

FARR 1020 NEWS

Newsletter of Farr 1020 Owners Association of New Zealand

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Edition Two

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**Wishing you all a Merry Christmas and fair winds over the summer
And bring it on home Team New Zealand – we are all with you every race.**

From the Chairman

There are signs appearing that summer is on the way. Hopefully you are all looking forward to an eventful summer of cruising and racing.

This year your committee has made a few changes to encourage more boats to get together with the introduction of a cruising series of rallies in the Auckland region and a change to the short handed championships in early December. For this event we are allowing three crew to participate. Both these moves are being made to encourage more boats on the water in each other's company.

Early next year Auckland will be alive with America's Cup fever. If any out-of-town members are visiting Auckland to view the event please let me know to see if we can meet

2003 also commemorates the 20th anniversary of the class. In late January or early February we hoping to hold a social function involving Bruce Farr and some prominent ex members of the class to which you will all be invited. As soon as the date is fixed we will get in touch with you.

Finally congratulations to all those members who participated in the Coastal Classic. Once more we were the largest and most competitive class by a country mile.

Congratulations also to Steve Barton and Cameron Thorpe for their high placing in the recent Etchells worlds at Whangarapara.

Finally on behalf of the committee I would like to wish you a Merry Christmas and a happy sailing summer

§ Trevor Dunn – *Choice Transport*
Tel: 09 476 4605 027 439 3824

New Members

Welcome to our Association:

Fireball – Jeremy and Christine Wynne-Jones – keen on cruising with their two young boys.

Charisma II – David Robinson – based in Sydney.

Hikky Burr – Jim and Kaaren Smylie – based in Tauranga

Joint Effort – Richard McKay – previously owned a Twilight Townsend and also sails an Etchell.

Consensus – Steve and Joanne Prosser – previously a Tracker owner.

Time Out – Mark & Lindy Connor – our Sydney Farr 1020 Port Captain

Southern Belle - James McCarthy: Wellington and Southern Port Captain. Recently purchased in Wellington after crewing in keelboat racing for three years. Competing in Div 2 and offshore series races. First yacht.

21st Lindauer Coastal Classic

Friday 25 October 2002 1200 hrs

The Classic is Auckland's and arguably New Zealand's most popular coastal yacht race. The start was delayed, by two hours, to allow a front with heavy rain and strong winds to go through.

Once again, a record number of 20 Farr 1020s were entered, nearly one-tenth of the total racing fleet. This meant that at the start and during the race each 1020 was in sight of another sister boat, sometimes the competitors had six or seven 1020s in sight to race against.

The start line was over a mile long and even with over 200 boats starting there was plenty of room. It was a spectacular sight at the windward end. Right against the wharf was Nick Brewer's Future Road with John Melville's Max Headroom. Steve Barton's *Hard Labour* was right on the line in the most populated part of the starting area. Mike Lanigan, *Share Delight*,

showed the local game by selecting the leeward side opting for clear wind. This clearly paid off because *Share Delight* got away to an excellent start with good clear air. Nick Brewer sailed an interesting course for the first three to 400 metres amongst the moored boats off Devonport. He was the first boat of the whole division to round North Head closely pursued by *Max Headroom* and *Hard Labour*.

The fleet was able to harden up and set course for Russell 120 miles away in the north. The wind throughout the day varied between 20 and 30 knots with some lumpy seas off Cape Rodney. It was necessary to keep the boats going at all times trimming sheets constantly. Individual duels were fought between rival 1020s throughout the fleet. This added to the excitement throughout the long day.

As night fell the wind dropped to a reasonable 15 knots and after 10 p.m. the moon arose. This allowed everybody to fix their position and see other boats around them.

The leading boats of our division reached the passage between Cape Brett and Percy Island at around 2.30 a.m. Here a ding-dong battle took place as ten 1020s in sight of each other tacked through the very narrow passage *Navaho* and *Gizmo* were up amongst the leaders with *Max Headroom* and *Hard Labour*, *Share Delight* and *Future Road* all battling to get ahead.

The next leg to Russell which is just under 20 miles was once more a close battle with *Max Headroom* finishing first amongst the 1020 fleet followed by *Hard Labour*, *Share Delight*, *Flashwave*, *Future Road*, *Navaho* and *Gizmo*. In addition to the excitement at the front however it should be noted that the remainder of the fleet came in very quickly afterward. Many boats for which it was either their first or second race came in only 30-40 minutes after the leading 1020s. This type of close finish is a strong indicator that we will have exciting races in the Classic in future.

Prize giving at the Russell Game Fishing Club

A special Farr 1020 Association prize giving and get together took place in the Russell Game Fishing Club two hours before the main prize giving. On handicap the honours went to:

1. *Max Headroom* – John Melville
2. *Hard Labour* – Steve Barton
3. *Flash Wave* – Gavin Titmus

Congratulations to all crews that finished the race. It was hard work but it was grand to see such a large number of 1020s in Russell on Saturday.

Two of our members were part of the winning team for the Yacht Club's Team Cup, representing RAYC. *Share Delight*, *Hard Labour* along with Don St Clair Brown's *Anticipation* took away the silverware and a bottle of the sponsors fine product

Cruising to/from the Bay of Islands

Although the Coastal Classic is a race, there are lots of lessons to be learned from it from a cruising perspective. If you are intending to go up to the Bay of Islands this year from Auckland you might be interested in a few tips.

Use a south westerly or westerly or anything in the south quarter to get up there – it makes the job much easier. Speeds of 7-8 knots can be accomplished hour after hour in relative comfort.

The obvious bolt holes and safe anchorages are Kawau, Tutekaka and Whangarooro. Whangamoomoo is a splendid and picturesque anchorage and then anywhere in the Bay of Islands. The longest stretch is obviously the bit between Kawau and Tutekaka. This can take between 8-10 hours in light winds, perhaps a little faster if the breeze pipes up. Generally up to Marsden Point in a westerly you can gain a bit of respite by keeping relatively close to the coast. However it can be a bit boisterous between Marsden Point and 2-3 miles north of Whangarei Heads. Remember that this is only a short distance however usually taking not more than an hour to traverse. After that it is generally relatively sheltered although one notices an ocean-type swell.

Remember that if you are coming out from Russell it is usually a two-hour trip to Cape Brett. Use winds that are from the northerly quarter. It makes the task of getting back much easier. Perhaps the easiest way to go is to take a leisurely trip encompassing Whangarooro and Tutekaka perhaps spending a day or two in the Tutekaka region before taking advantage of a northerly breeze to get down to Kawau.

Navigation is relatively easy, the Cape Rodney light is a strong one. Whangarei Heads is pretty easy to detect and the Tutekaka light beyond it is another strong beam. The Cape Brett light is also strong and usually visible over 15 miles.

The gap between Cape Brett and Percy Island usually has a bit of a swell running through it. It is however perfectly safe during the day provided the wind is not too strong and the tides are in your favour. Otherwise going round the outside is only a short extra distance.

In future cruising notes we will cover Auckland and Great Barrier, and the cruising grounds in both the Banks Peninsular and the Marlborough Sounds, as well as the dreaded Cooks Strait Crossing.



Max Headroom showing her winning style – Pix by Craig McMillian *Unity*

A Sydney weekend from hell

Hi to Farr 1020ers, my name is David Robinson and I am the proud owner of Charisma II.

One Friday, we were to sail from Sydney to Pittwater, some 4 hours, with another boat, but the wind was from dead ahead we decided to motor. The engine started to over-heat as no water was getting through to cool it so we took a tow from the other boat. The next day we discovered we had a broken impeller which we located and replaced together with cleaning the filter and thermostat housing. Everything looking good and having lots of fun even though we were sailing through rain storms until about 5 p.m. as we were motoring to a restaurant, this time with two other boats.

My son's friend suddenly shouted from below to turn the engine off as smoke was coming out of the engine compartment. We had an electrical fire which I managed to put out. We towed the boat to a marina and they will look at it, so I don't know the cause as yet, although I can't see the two problems being related. All of the engine wiring will have to be replaced but no other damage apart from maybe smoke damage, we will have to see.

Even after the problems Charisma II is still loved especially by myself and my 12 year old!

§ David Robinson - *Charisma II*

Nick's top tips

1. Join Coastguard and get a free battery and system check. Doesn't take long and well worth it before the Xmas cruising period. If you don't know much about electrics (and lets be honest, not many of us really do) then its a good chance to pick the brains of a knowledgeable bloke whilst he's actually onboard YOUR boat!
2. If you use a long painter for towing your dinghy, consider using either a strong floating line or place a small (fishing net type) float in the middle. This makes sure it doesn't sink and wrap around the prop when either reversing out of a marina berth or going astern when dropping anchor !!#**!
3. Avoid rum and coke spillage! Use sports drinking bottles instead of cups or glasses. In this way you can snap the top back on and even throw it back into the cockpit with nil spillage. The crew can also keep merrily drinking on the rail! Also reduces the loss of alcohol through evaporation this is significant!

Where have all the Farr 1020s gone?

We are approaching our 20th year and the committee are working on an event to celebrate our birthday. With this in mind, we need to find the following lost boats and their owners:

Brass Tacks *Final Demand* *Jet*
Fourth Dimension *Resolve* *Rumpus*
Serene VII *Windspirit*

Ten Twenty – first 1020 launched – believed to be in Blenheim

Richmond's first race Spring Regatta

The course took us from Orakei Wharf to the Outermost yellow buoy in the Tiri Channel to Gannet Rock, Waiheke to starboard and back to the finish at Orakei Wharf.

Four Farr 1020s started in the spinnaker division, *Azure*, *Prime Suspect*, *Ambiance* and *Future Road*. In the non-spinnaker division *Flashwave* and Guzzini represented the 1020 fleet.

With a strong southwesterly forecast the fleet headed off to Tiri. On *Ambiance* we tried the No-2 Kite but after loosing a sheet and breaking the downhaul on the spinnaker pole we found it just too tight and flagged it away but still had a great two sail reach to Tiri. *Future Road* was showing great speed downwind and led the 1020s at Tiri.

From Tiri to Gannet Rock turned out to be a similar angle with some boats including the 1020s working up to weather and trying kites, but after sagging down below course reverted back to two sail reaching. It was this leg where *Prime Suspect* revealed their new radical kite hoist where the head and the clew are swapped before hoisting and so giving a very low flying Kite!!! Great work Tony but now your secret is out we may see the Louis Vuitton boys trying it. During this leg we had a squall come through and were able to surf with reported 1020 boat speeds over 13 knots - really great sailing!

Once around Gannet Rock it was quite light and fluky in the lee of Waiheke but after rounding Kauri Point and approaching Pakatoa the breeze settled in and went ahead. *Future Road* had a good lead on the three others going past Pakatoa while *Prime Suspect*, *Azure* and *Ambiance* had a fantastic battle of our own across the bottom end of Waiheke with places changing on every tack.

Once around the corner it was hard on the wind all the way home in 20-25 Knots of breeze, again great sailing!!! and even managed to lay Browns Island Beacon in one tack.

Future Road crossed the finish line second in our Division only 10 minutes behind a Ross 35 *Extract Digit*. It was great to see that all the four 1020s finished within 12 minutes of each other after 8 hours racing.

The non-spinnaker division sailed a slightly shorter course going direct to Gannet Rock and around Waiheke. *Flashwave* showed great boat speed on all legs and finished a creditable second on handicap in that division.

All in all a great day out and thoroughly enjoyed by all.

§ Wayne Osborne – *Ambiance*

Trans Tasman Challenge 2003

Anyone interested in sailing on Sydney Harbour in a “friendly” contest with our Aussie mates?

Every year the Royal Sydney Yacht Squadron and Royal New Zealand Yacht Squadron meet to enjoy some fun Tassie rivalry over the three day ANZAC weekend around April 25th. The venue is alternated so that one-year we are the host and the following year we go to Sydney and they are the host. The next regatta in 2003 will be held in Auckland.

The yachts used by RSYs are the “Clansman” class and RNZYS has previously used “Cavalier 32’s” In the past the regattas they have used 12 Cavalier 32’s. Unfortunately this class is diminishing and the Farr 1020 Association has been approached to use Farr 1020s as a good yacht to continue to foster this contest.

Up Coming Racing and Cruising Events

Date	Venue/Club	Event	Contact
Sat 7 & Sun 8 December	RAYC	Short-handed Nationals – Non Spinnaker	racing@rayc.org.nz Tel 09 524 9945
Tuesday 7 January	Team New Zealand	Unveiling/Open day	
21 – 24 January	Bay of Islands Yacht Clubs	Bay of Islands Regatta Cowes-week styled racing	Tania Townsend Tel 09 402 8185 Email Tania@get-fresh.co.nz
Sunday 26 January	Scott’s Landing	F Farr 1020 BBQ – look out for the F1020 battle flag	
Mon 27 January	Auckland Yachting Assn	F Anniversary Regatta – Mahurangi to Auckland	0800regatta
Sat 11 January	Devonport Yacht Club	F Old Fox to Motuihe Leave from anywhere you want – to arrive at 1200 at Motuihe	Contact Peter Strathdee <i>Azure</i> 0215 9777 705 home 09 480 5303
Saturday 22 February	Devonport Yacht Club Islington Bay	F Issy Bay Ball Race/cruise to Issy Bay with your Yacht Club –or just cruise there Raft up with Farr 1020s for a “Pre-Ball”	Ball entry fee is: One item of formal clothing and a donation to cover costs by \$20.00
Friday 21 March	RAYC	F Cruising Night Race to Orapiu under a full moon, from Orakei Wharf 1630 Next morning: Champagne breakfast on beach, followed by friendly game of Boules Challenge – bring your Boules, if you have them	Contact Warwick or Sue Jenness 09 483 5051 or 021 784 554
6 & 7 April	BBYC	Farr 1020 Nationals	Tel Steve Barton <i>Hard Labour</i> 09 529 3357 anytime

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Farr 1020 Cruising Rally: Prizes – mystery fun prizes – and prizes for just being there!!

All welcome, whether you are fully crewed or just two handed – non-Spinnaker racing/cruising.

The RSYs send over 3 skippers and some supporting crew. A draw is done so that when an Australian skipper is on board the points for that race go towards the Australian Team. The sailors decide which sails will be used on the day depending on weather conditions and the type of racing to be sailed. The aim is to race in the spirit of Corinthian sailing, keeping the yachts separated and to enjoy some friendly banter and of course a beer afterwards. Over the 27yrs of competition there have been no protests but many long lasting friendships.

Please contact Mike or Sheryl Lanigan ph: 521 1564 to find out more details and to indicate your interest for a fun weekend of sailing.

For Sale

Kevlar full roached main and adjustable lightweight backstay and 2 non-overlapping Kevlar headsails, ex Doyles Loft. Headsails largely unused, total cost \$17,000-\$18,000 including GST. Offers over \$10,000 considered. Contact: arthur.stewart@dtz.co.nz.

P.S. Congratulations the Farr 1020 Assn on your elevation to a National Class.

§ Arthur Stewart - former owner *Charisma II*