

FARR 1020 NEWS



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

From the Chairman



First of all the Committee would like to wish you all a very Merry Christmas and a Happy Summer Season's cruising. In this newsletter we are going to unveil a new series of cruising and family-oriented events to take place in the Hauraki Gulf this summer. We hope that members and their families in the Auckland region and possibly further afield will enjoy participating in the rallies and get togethers we are planning.

For all our members in the coming year we will continue to provide a series of technical articles to help you maintain your boat in the top condition.

We will also maintain through a Bosun's Chest a range of accessories which will initially consist of battle flags and distinctive 1020 logo stickers for your cabin side.

The New Year will also see our 21st Anniversary. The Committee is working hard to put in place a weekend of events to celebrate this unique milestone.

Fair winds and warm sunny days during your summer cruising.

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

Xmas Dinner and Gathering



**Thursday 4
December at
Takapuna Boating
Club - 7p.m.**

Join with us to celebrate Christmas and the beginning of the holiday sailing

season. Christmas Dinner with all the trimmings.
\$32.00 with a cash Bar.

Takapuna Boating Club's new clubhouse – right on the beach at 29 The Strand, Takapuna Beach.

So we know the numbers attending, please give Helen Foers a ring and let her know how many coming.
Tel 025 218 2515, wk 482 0071 or just email her at frasercl@ihug.co.nz

New Owners and Members

Welcome to our Association:

XTC 6221: Athol and Lynn Carr – Epsom, Auckland.

Farrst 1 8002: Peter & Penny Eaton Glenfield, North Shore. Have 4 children and mainly cruising "So far great fun". Moored at Gulf Harbour.

Zipper 6148: Blair and Nicola Brown - Whangaparaoa. Cruising a challenge over last 18 months with the baby and another due in January.

Unpredictable 4966: Simon Harris and Peta Berry - Lyttleton. Previously owned Farr 6000 and Farr 7500. *Unpredictable* is their first keeler. Family of four children and intend cruising the Marlborough Sounds.

Farr 1020 21st Birthday

Friday 12 to Sunday 14 March 2004

Plans are well underway for our 21st Birthday Celebrations. Refer to the Farr 1020 21st Birthday Leaflet and to our web-site for the event programme.

For downtown and out of town 1020's, marina facilities will be available at the Events Marina, Westhaven Marina. A limited number of berths are available, so early bookings are strongly recommended. We thank Westhaven Marine for the use of their Events Marina during the weekend.

Did you know? When Bruce Farr moved his design office to Annapolis all Farr's drawings and plans were microfilmed and packed along with the drawing machines and shipped to Baltimore. Except for Design No 121. One set of line plans for the Farr 1020 were hand-carried onto the aircraft by Roger Hill (the youngest member of Farr's design team) – Precious cargo indeed!

To enable us to plan a great weekend, register your interest early on our web-site: www.farr1020.org.nz
Need to know more?

Contact Sheryl and Mike Lanigan

Tel + 64 9 521 1564. Email: secretary@farr1020.org.nz



22nd Lindauer Coastal Classic

Auckland to Russell Yacht Race – 24 October

The Classic forecast was how the weather guru described it. W before the front, just a mild one, followed by SW.

A Classic spinnaker start was how the spectators saw it. The harbour full of coloured sails flowing out around North Head.



Max Headroom (John Melville) the leading 1020 as the fleet heads down the harbour closely followed by Hard Labour and a pack of four others. Pix from North Head by Paul Watson - *Rawhide*

A Classic multi-hull race was how the winning cat felt it. Tied up at Russell Wharf before dark, partaking of the “truth serum”.

A Classic night race was how the 1020's sailed it. It all happens in the night...

Carrying the biggest sail the longest didn't mean you were going to win. The continuing battle between *Hard Labour* and *Max Headroom* was so intense, no one knew at the finish line who had crossed first in the dark. The dream kite ride up the coast became a tactical challenge at Cape Brett when some one switched off the wind fan and the yachts had to beat into the Bay. With no moon the phosphorescence had been magical up the coast but now there was no light to see other boats tacking in and out around you. The dying breeze meant the wind was shifting and tired crews had to remain alert and mobile after 10hrs on the same rail. After 16 ¼ hrs *Max Headroom* beat *Hard Labour* across the line by 16mins followed by *Future Road*, *Flashwave* and *Mesmerise*. The 4 o'clock plus finishers were *Share Delight*, *Drums of Time*, *Azure* and *Chances R*, with *Big Boys Toys* and *Penury* only 3 sec's apart, chased by *Choice Transport* and *Consensus*.

A good showing of 13 1020's in Russell within three hours.

The multi-hulls had a thrilling finish keeping the race committee very busy as four big cats finished within three minutes just after seven thirty (Friday night, that is!) A couple of 1020's took advantage of being in the Bay to load up some fishing and diving gear and enjoy a leisurely return down the coast. The perfect end to a Classic weekend.

Handicap prize went to *Future Road* (Nick Brewer)

- Sheryl Lanigan – Share Delight

Cruising Tips

It was last summer when Sue from *Watermark* asked me to write down some cruising tips. With another summer now upon us I thought I had better get my act together!

I'm sure everyone else out there who cruises has some great ideas as well, so please feel free to email me your gems and I can include them in the next newsletter.

We cruise with two kids on board so over the years I have tried to make our life on the high seas easy and enjoyable for the whole family.

Having just spent Labour Weekend washing dishes in a plastic storage container !!, my **FIRST** tip would have to be make sure you carry a spare sink plug.

When cruising with kids my **SECOND** tip would be to make sure you cruise with another family with kids a similar age as it makes life very easy. Obviously that is not always an option or what you want, so plenty of activities for the kids are essential. We always carry paper, pens, cellotape, string, scissors, cards and board games etc so the kids have something to do if it's wet and also after a day at the beach or doing water type activities they often need some quiet time to wind down.

Also make sure you feed them early. It is very easy to have a few before dinner drinks by yourself or with other boaties and before you know it, it's 10pm and the kids haven't had anything to eat except bags of chips and fizzy drinks or juice and then the behaviour really turns to custard. In fact that Tip would apply to “BIG KIDS” as well. When there is alcohol involved as there does tend to be on boats, a “designated cook” is a good idea and they have to ensure a reasonable meal is thrown together, preferably before midnight would be my recommendation.

Well that's probably enough tips for now and if I'm preaching to the converted please do let me know. And if you do see us out on the water please come over for a coffee or a drink.

Jackie Vallance *Clever Choice*
(david.vallance@xtra.co.nz)

Subscriptions for 2003-2004

- Only \$45

Thanks to those members who have paid their Subs. As a reminder, we have attached an account rendered to those members to who have yet to become financial.

We need your financial support to allow the Association Committee to promote the Class to maintain its popularity and therefore increase the value and demand of your 1020

For Sale Escapade

Farr 10.20 1986 'Escapade'. Fitted with furling boom which carries fully battened Farr main - very easy to use and makes this boat excellent short-handed.
2 x spinnakers, 2 x No. 1, 2 x no. 2, no. 3, storm jib. 18hp Yanmar motor in good cond. with saildrive and folding prop. Good electronics including, Silvia instruments: 2 x multi's (for log, depth etc) 1 x wind, excellent Chartplotter/GPS with all North Island charts (on one CMAPplus chip dated 2002), autohelm 2000. Pressure hot and cold water, with working shower. 200L water in alloy tanks. 40L new stainless diesel tank. Fridge. 3 battery electrical system. Lifejackets, flares etc. \$94,000.
Phone Jeremy. 025 410 308. 09 6300655 (bus)
09 5758561 (ah).

Your Questions Answered

Winch enquiry

From Seth Kunin *Mar Caballo* - Santa Barbara USA
We still have the original Maxwell sheet winches on our boat. Recently, they have been behaving badly (slow and rough to turn), and, upon closer inspection, it seems that the bearing races inside are showing considerable wear and in some cases, cupping and/or overlapping themselves which causes them to ride up or otherwise hamper the smooth rotation of the drum. Our US representative from Maxwell has looked, and cannot find the replacement races anywhere.

I was wondering if anyone out there has had any experience with this problem, and, if so, could be of some assistance. Are there alternative parts outlets for these winches?? Has anyone had a machine shop make new bearing races (this is what the Maxwell rep suggested)??

Any other thoughts, besides writing a big check to Harken???? Any and all advice is greatly appreciated.

Answered

Seth was placed in email communication with Mike Scott at Maxwell Marine Ltd., Auckland.

Seth identified the parts required from the winch drawings. Maxwell can supply these drawings if required. Mike Scott confirmed Maxwell still have a range of spares available for Maxwell Sheet Winches and can quote availability and price on request.

Emails:

I hope someday we can get down there for a visit. Let us know if any Kiwis will be visiting the DC area during sailing season and want to race.

- Steve Brady – crew *Aspire* - USA

Thank you All

We did find the TX valve in the Freezer cabinet, we cut a hole 450 x 250mm using a trimmer cutting a millimetre at a time, we were going to use a jigsaw which would have hit one of the copper tubes.

It ended up the leak was coming from the front of the compressor and it had to be replaced with a new one. It was a very slow leak taking 6 months to stop the fridge from working.

- Regards – Mark Connor – *Time Out* - Sydney

TECH TIP

Flushing your Auxiliary Engine

Some years ago my Yanmar engine overheated due to salt crystals that built up in the exhaust chamber mixing manifold restricting the flow of seawater through the engine.

I figured if at the end of engine use I could flush it with fresh water, the water ways might remain much less constricted. I fitted a two-way valve to the inlet of the engine pump. One side goes to the normal salt water supply from the sail drive and



the other to a brass garden hose bayonet fitting that enables me to connect a two metre hose into the galley sink. All that is necessary when closing down after use, is to fill the sink with fresh water, change over the valve and run engine until fresh water emits from the exhaust. Top up the sink occasionally.

After using this system for about four years I removed the inspection cover from the mixing manifold and found it completely clear of any salt deposits.

- Warwick Jenness – *Watermark*

Check with Yachting New Zealand that your registration is current and that your contact numbers are correct. Email: korc@yachtingnz or telephone Raynor on +64 9 488 9325. Do it now.

Wellington Writings

67 miles across the notorious Cook Strait. This is the Brother's Race

18th October saw the first of the Royal Port Nicholson Yacht Club's Offshore series being the Brothers Island race, a distance of 67 miles from Wellington Harbour out across Cook Strait around the Brothers Islands to the North and then a sprint home. It offers some interesting challenges for competitors along the way. The day brought a gentle northerly of 15 knots in the harbour for our 0800 start.

The club has recently experienced a strong interest in offshore racing and fleets have begun to build again after owners deal with the costs involved in obtaining category 2 safety certificates required around Cook Strait. There were a total of 17 competitors with three 1020s (*Distraction*, *Resolve* and *Flying Fish*) taking part.

The start was a beam reach across the Inner harbour with the first kites being hoisted when abaft Kau bay. By this stage the thoroughbreds had shifted in front and we settled down with *Distraction* and *Resolve* leaving the harbour. We took the inner route to Moaning Minie and led *Distraction* by three boat lengths and *Resolve* by seven as we rounded the mark and headed for the infamous "wind factory" in what was turning out to be a very nice day. Sun shining and a 17 knot northerly. This four-mile stretch of South Coast produces some vicious squalls off the land with winds from the North sector. Sure enough, the first gust rounded us up right off Sinclair Head and I called for a reef. First problem, the reefing line was twisted and that was enough for *Distraction* to pass 10 boat lengths to leeward. I noticed *Distraction's* shiny carbon No 3 headsail setting beautifully as they went past. Back up to speed and then into the Terawhiti Rip, another infamous area where standing waves caused by opposing current and winds can make the place feel like a washing machine. Fortunately the Rip was only a few hundred metres across and not too difficult to transit with speed over the ground readings in the double figures.

Once clear of the Rip we were out into Cook Strait with building seas and winds of 25 gusting 30 knots. Time to change from the No 2 to the No 3 headsail, we were well overpowered. Second problem, a hank was jammed, *Resolve* and four other boats went past while we were attending to the problem. After what seemed an eternity we were underway again trailing *Resolve* by 400 metres and *Distraction* by 800 metres. Conditions by this time were starting to abate a little and the further north we progressed the less the wind, however the waves were still steep, with *Flying Fish* falling off one set that caused a few moments of concern. At about halfway across the Strait, a large grey whale of at least 15 metres breached about four boat lengths away off our starboard bow. That single event brightened up what was turning out to be long day and gave the crew,

most of who were by now feeling quite seasick, something to talk about.

We finally rounded Brothers Island at about 1300 and had managed to half the distance to *Resolve*, *Distraction* had made good its getaway and by the time the big orange kite was set, the wind was starting to build again. At this stage the tide was still running north and in these conditions it is important to cross the back over the Strait as soon as possible. With boat speeds exceeding 14 knots for many long runs down the large waves, exhilaration was the order of the day, with the skipper being heard to shout "This is what I paid my money for". We overhauled *Resolve* about halfway across as Tapio had decided to use his No 2 kite and didn't quite have the horsepower. However he was able to carry the kite much further south and keep it up longer than us as I had decided to hug the North Island as I knew there was a back eddy with South going flows. Sure enough, as we approached the flat water along the coast we picked up 4 knots of tide and 11 knots of boat speed to take us very briskly around Karori Rock, *Resolve* 300 metres behind, and back into the wind factory. This time we were prepared and the reef was not required, however the mainsheet hand was worked very hard for a brief period while we passed a couple of boats and reached across the bay towards Barrett's Buoy. The beat up the harbour was into a dying breeze and things got progressively easier with us hugging the western side of the harbour entrance. We managed to pass three more boats on the last reach home to finish fourth on ORC and eighth on PHRF with an elapsed time of 9 hours 19.42.

Accolades should go to *Distraction* with an elapsed time of 8 hours 58.56 and second for ORC and to *Andiamo* (Davidson 55) for a top place on Club, ORC and PHRF and race record of 15 years standing.

- By Ken Papps – *Flying Fish*

Sydney Sightings

There isn't that much to tell as our season has been going for about four weeks. There a quite a number of 1020's on the market including *Redeemer*, *OD*, *Zahan* and another boat from Lake Macquarie which has just sold for \$106 000 supposedly. There is also another two in Queensland one an ex charter boat ranging up to \$120 000.

We are enjoying our 1020 more and more each season as we learn to make it go quicker. We are currently giving the 1020s a good name at Middle Harbour Yacht Club with ourselves and *OD* giving the Farr 11.6's, Sydney 32's a run for their money in our 21 year old designed boats.

To any 1020 owners who are in Sydney or visiting over the Christmas period, *OD* and *Time Out* will be cruising Pittwater and Cowan Creek and you are more than welcome to join us.

- By Mark Connor – *Time Out*

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



Share Delight in cruise mode, back from the Coastal Classic complete with Battle Flags

2003 New Zealand National Keelboat Championships

6 – 9 November – Royal Akarana Yacht Club

This is one of the premier yachting events on the New Zealand Keelboat calendar and this year's event had as higher calibre of teams as ever.

The regatta was held over four days using the Far MRX fleet. These boats are a Farr 1020 hull with a different deck and cabin top, which makes for an excellent boat for team's racing.

21 teams entered and they were divided into two pools each day for the first three days out of which came the top 10 teams to compete for the final on the 4th day.

As in previous years 1020 sailors were well represented. Grant Turnbull (the defending champion) a frequent helmsman on *Hard Labour* had a crew made up of *Hard Labour's* crew. Andrew Willis, a regular sailor on *Max Headroom* has his own team and John Melville owner/helmsman of *Max headroom* had a team consisting of *Max Headroom's* regular crew. Unfortunately Nick Brewer from *Future Road* has to withdraw at the last minute, as he was unable to find a full crew.

Grant Turnbull and Andrew Wills made it through the finals with the final results: Cameron Appleton (Team New Zealand) 1, Simon Cooke 2, Grant Turnbull 3, Andrew Willis 4. A great and well-run event and all the competitors look forward to competing next year

2003 Auckland Etchells Championships

21-23 November – Gulf Harbour Yacht Club

This event also had many Farr 1020 sailors competing. Anatole and John from Technique II with Hayden from *Hard Labour* put up a very impressive performance sailing *Swuzzlebubble* finishing second behind Nathan Williams sailing *Colormania*. Grant Turnbull and Keith (regular *Hard Labour* crew) with Andrew Willis (*Max Headroom*) finished third sailing *The Old Hag*. Cameron Thorpe, Steve, Paul and Angie (*Hard Labour*) sailing *The Boat* finish 4th.

The event was cut short due to very strong winds with only three of the scheduled six races held. The three races gave the competitors some very exciting kite rides in the up to 30 knots wind strength and also created a bit of carnage. A very well organised event.

- By Steve Barton -*Hard Labour*

Up Coming Events

Thurs 4 December	Xmas Dinner with all the trimmings	Takapuna Boating Club 7p.m.
2004		
Sun 25 January	Farr 1020 Family Rally & BBQ Mahurangi Harbour Children's Treasure Hunt	
Mon 26 January	Auckland Anniversary Regatta No spinnakers – Race back to Orakei Wharf or cruise back to home mooring	0800regatta
Sat 21 Feb	Cocktails on Board Choice Transport at Islington Bay, Rangitoto Island Followed by Drunk's Bay Ball at the Tennis Pavilion	
Sat 28 Feb	Mystery Rally & BBQ	Richmond Yacht Club
Fri 12-Sun14 March	Farr 1020 21 st Birthday celebrations	Royal New Zealand Yacht Squadron
Fri 19 March	Rum Race to Orapiu	Royal Akarana Yacht Club
Sat 27 – Sun 28 March	Busfield Marine Farr 1020 Nationals	Royal New Zealand Yacht Squadron
Fri 9 April	Easter Race to Barrier	Short Hand Sailing Association
Sat 10 April	Easter Jazz Concert on Rakino Island – Home Bay	
Sun 11 April	Elevenses at McCabes on Rakino island – moor in Woody or West Bay	