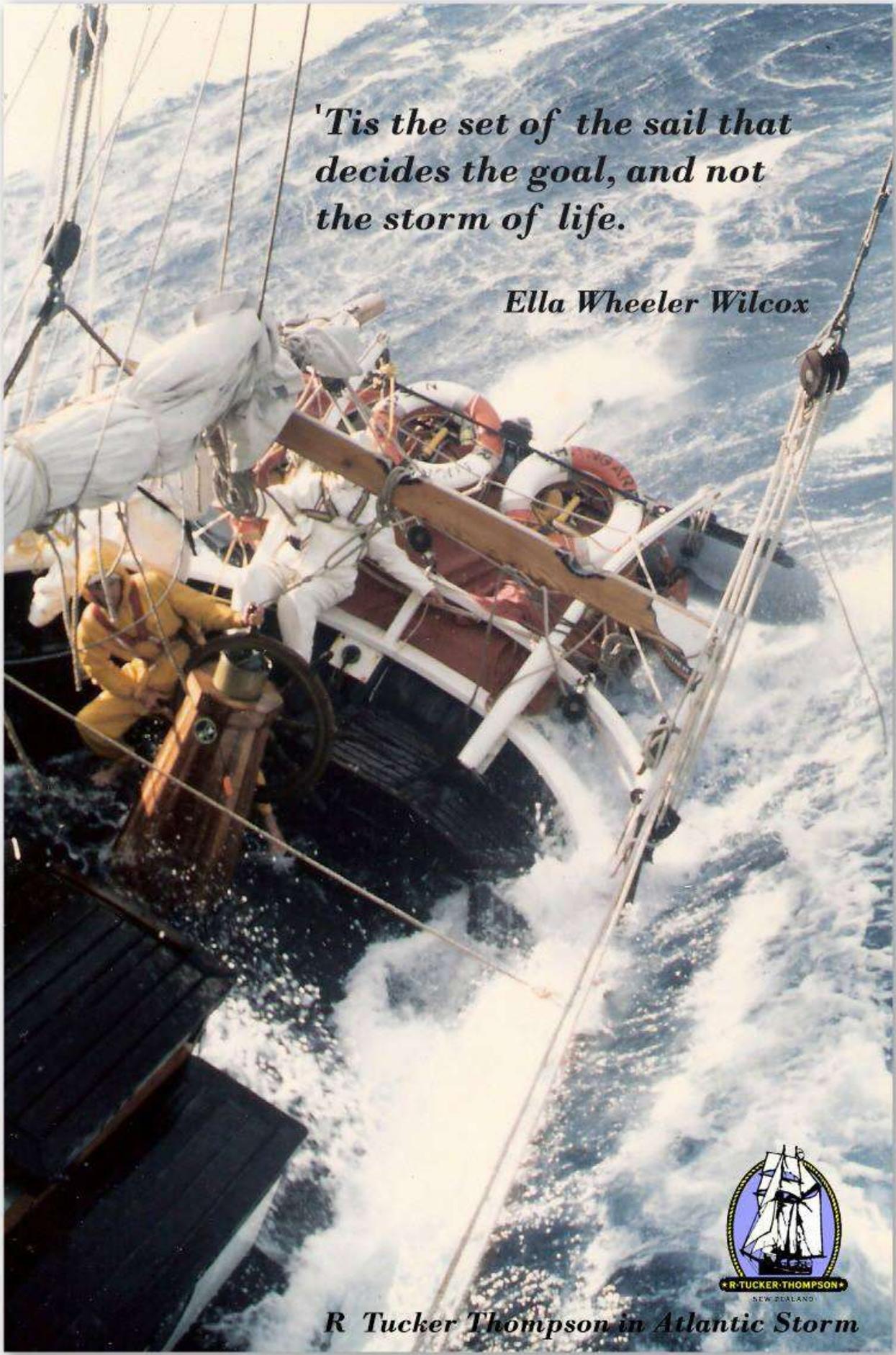


30 years old
R. Tucker Thompson
Sail Training Trust
10 years young

ANNUAL REPORT 2015-16



*'Tis the set of the sail that
decides the goal, and not
the storm of life.*

Ella Wheeler Wilcox



R Tucker Thompson in Atlantic Storm

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Chairman's report

Once again the Trust had a solid year, sending 189 young people away on 16 separate life changing voyages, while recording further growth in tourism numbers. This resulted in a healthy but slightly less surplus to apply to the running of the ship which this year included a spend in excess of \$90,000 for a major refit

The safety of the ship and all those who sail in her has always been a major focus for the Trustees.

In today's environment of heightened scrutiny on safe practices, we are even more mindful that for every tourism sailing and for every youth voyage, we have a duty of care for all those who come on board. The R Tucker "family" take this responsibility very seriously.

The major refit coincided with our transition to the new Maritime Operators Safety Systems (MOSS) which in turn fed into our compliance with the new Adventure Activity safety regulations as well as the more recent Health & Safety in the workplace legislation.

I mentioned in last year's review our administration team was becoming somewhat overloaded given the much higher level of youth voyage and tourism activity. As we have maintained this higher level of activity in the year under review the Trustees approved the addition of one more full time employee which has lightened the load and improved efficiency.

Despite this administrative expenses were held down to around previous levels thus continuing to ensure sponsors and donors are achieving the maximum "bang for their bucks"

Progress on the intended upgrading of the tin shed which serves as our accommodation at the end of the Opuia wharf has been less than ideal, however we are well advanced with design for a much improved set up.

We are indebted to Far North Holdings, the wharf's owner, who have agreed in principle to carry out the improvements then to lease the building to the Trust.

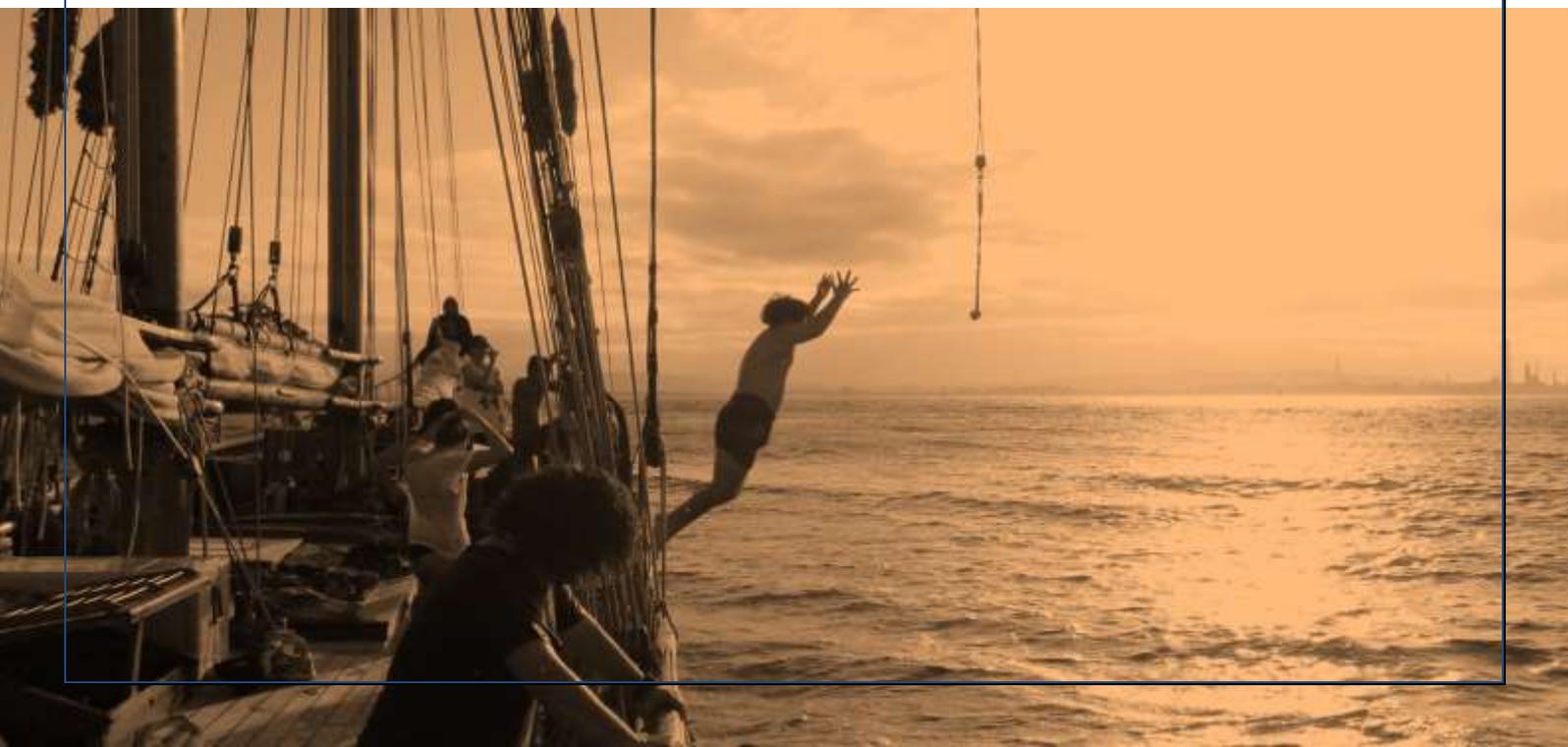
My fellow Trustees join me in recognising Jane Hindle our Executive Trustee and all the R Tucker "crew" for their amazing efforts both in caring for and training our sail trainees in a safe environment on the sea as well as coping with the many and varied demands from people from all over the world who come to experience our day and evening sails in the summer season in the Bay of Islands.

Their performances continue to exceed expectations and is exemplified by the continuation of the excellent ratings by Trip Advisor and Viator.

My sincere thanks to my fellow trustees for the time and effort they donate to the good governance of the Trust, which in its 10th year can look forward to continued successful operations built on the solid foundations now in place

Finally I thank the various individuals and Corporates who directly finance voyages or fund individual places. Without this support we simply could not provide our young people with the opportunity to benefit from these life changing experiences at sea.

Mike Daniel



Update from the Executive Trustee

This year sees the 30th anniversary since our Good Ship, the R. Tucker Thompson was launched, and, at the end of this financial year under review, the R. Tucker Thompson Sail Training Trust will have been in place for 10 years. Time has flown, it seems, and it is hard to recall the struggles we went through when we first started this venture in June 2006.

The past 12 months have been very much business as usual, with a fairly solid tourism season, followed by 16 youth voyages around the Bay of Islands and the Northland Coast. Our major focus was on the ship itself, with a major refit planned that coincided with our transition to the new Maritime Operators Safety Systems (MOSS). This involved interviews from Maritime with myself, our Masters and crew as well as understanding the role that our Trustees play in terms of ensuring the general safety of the operation. It is fair to say it is a good step up from the former monitoring and it provides a sharp focus throughout the organisation of the new Health & Safety in the Workplace legislation.

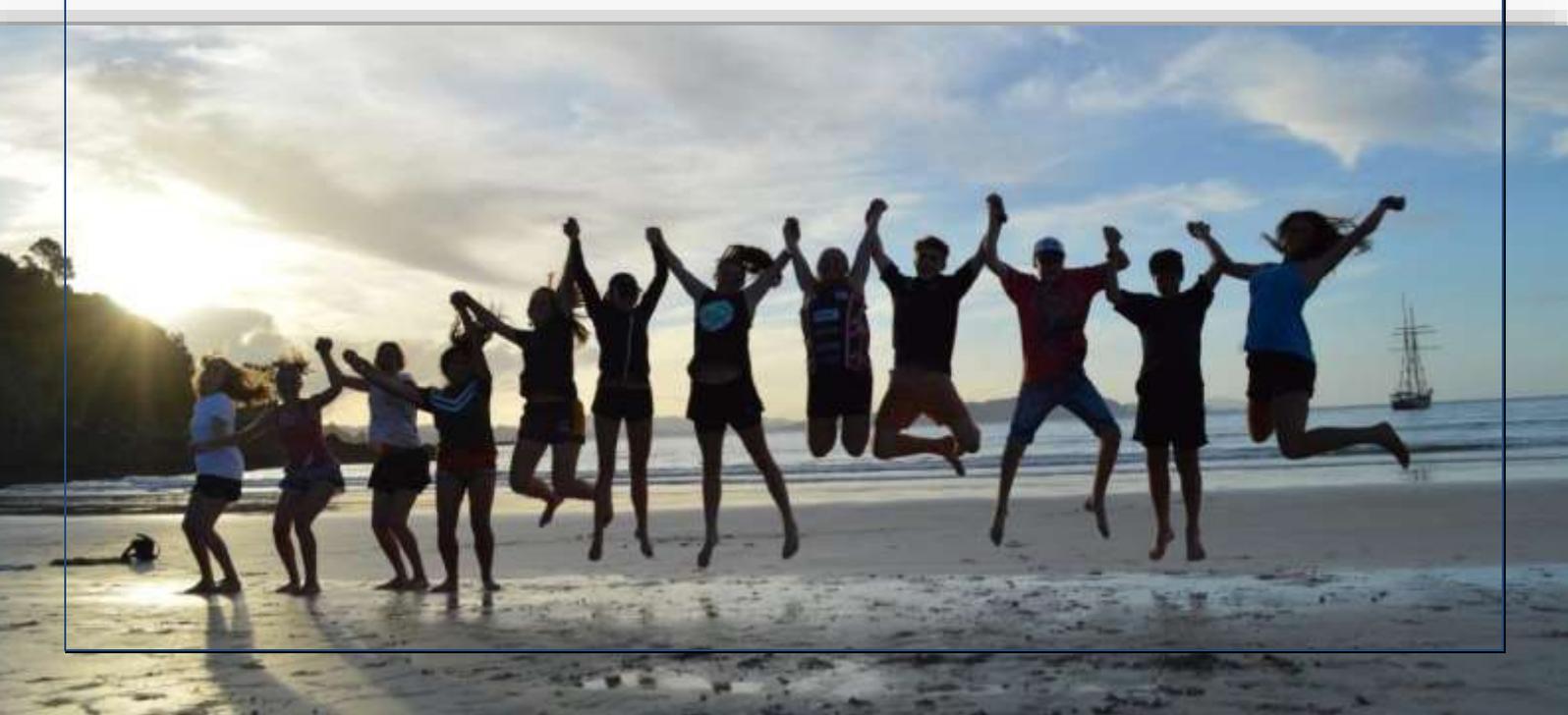
With the regular schedule of 16 voyages per year, and a potential of nearly 200 sail trainees taking part, it was clear that we needed to beef up our resources in this area. We have always operated as a very lean organisation with multi-tasking across roles, but it was not sustainable, particularly when our Youth Programmes Manager took maternity leave at the end of November. We therefore increased our headcount by 1 FTE, split across two people in a 0.5 capacity. One is an administrative role, with a sales and marketing focus, while the other position was specifically to work with the schools in the area. Northland is the second largest region in New Zealand, and even though our students come from just one region, visiting all the schools and building relationships was more than the existing 0.5 role could achieve.

Our summer season was similar to the previous year, one which had showed a marked improvement in visitor numbers to New Zealand generally and the Bay of Islands as well. Our traditional markets of UK and Europe returned, and we also saw some growth in the emerging markets of China, and other Asean countries. Other operators reported a substantial increase from the previous years, while we maintained similar passenger levels from the previous years.

We did see a significant increase in local schools wishing to take advantage of a day sail on the ship; this was unusual and on the one hand we were happy to encourage them on board, we were mindful that they didn't disrupt the enjoyment of our overseas visitors. It seemed that they were happy to co-exist with one customer noting that they were a little hesitant at first but found the enjoyment from the 11 and 12 year olds was contagious and added to their day.

The one area of disappointment this year was that we did not manage to achieve our goal of improved premises at Opuia Wharf. Delays in getting plans prepared, together with the general busyness of various key people meant that the project drifted and we finished up the end of the year faced with the prospect of yet another refit exposed to the elements at the end of Opuia Wharf. And with the present building boom, we are likely to face yet further delays as this project progresses.

Despite this, we have managed to make a small surplus again this year which has ensured we have sufficient reserves for major emergencies, as well as the wherewithal to make a greater contribution towards our youth placements in the way of subsidies. After all, this is what we are all about.



30 years old, 10 years young

The year under review marks two auspicious events, 30 years since the launching of our Good Ship (October 1985), and 10 years since the R. Tucker Thompson Sail Training Trust was established and the ship transferred into the Trust's ownership (June 2016).

The building of a tall ship



Robert Tucker Thompson

The R. Tucker Thompson was started by Robert Tucker Thompson (known as Tucker), who emigrated to New Zealand with his family in 1971. Arriving in the Bay of Islands, he eventually settled in Whangarei Heads, building remarkable and unique house in Little Monroe Bay.

He originally started the boat as a fishing boat, designed after a traditional halibut schooner. The land below the water's edge was perfect for the project and he and his son Tod started working. The plating on the hull wasn't quite complete when Tucker became ill and needed a heart operation. He was 49 when he died.

Tod was uncertain whether he wished to finish the boat and the hull started to acquire a patina of rust so he decided to sell it. However after he had met up with Russell Harris while working on the rigging of the "Bounty", another tall ship which was built in Whangarei, the pair entered into a partnership to complete the project.

The hull plating was finished off, coated with primer and moved from Whangarei Heads on the back of a transporter to Russell's home in Mangawhai, where the ship was installed in his back yard.

With limited resources but immense passion and hope, Tod, Greta and Russell began the mammoth task. They found Oregon planks from demolition sites in Auckland City, which in the 1980s were being torn apart and rebuilt with glass and steel towers. This demolition vandalism released a lot of beautiful, heavy timbers, highlights of a tall ship.

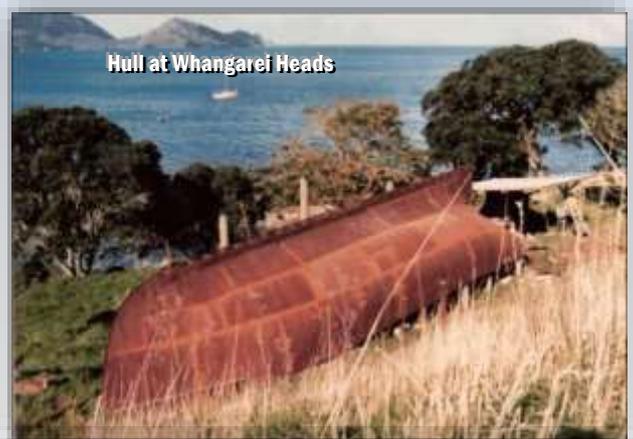
Among the debris of Auckland's reconstruction was a massive tall ship's anchor which a friend, Heather Ann bid on at auction. Russell found a winch from the back of a bulldozer which he converted into a working anchor winch, which served for many years. A hydraulic pump with a bent shaft, some piping here and valves there, all fashioned into a surveyed working ship.

Greta's dad, Mike Simmonds, offered to make the blocks for the running rig. He skilfully took a pattern required, and some weeks later, arrived back on site with 165 beautifully handcrafted kwila blocks.

A Government subsidised work scheme enabled some waged workers, and Stewart Kahn arrived with his crafting skills to help make the spars and masts. Another young man, Mike Wharfe with welding skills shaped the steel work to secure the rig together – Mike became the first crew member.

Launch day was imminent and along came Morry Crawford. He scoured hedges and farms to find old truck axles, wheels, tyres and steel to build a trailer capable of carrying the Tucker's 55 tonnes to the water's edge. A massive D6 Caterpillar tractor arrived unheralded at the building one site morning – a contractor had decided we needed this to move her – no cost!

Finally on 12 October 1985, the ship was ready. Huge crowds gathered on the beach at Mangawhai, Northland, where she was formally launched with full Māori protocol and ceremony by Ngapuhi Kaumatua William MacDonald Taylor. Greta, Russell and Tod were joined by their mothers, who officially launched the ship and named her in Tucker's honour.



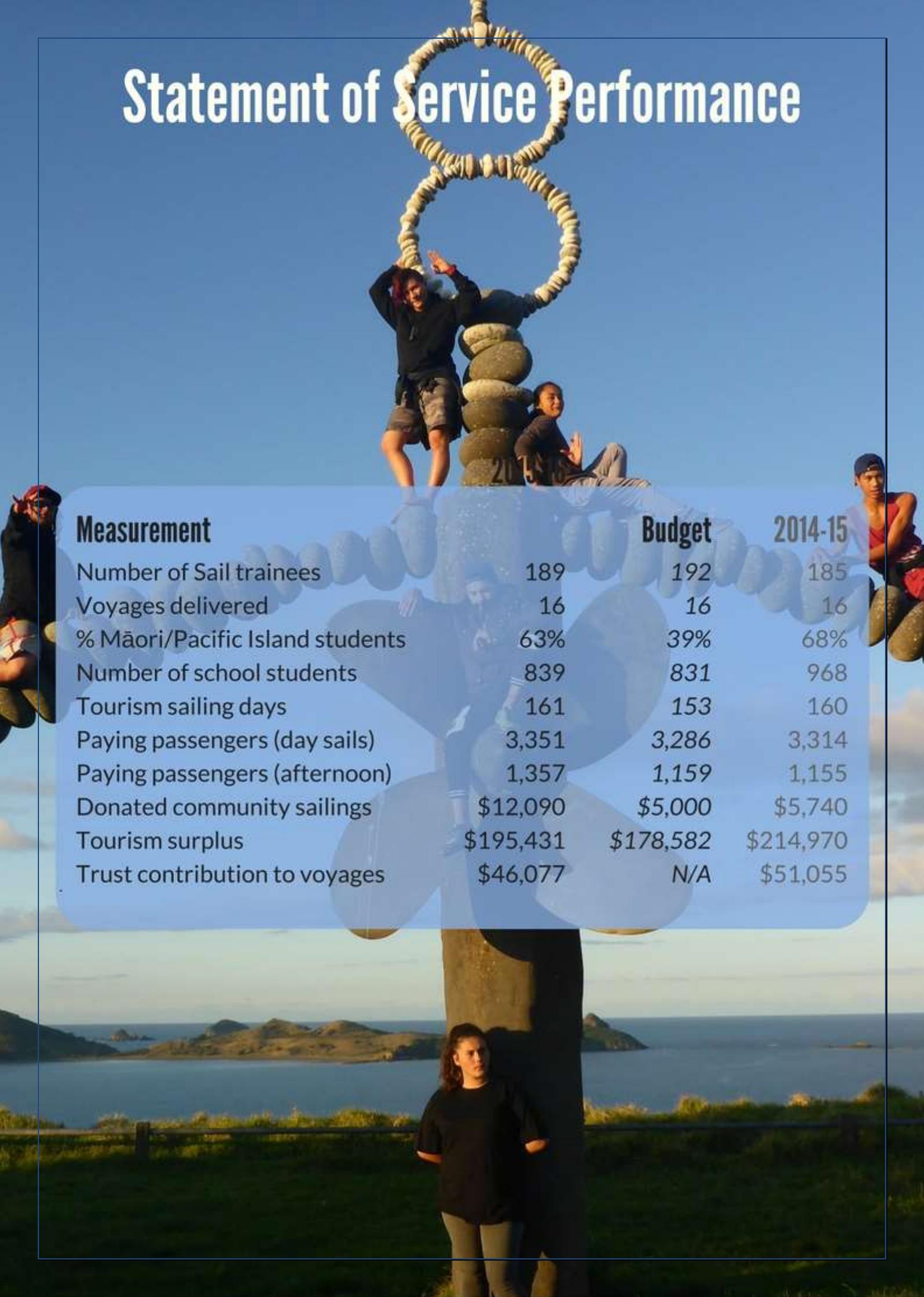
Hull at Whangarei Heads



Tod, Russell & Greta



Statement of Service Performance



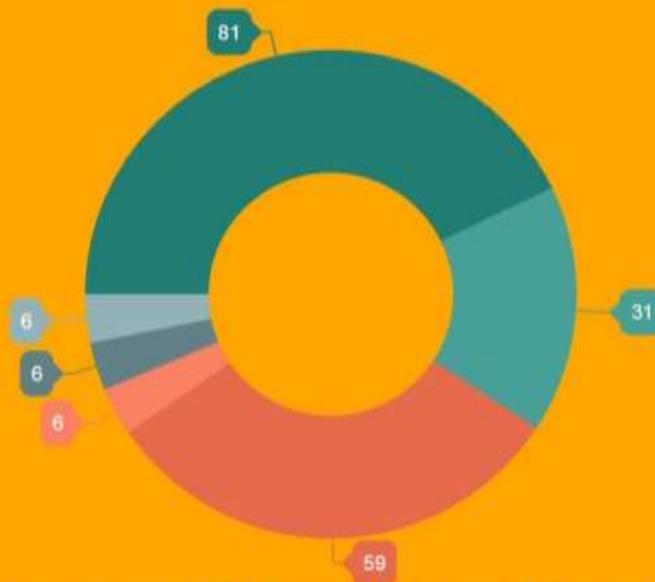
| Measurement | | Budget | 2014-15 |
|---------------------------------|-----------|-----------|-----------|
| Number of Sail trainees | 189 | 192 | 185 |
| Voyages delivered | 16 | 16 | 16 |
| % Māori/Pacific Island students | 63% | 39% | 68% |
| Number of school students | 839 | 831 | 968 |
| Tourism sailing days | 161 | 153 | 160 |
| Paying passengers (day sails) | 3,351 | 3,286 | 3,314 |
| Paying passengers (afternoon) | 1,357 | 1,159 | 1,155 |
| Donated community sailings | \$12,090 | \$5,000 | \$5,740 |
| Tourism surplus | \$195,431 | \$178,582 | \$214,970 |
| Trust contribution to voyages | \$46,077 | N/A | \$51,055 |

Youth voyage statistics

Trainees by nationality

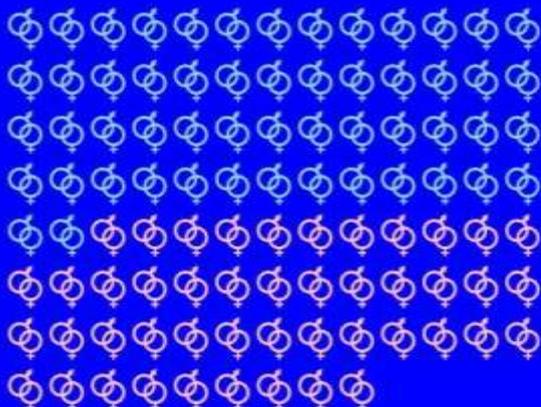
When asked to select nationality, many sail trainees identified with more than one nationality and ticked multiple boxes. For the purposes of statistics, we have separated these out.

■ Maori(42.86%)
 ■ Maori-Pakeha(16.40%)
 ■ Pakeha(31.22%)
■ Maori-Pacific Island(3.17%)
 ■ Pacific Island(3.17%)
 ■ Other(3.17%)



Approximately 62% of trainees identify as Maori

Trainees by gender



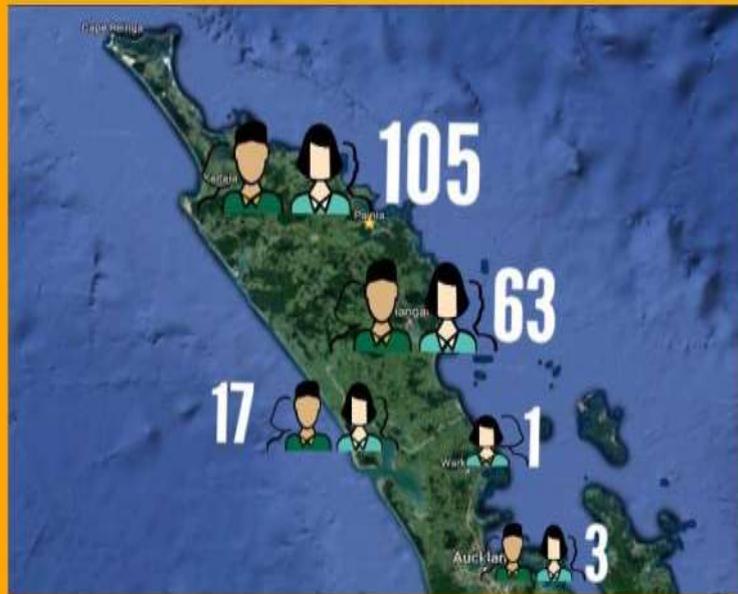
■ Male(54.50%)
 ■ Female(45.50%)



Trainees by hometown



Trainees by District



Volunteers

■ Youth voyages(4.44%)
 ■ Special sailings(4.96%)
 ■ Tourism(71.52%)
 ■ Governance(14.63%)



Volunteer hours

1581

We have a growing number of people who volunteer their time to support the Trust in a number of different capacities. We greatly appreciate their support as this helps to reduce costs which in turn increase our capacity to fund voyages.

From our Trainee Ethan King

My first youth voyage was in September 2015. I had planned this voyage a month earlier and in between I was feeling really nervous. When it came to the day, we were welcomed on board the ship by the crew members and from there I saw who I would spend my 7 day voyage with. Within the first day things got really awkward between the youth because we had no idea about each other, but within the first night we became memorable friends. On the very first night after having an amazing dinner, all the youth went up on deck and just talked to one another about each other for over an hour which was lots of fun for me.

When it had come to the second day, that's when the tasks and activities began but before that, we had to jump into the ocean to start the day off. Some days it was freezing but luckily I had a hot shower waiting for me. So after our morning swim we jumped into our daily jobs for the day, all the youth got divided into groups and were given jobs such as brassing, scrubbing the decks, cleaning the head, mopping the floor, helping cook, etc. for me the head was the place I avoided the most!

Aside of all the jobs the activities we did were amazing we did so many entertaining things that made the week better than it already was. As keen as I was on fishing I had no luck catching any fish but I knew besides that I still had much to do like sailing, diving/snorkelling, tramping, and having classes on board the ship. I found the classes really

cool because I got to learn new things about the ocean and about other things that I did not know about before.

A challenge that left me feeling nervous was when I had to climb the rigging and across a yard – if we did that we got to earn a specially made bracelet. By day 4, I told myself that I was not going to do it. But that day I had lost a very warm beanie and I could not find it anywhere but then the skipper Tim pointed up to the rigging and I saw my beanie had been tied on to the end of the yard. This gave me no choice but to go get it, as frightened as I was I conquered that task and for that, I earned my bracket and a peanut slab.

The thing I enjoyed most during the week was going to different places in the Bay of Islands; this gave me a chance to explore more and to help me get to know more about where I live. The tramping I found really enjoyable because as tired and hot I was from it, I knew that I could jump into the ocean to cool off. When it came to sailing I had no idea which ropes were for what and seeing the crew knowing what to do was really cool, we went sailing almost every day which was fun because I had never been that interested in sailing.

Since that voyage, I have been involved with the R Tucker Thompson for nearly a year now and it has been a life changing experience for me. From day sails to youth voyages I have come across many people from around the world who are now memorable friends.



Health & Safety

As mentioned in the Chair's report, significant energy during the year under review has been put into a full review of all our operational safety systems to transition in to the new Maritime New Zealand MOSS regime. Whilst separate from the new Health & Safety in the Workplace regulations, we have taken the view that oversight specified, the accountabilities defined are interchangeable and regardless of whether we are on the sea or not, we have a culture of safety throughout the organisation from board through to deckhand, from trainees to passenger, as well as our volunteers.

Our biennial independent safety audit was scheduled for May, but unfortunately our regular assessor was unwell and unable to carry out the review. This was unfortunate, so we opted to use a different assessor but this delay meant that this independent review was not completed during this financial year. We will schedule it for early July.

During the year under review, all crew attended and completed their Coastal Medic training, ensuring they have higher than First Aid knowledge on how to deal with medical emergencies on board.



We have also been grateful to receive a grant from Pelorus Trust for an AED defibrillator. Considering during our tourism sailings we carry passengers from 8 months to 80 years, we believe that this is a worthwhile precaution not just for our passengers, but given we operate in the Bay of Islands throughout the year, so our crew can render assistance in the event that a nearby vessel has someone in distress.

Thankyou so much for this amazing opportunity to go on the R Tucker Thompson. I enjoyed every second of my time on this ship and I learned alot. I had so many highlights that I will never forget, Making new friends, seeing dolphins, and getting a taste of how my ansestors lived! I hope more people get this experiance and love it as much as I did. I went a week without my phone and I barely missed it. when I get home Im going to spend less time inside and get out more. Thankyou again for this awesome opportunity





Farewell to Stephen Mackay

At the end of our tourism season, we said farewell to Captain “Uncle” Steve Mackay. Steve joined the ship in October 2007, one year into the establishment of the Trust and has been an integral part of the organisation.

He started as a casual deckhand, having had a varied career at sea on fishing boats, then after a voyage on the Soren Larsen in 2003, was told by the master to go to the Bay of Islands to learn how to sail. Once in the Bay he found



work in the boatyard and bought himself a small yacht to live on, finding plenty of work doing

general boat maintenance around Opuia. These useful skills led him to the Tucker during one of our refits over winter, where he quickly became part of the Tucker family and when the ship went back in the water and we were short of a deckhand he stepped on board. He slotted in so easily that youth voyages transitioned to summer tourism sailings and it wasn't until a couple of years later when we needed a Master, that he volunteered the information that he held his skipper's ticket.

From then on, he became Captain “Uncle” Steve, with his mercurial personality proving a massive hit with the youngsters coming on board. At the outset, they would be left in no uncertain knowledge that he was in charge, barking out orders and instructions of what to do. But once law and order had been established, he could transform into the singing Captain with ear assaulting lullabies to get them to bed, or take them to the galley and teach them the art of making bread or Danish pastries.

On one particular voyage, a challenge was laid down early on as to who could make the best dessert. Each night, increasingly

delicious and tasty concoctions were served up after the evening meal. But being Master has its advantages, and following a quick trip into Russell to get provisions, Captain Steve revealed another of his hidden talents – he was a master pastry chef as well. The triple chocolate cheesecake that he served up was easily voted as the outstanding winner, despite him having an unfair advantage.

Since recently becoming a father, Steve has decided that he doesn't wish to be away from home for the 7-day youth development voyages and has therefore decided to step down. He will of course be available to help out with maintenance and potentially relief skipper during tourism sailings, so he will still be part of the Tucker whanau.

Whether entertaining the tourists on day sails or sharing his knowledge with the youth, Steve has touched many lives. His knowledge of the ship and the dedication he has put into keeping her in top condition has been hugely appreciated by the Trust. But the final word should be to the Sail Trainees “Steve was the coolest captain” and they even laughed at his jokes.

Looking after our environment

In the past 18 months we have been fortunate to have the opportunity to partner with Project Island Song to take part in their bird translocations. Two voyages in the year under review saw our trainees invited to be part of two separate bird releases. The first was the release of Tieke (Saddlebacks) and Popokote (Whiteheads) at Moturua. Our trainees were fortunate to be part of the Powhiri at Te Rawhiti Marae, before heading out to the Islands for the release itself.

Our trainees had another opportunity to participate in the release of 30 Toutouwai (North Island Robin) in Entico Bay on Urupukapuka. Our trainees were able to help open the boxes and watch the robins fly to the treetops of their new home.

It's been a tradition on most voyages to do our regular beach clean with competitions for the smallest item of rubbish, most clothes pegs collected and other games. But in the past year we've also been supporting Project Island Song to take the opportunity whenever possible to go weed busting. Trainees have removed wilding black wattles and other unwanted plants. We've also helped to plant native trees from time to time, which all helps to bring back the birds and our native environment in the Bay of Islands.



How are we doing?

We continue to survey both sail trainees and their parents to see how our voyages are being received. We are very keen to understand how well our young people benefit from the experience and in particular whether their parents or teachers notice improved levels of confidence, self esteem and resilience following their voyage.

Prior to their voyages we ask our trainees what they think will be their biggest challenge – often it is the lack of cell phone for the week – but frequently it is the thought of having to spend the week with total strangers. We then ask them to consider how their levels of confidence have changed in respect to certain aspects, in particular meeting new people.

Another aspect of the voyage which has real lasting benefits is whether students feel they are comfortable in taking on a leadership role. Again we are seeing a significant number of the sail trainees show a marked improvement in this space.



Whilst the underlying objectives of the youth development voyage is not specifically teaching the students to sail, the program involves this, and by the end of the 7-days, they are generally in a position to assume command and plan the sailing for themselves. Making decisions on where to go and how to get there is a critical component, as well as the ability to deal with any conflict in the group as it arises. We deliberately aim to mix students from different schools, different communities and different backgrounds and as forces the trainees to work with others and understand different world views.

After all, school can only teach you so much and when transitioning from school into the work place, these are precisely the type of skills that any young person will need to be successful.



Introduction to Pauline

I joined the R Tucker Thompson team in October 2015 to share the Youth Manager role with Sophie as the role had expanded to a full time position. Crewing on a youth voyage during my first week gave me a great introduction to crew, the ship and how the trips work. I covered for Sophie while she was on maternity leave and since her return, Sophie has been covering the administrative side of things and I have been liaising with schools as well as being responsible for voyage departure and arrivals.

The position feels like a good match for me as I have a background in teaching with an emphasis on outdoor education, have been a partner in a sea kayaking business, and worked as a Community Relations Ranger for the Department of Conservation. I recently spent three years crewing on Zebedee, an engineless junk, from Borneo to the Caribbean. I love the outdoors, and care about the future of our youth.



While visiting schools I have received a lot of positive feedback from teachers. Finding students and getting them on to the Tucker is extra work on top of their already busy workloads, but those who do, have seen the positive difference the voyages make to the students, and they keep supporting the programme. Some of the teachers have even driven their student to meet the ship at the start of the voyage! I'm consistently hearing how grateful they are, what a great opportunity it is and what a positive difference it's made to students.

I'm very much enjoying the role and being part of the 'Tucker team'. I believe in the vision and think that what we offer youth can really make a positive difference. I love the ship and and feel proud to be part of it all. The staff and crew are all really good people, very dedicated, and I enjoy the way we all work together as a team.

Pauline Moretti

Supporting the Community

We continue to support community groups, schools and local charities by providing places on board.

| | Value of support |
|--------------------------------------|-------------------------|
| Russell Birdman Great Race | \$290 |
| Tai Tokerau Festival (Otamatea 2016) | \$290 |
| Opua Cruising Club | \$290 |
| Bay of Islands Walking Weekend | \$3,200 |
| Home Support North | \$290 |
| Plunket | \$290 |
| Business Paihia Inc. | \$290 |
| Tucker Trainees | \$1,740 |
| Russell Birdman Fundraiser | \$290 |
| Taumarere Festival | \$130 |
| Oromahoe Kindergarten Fundraiser | \$290 |
| Russell School Fair | \$290 |
| The Bachelor | \$5,000 |
| Opua School Regatta | \$290 |
| Total contributions | <u>\$12,970</u> |

We have also supported local schools to enjoy access to the ship by offering specially discounted rates for Northland schools.

Our Good Ship

This year saw a major refit with the ship out of the water for nearly two weeks. We were grateful for the various volunteers who between them contributed approximately 125 hours over the period.

The ship was been hauled out and waterblasted to remove two years of growth. An ultrasound survey was carried out which revealed some minor deficiencies in the hull plating. The small sections were cut out and replaced to ensure a uniform 6mm thickness across the entire hull. She then had a fresh coat of paint topsides and three coats of antifouling below the waterline. The results of her clean bottom were evident as she sped through the water when departing on the youth voyage following maintenance.

One of the biggest part of the refit was the replacement of the stern tube which houses the propeller shaft, undertaken by Kawakawa Engineering. This could only be done while out of the water and was a significant component of the \$95,000 maintenance budget last year.

The electrical switchboard, isolation and charging system were completely upgraded and a general overhaul of systems carried out. The old charging system was a hotchpotch of cables and is now tidy, more efficient and safe. The switchboard has been upgraded to replace the glass fuses with breakers

Probably one of the nastiest jobs of maintenance is the “rust busting” of internal spaces. This year we tackled the water tanks painting the insides and tops as well as carrying out minor repairs where required.

Every year there is invariably a substantial amount of effort which is required to carry out what we call “aesthetics”, being the paintwork, the varnishing on the spars as well as maintaining and blacking down the rig. Blocks, tackles and shackles all need regular repair and this work is generally around \$45,000 every year before we tackle the big projects.

We took the opportunity to audit and purchase essential spares and tools for the ship as well as adding to our sail wardrobe. This is essential in the event of a sail blowing out, and we now have a new inner gib and gaff tops'l on hand. We also have acquired a new 12v alternator and spare water pump in the event of failure. These can be immediately swapped out as they are carried on board.

We are pleased to report that the ship is in excellent condition as she reaches her 30th birthday.



This would be the best moment of my life.
I conquered two of my biggest fears, going through pitch black caves, swimming ^{from} the shore to the boat in approximately ~~the~~ 300m, and 6 or 7 meters deep water, and I climbed to the top of the ship.
The funniest part was when were chilling out in the galoon and Bree she was saying jokes and ~~stupid~~ Wayne couldn't spell properly.
We had awkward gience when we met but now we are close like family.
That was the best part. of the trip.

Funding arrangements for youth voyages

Our youth voyages are funded through a combination of fees, grants, donations and profit from our tourism activities. The direct cost i.e. wages, provisions, fuel, stationery etc, for each place is \$788.38 (\$907 GST inclusive). With the allocation for contribution of central costs, the actual fee is \$1,415 (\$1,627 GST inclusive). We are therefore very grateful for those supporters who make donations that provide a full cost recovery as this allows us to offer grants back to those who are less able to afford the \$885 fee we charge. **100% of all donations received for youth voyages, are allocated directly against our youth costs, not used to subsidise operational costs.**

| | 2015-16 | 2014-15 |
|--|-------------------|-------------------|
| Tourism P&L | | |
| Revenue from Tourism | \$411,743 | \$413,873 |
| Total tourism revenue | <u>\$411,743</u> | <u>\$413,873</u> |
| Tourism costs | \$216,312 | \$199,208 |
| 50% contribution to overheads (Note 1) | \$118,462 | \$100,503 |
| Total tourism costs | <u>\$334,744</u> | <u>\$299,711</u> |
| Tourism profit (loss) | <u>\$76,969</u> | <u>\$114,163</u> |
| Youth voyage P&L | | |
| Revenue from Youth voyages | \$69,839 | \$62,458 |
| Youth voyage sponsorship | \$31,409 | \$44,143 |
| Grants & donations for youth voyages | \$120,141 | \$98,823 |
| Total youth revenue | <u>\$221,389</u> | <u>\$205,424</u> |
| Youth costs | \$149,004 | \$155,924 |
| 50% contribution to overheads (Note 1) | \$118,462 | \$100,503 |
| Total youth costs | <u>\$267,466</u> | <u>\$256,427</u> |
| Number of students | 189 | 185 |
| Cost per student (exc GST) | \$1,415 | \$1,386 |
| Youth profit (loss) | <u>(\$46,077)</u> | <u>(\$51,033)</u> |
| Note 1: Overheads & other revenue | | |
| Salaries and Wages | \$42,100 | \$36,600 |
| ACC levies | \$7,120 | \$8,811 |
| Staff training | \$3,026 | \$744 |
| Repairs and Maintenance costs | \$95,102 | \$73,346 |
| Rent | \$17,272 | \$17,272 |
| Other central overheads | \$37,478 | \$30,843 |
| Depreciation | \$64,317 | \$72,799 |
| | <u>\$266,415</u> | <u>\$240,415</u> |
| <i>Less other revenue received</i> | | |
| Other grants & donations | \$24,010 | \$33,699 |
| Interest Received | \$5,381 | \$5,711 |
| Total other income | <u>\$29,491</u> | <u>\$39,410</u> |
| Central contribution | <u>\$236,924</u> | <u>\$201,005</u> |

Thank you to our supporters

Grants/Donations for youth voyages

Grants

| | |
|------------------|----------|
| Foundation North | \$10,000 |
| Lotteries | \$27,306 |

| | |
|--------------------------------------|---------|
| Oxford Trust | \$6,785 |
| Sky City | \$5,000 |
| Northland Community Foundation Grass | |
| Roots | \$4,500 |
| Lodge Kororareka | \$4,800 |

Donation \$1,000 and over)

| | |
|---|----------|
| Wairahi Trust | \$20,000 |
| Malcolm & Jodie Dick | \$9,000 |
| David Levene Foundation | \$8,750 |
| Whangarei Lions | \$3,700 |
| DUO Trust | \$3,000 |
| Zonta Whangarei | \$ 3,000 |
| Anonymous donation | \$3,000 |
| John Duff | \$1,800 |
| Devonport Holy Trinity Anglican Op shop | \$1,600 |
| The Estate of Joan L. Nicholls | \$1,000 |

We also acknowledge the support of the various Lions and Rotary Clubs who sponsor young people from their communities to take part in a voyage. Their support is invaluable.

Grants/Donations for other purposes

Grants

| | |
|-----------------------------------|---------|
| Pelourous Trust (Defibrillator) | \$2,400 |
| COGS Far North (Medical Training) | \$2,610 |

| | |
|---------------------------|----------|
| Pub Charity (maintenance) | \$15,000 |
|---------------------------|----------|

Donations

| | |
|------------------------------------|---------|
| DUO Trust (maintenance) | \$4,000 |
| Trimac Oil Services (Oil for ship) | \$285 |



Dear Sponsor,

You have provided such a life changing opportunity for me to which I have grasped in both arms. At first I thought it would be just another day on a boat, but instead it was a week full of inspiration, discovery and a gain of precious knowledge. I have very much enjoyed aboard the R. Tucker Thompson and have really come outside my Comfort Zone in order to unlock the skills I most desperately needed before the voyage: Confidence, Leadership and Teamwork skills, as well as communicating effectively with others. I now know how to sail, navigate and steer a ship, climb the rigging, read + understand a map and so much more. It didn't take me long to make friends and become friends with each other and the amazing crew. My highlight was the entire week itself and everything included in it. I now realize how proud of myself I am for making this voyage my priority rather than the things in life I would've previously put first. I've come to believe how valuable life really is and how opportunities should never be missed. So I thank you, fellow, sponsor for allowing a difference to take place in my life with this Taonga of knowledge and experience I've gained due to the voyage to which has truly unlocked a bigger part of me for the better. I am ever so grateful.



Statement of Financial Performance

| Revenue | 2015-16 | 2014-15 |
|--|------------------|------------------|
| Donations, fundraising and other similar revenue | \$144,151 | \$132,523 |
| Revenue from providing goods or services | \$512,991 | \$520,474 |
| Interest, dividends and other investment revenue | \$5,481 | \$5,711 |
| Other revenue | | |
| Total Revenue | \$662,623 | \$658,708 |
| Expenses | | |
| Volunteer and employee related costs | \$52,246 | \$46,155 |
| Costs related to providing goods or services | \$365,316 | \$355,131 |
| Other expenses | \$214,169 | \$194,260 |
| | | |
| Total Expenses | \$631,731 | \$595,546 |
| | | |
| Surplus/(Deficit) for the Year | \$30,892 | \$63,162 |

Statement of Cashflows

| Cash Flows from Operating Activities | 2015-16 | 2014-15 |
|--|-------------------|--------------------|
| Cash was received from: | | |
| Donations, fundraising and other similar receipts | \$65,750 | \$72,366 |
| Receipts from providing goods or services | \$559,244 | \$587,050 |
| Interest, dividends and other investment receipts | \$5,481 | \$5,711 |
| | | |
| Cash was applied to: | | |
| Payments to suppliers and employees | \$570,646 | \$513,632 |
| | | |
| Net Cash Flows from Operating Activities | \$59,829 | \$151,495 |
| Cash flows from Investing and Financing Activities | | |
| Cash was received from: | | |
| Receipts from the sale of investments | \$201,131 | \$50,468 |
| | | |
| Cash was applied to: | | |
| Payments to acquire property, plant and equipment | \$4,112 | \$6,057 |
| Payments to purchase investments | \$206,761 | \$201,131 |
| Repayments of loans borrowed from other parties | \$45,097 | \$35,103 |
| | | |
| Net Cash Flows from Investing & Financing Activities* | \$(54,839) | \$(191,823) |
| | | |
| Net Increase / (Decrease) in Cash* | \$4,990 | \$(40,328) |
| Opening Cash* | \$70,774 | \$111,102 |
| Closing Cash* | \$75,764 | \$70,774 |
| Bank Accounts and Cash* | \$75,764 | \$70,774 |

Statement of Financial Position

NB Full audited accounts are available at www.charities.govt.nz

| Assets | 2015-16 | 2014-15 |
|--|------------------|------------------|
| Current Assets | | |
| Bank accounts and cash* | \$75,764 | \$70,774 |
| Debtors and prepayments* | \$18,720 | \$24,255 |
| Inventory* | \$5,634 | \$7,878 |
| Total Current Assets | \$100,118 | \$102,907 |
| Non-Current Assets | | |
| Property, plant and equipment* | \$434,773 | \$494,979 |
| Investments* | \$206,761 | \$201,131 |
| Total Non-Current Assets | \$641,534 | \$696,110 |
| Total Assets* | \$741,652 | \$799,017 |
| Liabilities | | |
| Current Liabilities | | |
| Creditors and accrued expenses* | \$28,392 | \$37,763 |
| Employee costs payable* | \$21,447 | \$18,903 |
| Unused donations and grants with conditions* | \$4,242 | \$40,575 |
| Other current liabilities | \$35,100 | \$45,100 |
| Total Current Liabilities | \$89,181 | \$142,341 |
| Non-Current Liabilities | | |
| Loans* | \$226,494 | \$261,591 |
| Total Non-Current liabilities | \$226,494 | \$261,591 |
| Total Liabilities* | \$315,675 | \$403,932 |
| Total Assets less Total Liabilities (Net Assets)* | \$425,977 | \$395,085 |
| Accumulated Funds | | |
| Accumulated surpluses or (deficits)* | (\$368,520) | (\$399,412) |
| Reserves* | \$794,497 | \$794,497 |
| Total Accumulated Funds* | \$425,977 | \$395,085 |

Directory

Patron

Dame Anne Salmond DBE

Trustees

Joachim Borgstrom

Mike Daniel (Chair)

John Duder

Russell Harris

Bronwyn Hunt

Chloe Phillips-Harris

Michael Simm

Kelly Yakas

Auditors

Steve Bennett & Associates, Whangarei

Secretary/Treasurer

Jane Hindle

Address

P O Box 42

Opua 0241

Northland

Website: <http://tucker.co.nz>

Email: info@tucker.co.nz

Core Crew

Jane Hindle (Executive Trustee)

Sam Meldrum (Operations Manager/Bosun)

Sophie Camplin (Youth Programmes Manager)

Pauline Moretti (Youth Programmes)

Steve Mackay (Master)

Tim Grant (Master)

Wayne Karauria (Senior Deckhand)

Pania Warren (Deckhand)

Alex Greu (Deckhand)

Nathan Sowter (Deckhand)

Kyra Crouzat (Marketing & Administration)

Volunteers

Liz Greening

Ethan King

Kate Martin

Mary Dickson

James Malcolm

*Plus many others who help out from time to time,
we thank you all*

Charity Registration

CC22076

Our Mission

LEARNING FOR LIFE THROUGH THE SEA

Through embracing the values of Kaitiakitanga –
GuardianShip, we wish to:

- Preserve the tradition of tall ship sailing and specifically the R. Tucker Thompson
- Allow those who sail her to learn more about who we are, where we come from and where we are going
- Make a positive difference to the lives of those who come on board, whether for a day, a week or longer



Waiata R. Tucker Thompson

*Nga kupu me te ranga na Katarina
Mataira & Keita Ngata,
18 Okeptopa 2010*

Te Moana-Nui-a-Kiwa e
E hora nei e
Ki nga Motu
Tae mai ki konei
Ki Aotearoa

Te waka nei ko Tucker e
E tere nei e i te moana e
Ko koe ra e pupuri nei
Te mauri tere o nga tupuna e
O nga tupuna e

*Words composed by Katarina Mataira &
Keita Ngata, 18 October 2010*

Pacific Ocean
Ancestral pathway
Traversing the Islands
To Aotearoa

Thy name is Tucker
Sailing the Seas
The sailing spirit of the ancestors
Of the ancestors



R-TUCKER-THOMPSON ★

R-TUCKER-THOMPSON ★

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