to be the first of many wins for Steinlager2 and her crew - but this was the most satisfying win of all as it proved that what they had designed was right. 1989/90 WHITBREAD AROUND THE WORLD RACE Steinlager2 and her amazing sailors went on to win an unprecedented full sweep of all six legs of the race. Never had this been done before. Not only winning on their handicap but winning overall honours as well.



SEEING IS BELIEVING

Promotional Video to Follow Shortly