

FARR 1020 NEWS

PO Box 91 005, Auckland Mail Centre, Auckland. www.farr1020.org.nz



From the Chairman

Celebrating 21 years

The 21st Anniversary Celebration of the 1020 class took place on the week end of the 12 – 14 March. A great deal of planning and behind the scene work made this event an outstanding success.

On the Friday night the Royal New Zealand Yacht Squadron hosted a special evening Rum Race on the Waitemata Harbour. 23 boats entered and made a wonderful spectacle in a 15kn southerly breeze as they jostled and positioned for an exciting crowded start. The fleet stayed bunched together to the turning mark (No 7 buoy) just beyond North Head. During the sail back which included some windward sailing and close reaching, boats jockeyed for advantage and position. This resulted in an exciting finish with very little time between the leaders and the runners-up. Once more the class demonstrated the close racing and camaraderie that comes from one-design keel boats.

Results :

1 st Max Headroom (John Melville)	1hr.10.02
2 nd Hard Labour (Steve Barton)	1hr.10.04
3 rd Rawhide (Paul Watson)	1hr. 10.07
4 th Circuit Breaker (Lance Parker/Richard Still)	1hr.10.10
5 th Choice Transport (Trevor Dunn)	1h. 10.40

After the race most of the competitors took the opportunity to socialize in the Royal New Zealand YS dinghy locker bar, and check out the exhibition and display of 1020 memorabilia including plans and action photographs.

A video and still photographic record has been made of the weekend's events. Video by Brenda Dunn and pictures by Terry Fong and Cameron Thorpe. Check out our web site www.farr1020.org.nz

Next day, a fleet of 20 boats assembled at Mechanics Bay for a rally cruise down to Islington Bay. *Jezebel* – a launch owned by Peter and Jenny Jarvie, who had previously owned *Mecca* for 18yrs, was called into service as the start boat. Other 1020s joined after the rally cruise, including *Village Kid* which has been modified for wheelchair use with a gimbaled seat and joystick. Also great to see *Drums of Time* still owned by Bruce Haslip since launching. A very impressive raft-up of 25 boats. Once again there was a chance to socialize and visit each other's yacht. After a luncheon stop over the fleet sailed back in company to Westhaven.

The gala event of the celebrations, a formal dinner in the main hall of the Royal New Zealand Yacht Squadron, took place that evening. Guest speaker



25 Farr 1020s. A Raft-up Record?

From left to right – *Gambier*, *XTC*, *Diamonds*, *Hero*, *Circuit Breaker*, *Watermark*, *Big Boys Toys*, *Rawhide*, *Prime Suspect*, *Hard Labour*, *Choice Transport*, *Drums of Time*, *Azure*, *Magical Cats*, *Ambience*, *Flashwave*, *Clever Choice*, *Sensation*, *Unity*, *Berserker*, *Share Delight*, *Aquiline*, *Fast Forward*, (out of picture) *Village Kid*, *Acquiesce*,

was Kim McDell whose company, Sea Nymph Boats and it's successor McDell Marine built the 1020 in the 1980s. Kim spoke about the beginnings of the class – the design and the building of the boats. He was joined by previous and current owners, Rob Blackburn (ex *XTC*), Roger Crabtree (ex *Chances R*), John Brown (*The V Team*), Ian Littler (known through-out the early days as “Doctor Death” (ex *Farina*, renamed *Capella V*) and Mike Lanigan (*Share Delight*),.

Towards the end of the evening a celebratory cake was cut and a toast was proposed to the Class' future.

On the last day of the celebrations six 1020s rafted up together outside the RNZYS for a public viewing, at the Westhaven Events Marina. This was an opportunity for interested prospective owners to look over the boats. All six were still very impressive despite the fact that the design was over 20 years old. Thanks to Westhaven Marina for sponsoring the event by supplying marina berths.



In short this important milestone in the Farr 1020s history was celebrated with some style and gusto with happy memories for all involved.

We now look forward to the next 21 years. The boat is still extremely fast and competitive, (both in club and coastal racing), beautifully balanced and well mannered.

Thanks to all of you who participated and confirmed we have a strong, keen Association.

- Trevor Dunn – Chairman – *Cheap Transport*



March 10, 2004

Farr 1020 Association Attn: Trevor Dunn

Twenty-three years ago I designed the Farr 1020 in response to the desire in New Zealand for a fast responsive one-design cruiser racer that could give pleasure and enjoyment both on the racetrack and in cruising mode. The boat exceeded expectations. It has proved to be extremely fast for its type and is still competitive in club racing against other similar designs.

I am happy to report that I purchased my own 1020 on which my wife and I spent many enjoyable weekends

cruising in the Chesapeake Bay. One of our staff members at Farr Yacht Design also owns a 1020, which he has cruised on the Bay for 14 years.

I congratulate the class for being so active not only on its stronghold in Auckland but also in other New Zealand centers and overseas. I am sure that this beautiful well-mannered boat will continue to give pleasure to its owners and crews in the future.

Good sailing to you all, *Bruce Farr*

Photographs of the 21st Anniversary Rum Race

Professional Photographer Terry Fong has available more that 130 photographs of the participants taking part in the Friday night Rum Race. You can view proofs on line by clicking on the thumbprint indexes in the News Page of our web site. www.farr1020.org.nz Large proofs can be requested by emailing Terry at AFA Photography Ltd. with the respective code #'s: (terry@afaphoto.co.nz)

Prices: A4 prints - \$30 ea. or \$25 ea. for 3 or more, A3 - \$75, A2 - \$125, All prices + GST and are in NZD.

Prints are Kodak LED digital photo' excellent quality scanned from film.

A Brief History of “The Best by Farr”

The design was commissioned in 1982 and it was shortly after that that The Farr Design team relocated to Annapolis in Maryland USA. I think Roger Hill who worked with Farr at that time actually carried the plans from Auckland to Annapolis to make sure they reached their destination safely.

From the outset the Farr 1020 was conceived as an international product and every aspect of the design and build was considered with this in mind. To succeed locally and internationally the boat had to meet many requirements:

Cruiser/racer – The Farr 1020 had to set new standards as a family cruiser/racer. It had to combine the speed and handling characteristics of a racing yacht with the ease of sailing and generous space required for family cruising.

Racing Performance – The emphasis was on speed with complete disregard for any rating rule.

One Design – A real commitment to making the Farr 1020 the most genuine One Design available in this size range was made at the design stage and strict rules were established before the first boat was sold thus ensuring the accuracy of the One Design concept.

Even with kitset builds the minimum package available was to a level that all key items were supplied by the builder e.g. hull, deck, bulkheads, rudder, keel, mast and a full set of construction and fit-out drawings together with the class rules.

Luxury Cruiser – True to the design brief Farr made amazing use of space The requirement was for liberal use of natural timbers and plush soft furnishings to give the boat a comfortable and luxury feel. The galley had to be spacious, the saloon roomy and capable of seating at least eight people and the boat needed to be capable of sleeping seven. There had to be plenty of space above decks with good lockers and a large a cockpit. The innovative boarding platform design had to provide easy access on and off the boat and make and excellent swimming and diving platform.

A Kit builders Dream – market research confirmed a substantial home-build market so the kitset build concept was a key design issue and the method of construction referred to below had to facilitate an easy and accurate home build that would comply with the One Design rules.

A New Concept in Construction – We (Sea Nymph Boats Ltd/McDell Marine Ltd) have always been innovators in production boat building techniques and the Farr 1020 build method had to be cost effective and ensure consistent high quality. The Farr 1020 has an extremely rigid hull achieved by the unique structural grid liner incorporating a number of different lay-ups each designed specifically to give maximum strength to weight ratio. All laminating is carried out in temperature and humidity controlled conditions and accurate control before and after moulding to ensure each Farr 1020 complies exactly to the One-Design standard. The construction method also had to allow the quick turn around of the moulds to enable maximum output.

This was the biggest project we had embarked on at that time and required a substantial investment so we had to do our homework and make sure we were on the right track.

Our faith in the Farr 1020 exceeded our expectations with 150 boats sold between 1983 and 1989 an average of over 20 boats per year. It was mainly the share market crash in 1987 that stopped the momentum the Farr 1020 sales and like other boats of that era, by the time the market started to improve in the mid nineties new models from the big overseas builders had started to appear.

Boats were sold into Australia, Japan, USA, and some have changed hands and found their home in other ports around the world.

Most satisfying from our point of view as the team who conceived the idea of the Farr 1020 and built and sold it, is firstly, that most owners still tell us how much they love their 1020, and secondly, we don't know of any 1020 owner who has sold his/her boat for less than they bought it for.

- Kim McDell, McDell Marine Ltd

New Owners and Members

Welcome to our Association:

Celere 6456 – Rod Lund and Brent McKenzie

Farrst Company 4959 – Alan and Marion Grundy, Lane Cove Sydney. Members RSYS and Greenwich Flying Squadron. Farrst Company was previously owned by Ian Guanaria and named *Auctioneer* sailed out of Royal Brighton Yacht Club, Victoria. If any members can help the Grundys with any history of Farrst Company email wilspace@ozemail.com.au.

Gizzmo 8102 – Steve Cotton. Helm for 2004 Nationals.

Seaflite Stuart and Anne Williams, Mona Vale, Australia. Members of RMYC and RPAYC. No known history.

Copplestock VI – Brian & June O'Brien. Previously owned a Wright 10. Spent two weeks in Bay of Islands last January and had a wonderful time. Members of Waikato Yacht Squadron.

Red Hot N' Blue - Steve and Hayley Hargans, Mt Annan, Australia. Lake Macquarie Yacht Club

Hard Labour – Cameron Appleton – helm for 2004 Nationals.

Only \$45.00 to join our active Association.

What's in a Name?

Attending the 21st birthday and meeting various "old" owners gave me the opportunity to found out how their "Boats Got their Names".

XTC. Hull # 45. No, not the drug but crew from Bruce Farr's Titus Canby (Half Toner) moving on to a new boat. (Ex Titus Canby)

Marbles. Named by the youngest member of the family. But no one can remember why.

Clearwater – First owner “Just can’t remember”

The V Team – John Brown. Bought as a staff incentive and team building exercise by the owners of the Victoria Park Market.

Circuit Breaker. Originally owned by an electrician

Prime Suspect. A lawyer?

Gambier. Named after Lord Gambier, formerly an Admiral in the British Navy and the middle name of original owner Lance Parker.

Chances R. Owned by an English family (Crabtree) with 6 kids and they wanted a “Kiwi saying”.

Farina (now remained *Capella*) Ian Littler (or “Doctor Death” as he told us). Italian for flower.

Mecca – Peter Jarvie. Hull # 44. A place you aspire to visit.

Share Delight. Built by two families to “share the delight” in sailing

- Sue Jenness – *Watermark*

2004 Farr 1020 Nationals

High hopes, boats stripped out, keen crews – this is the 1020 Nationals

It started out like any other Nationals with hopes high, boats stripped out, plenty of mind games at the briefing and enthusiastic crews. The weather forecast was

favourable and we headed off down to Northern Leading with a building westerly breeze.

Eleven 1020s merged on the start line and we were particularly pleased to see *Mesmerize* sailed by Dale Fenton and his family who had come down from Whangarei for the event. Unfortunately the breeze reduced to a zephyr and it was touch and go as to whether we would finish in the time limit of one and half hours. Fortunately PRO Megan Kensington from the Royal New Zealand YS shortened the course and *Gizzmo* sailed by Steven Cotton took the first gun.

The breeze settled in at 10-15kn for the remaining four windward/leeward races on Saturday and there was plenty of close racing where ever you were in the fleet. The results sheet showed four different winners and minimal difference in points with some well known names in the crews as well as the skippers. Race 2 *Prime Suspect* (Grant Turnbull), Race 3 *Max Headroom* (Andrew Wills), Race 4 *Hard Labour* (Cameron Appleton), Race 5 *Prime Suspect* (Grant Turnbull).

Meanwhile, in the “Owner/Driver Division”, *Future Road* (Nick Brewer) and *Share Delight* (Mike Lanigan) were having their own tussle with *Rainbow IV* (Alan Smith), *Rawhide* (Paul Watson) and *Shokran* (Joe Brownlee) snapping at their heels if there was any hesitation or mistake.

Sunday dawned with rather more breeze of 20-30kn and a chance to air the No 2 headsail. The gap

between the more experienced crews and the rest was magnified (as you’d hope it would!) with plenty of thrills and spills. The course was set down off Islington Bay, as the Harbour Swim between Rangitoto and Mission Bay was also on. This made for testing conditions for the race



committee as well as the racing yachts as the Waiheke fast ferries passed close by.

It was a great test of boats and crews and the skill level was certainly reflected in the final results as follows:

Championship 1st: Hard Labour (Cameron Appleton), 2nd: Max Headroom (Andrew Wills), 3rd: Gizmo (Steven Cotton)

Handicap: 1st: Rainbow IV (Alan Smith), 2nd Rawhide (Paul Watson), 3rd: Future Road (Nick Brewer)

- Sheryl Lanigan – *Share Delight*

p.s. If the “drunken yachtie” who souvenired the Mount Gay rum at the prize giving has any conscience, would he please forward the rum to the rightful owner – Paul Watson from *Rawhide*.

Up Coming Racing

Royal Akarana Yacht Club’s Winter Racing starts 16 May – every second Sunday except Queens Birthday until September. Email; sailing@rayc.org.nz for an entry form

Simrad Barrier Series –Short Handed – Short-handed Sailing Assn of NZ. Sat 10 July - 50 miler , Sat 14 August 60 miler Sat 11 September 100 miler

Contact Brian Murray 021 670 778 www.ssanz.co.nz

22 October Coastal Classic – Auckland to Russell

Further info on racing your Farr 1020 contact Cameron Thorpe Email: thorpecameron@xtra.co.nz Mobile: 027 291 1113.

MID YEAR DINNER – 12 JUNE



Mark this date in your diary. Dinner at Westpark Marina’s Restaurant on Saturday 12 June. .

Members could either sail to Westpark or drive. Would be a great venue for the “Up Harbour Boats” to get together with the “Down Harbour Boats”. Some of us “Down Harbour Boats” have never been past Kauri Point. A great opportunity to mix and mingle. Marina will be available for over-nighting at a cost of \$14.00.

We will need to know numbers to book the restaurant Email: secretary@farr1020.org.nz or ring Sue Jenness 09 483 5051 or 021 896 554. Committee members will be doing the usual “ring around” of local boats to find out who is going.

Emails

From Steve Hargans - Red Hot’N Blue – Sydney

I am keen to join your association for the info and to support the 1020 brigade. Member of Lake Macquarie Yacht Club and should deliver the boat to the lake sometime early April. When the seas get below 4m at least any way.

I have read the web site and some of the articles in your newsletter and find them very interesting. Hopefully in the next couple of years I will do the Trans Tasman and land on your shores for a grog or two. In the mean time I will be learning the tricks on my dream boat with some local racing and cruising with family and friends.

When I get a few photos I will send them over for you to see. Apparently she was built by Sea Nymph in 85. I do have a few little issues to fix up, although not structural they are annoying, but shouldn’t present any problems. Consequently the price I got her for was \$94K and the previous owner did about a couple of grand worth of work before I signed off. Very nice of him indeed!

From Seth Kunin Mar Caballo, Santa Barbara

By the way, I don’t know if this will warrant mention in the next newsletter, but my partner has officially signed us up for the 2004 Pacific Cup Race, which is run in June/July from San Francisco Bay to Oahu, Hawaii. Should be exciting. I doubt that a 1020 has ever done it, but we’re sure that ours is up to the task. We would happily take any advice from others who have done any ocean racing on their 1020s.

From Phil Burke, Bali Dancer, Sydney

We are the proud owners of Bali Dancer in Australia and you know that us Aussies are dumb and need all the help we can get, but we do know that the greatest knowledge one can have is where to find the knowledge. The 1020 handbook you produce is outstanding however we would like to seek advice from some of your more successful 1020 owners on how they get their edge.

Would you be kind enough to give us the contact details email / phone, of two or three of the most successful 1020 racing owners in NZ we would very humble in our approach. Thank You.

(Email/phone number supplied).

QUESTION TIME

From Phillipa – *Eat My Shorts*, Wellington

We broke our spinnaker pole and before we decide to have a carbon-fibre one made, is this allowed under class racing as we would like to do the Nationals in 2005. We would love to put a campaign together from Wellington for next year, any information or help would be greatly appreciated.

Reply from Cameron Thorpe

After a quick look at the rules I can't see any stipulation about what the spinnaker pole must be manufactured from, this would make carbon fibre allowed. However one word of warning is it must also meet what is on the plans and specifications, I would contact Kim McDell from McDell Marine just to be 100%. Note: Carbon is not as forgiving and is likely to shatter if it bangs on the forestay

Reply from Nick Brewer

Concur Cameron's comments. I don't think the rules when written ever really thought carbon would be an option. If its not written somewhere else (and I don't have the full plans) and if we're smart I would suggest we propose that carbon is not allowable. For very little gain I think it would open up a large can of worms and a large can of expense! There are few classes in NZ that boast being true one designs, lets try and keep it as tight as possible.

Whilst its not yet stated anywhere obvious that you can't use carbon, it may read that way in the design specs if you find them. Your call, but the low risk (and popular) option would to be the same as everyone else.

NAVIGATION LIGHTS

Many Farr 1020's are still only fitted with a port/starboard tri-coloured light situated on the top of the mast. Many owners don't realise that these lights may only be used when a vessel is under sail.

When a yacht is under power, it must display the light of a power-driven vessel. In other words, port and starboard and stern lights, plus a steaming light at least one metre above the side lights. (Steaming light should be switched independently so that lower lights can be used for sailing should the tri-colour malfunction). Light intensity under 12m 10w.



Starmarker in fog

The lower navigation lights should be mounted on the upper pulpit rail. Port and starboard navigation lights cut into the hull are not acceptable. Only one set of Navigation lights may be shown at any one time.

New Zealand authorities are going to impose instant fines of \$200 on any skipper not observing these regulations. A fine of up to \$10,000 and or 1 year in prison can be imposed on a skipper in the event of an accident, which resulted directly or indirectly from the incorrect use of navigation lights.

So don't get caught out in the dark and check your current Rulebook. Any queries contact Ron Evans at Yachting New Zealand. 09 488 9325

♦ Warwick Jenness – *Watermark*

From the Bosun's Locker

Contact The Bosun to purchase. Wayne Osborne
Tel 09 416 9515 or 025 94 3887
w.j.osborne@xtra.co.nz

COAMING GRAPHICS

\$25 per set of two - Farr 1020 signage for coamings

FARR 1020 OWNERS' STERN STICKERS

Free to financial members - Additional copies \$10.00

BATTLE FLAGS - \$80

For Sale – *Celere* 6456 – 3rd Share



\$30,000: Built 1988. Engine Kubota 23horse 1500hrs. Sails: Main, Spare main. No 1 & No 2 headsail, 2 x Spinnakers. Furling headsail, Aquapro rubber ducky with 3.3hp Mercury. *Celere* is in good repair and has had regular maintenance. Current owners both have families and are keen to do winter racing, Coastal Classic in addition to family cruising. Boat is currently rostered on a 3 weekly basis. Monthly standing costs are \$210 per month. Berthed at K08 Westhaven.

Contact Rob Lund 09 376 0623, mobile 027 478 1241
email robjl@xtra.co.nz

WANTED TO BUY – *Farr 1020*

From time to time there used to be owners offering their boats for sale through the Owners Assn. Wally Giles recently contacted me and wanted to know of any boats for sale. Wally is on 0274 527557.

▪ Cheers, Ray of Navaho

STOP PRESS

Auckland to Tauranga Yacht Race –

Race record tumbles

Zana (Stewart Thwaites), a Bakewell-White designed maxi broke the race record, in a time of 9 hours 35m 1 sec and won the \$5,000.purse. Comment from one of the competitors “Fast as! Quicker to race to Tauranga on a holiday weekend than to drive”. The front of the

fleet experienced 10-15 knots of wind to Channel Island, then came dusk and 45knots. With a swell behind them most of the fleet finished early evening and rumour has it that “some partied all night”. Big Boys Toys (Farr 1020) finish time was the next morning at 05hr.18:56. A great results in exciting conditions

WANTED - SECRETARY FOR A PROGRESSIVE VOLUNTEER ASSOCIATION

We are looking for a fun and sport-minded person to be the Personal Secretary to our Chairman. Must have can-do-attitude, be a team player (whatever that means) and a self starter.

- Flexible hours – any hours you like
- Must be good at organising social events
- Must be able to hold their own at committee meetings
- Keep our records/memorabilia
- Ability to take minutes, attend committee meetings (4-5 a year) and social functions – essential!.
- Knowledge of sailing would be a great asset, although not necessary.

You will work with a great bunch of motivated people. Be quick for this one: this is a position of a life-time. The salary package is nil and you supply your own computer.

Apply to secretary@farr1020.org.nz. or tel 09 483 5051 or 09 521 1564

p.s. No CV required



The champions battle it out for the 2004 National title honours.. Max Headroom – 6107 defending champion and Hard Labour 6358. Photo courtesy of Royal New Zealand Yacht Squadron. Background is Rangitoto Island and the Waiheke Ferry