

Farr 1020 Owners Association
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Farr

1020 News



Chairman's Thoughts

Well at last summer has arrived here in Auckland after a breezy and rather wet spring. The rest of the country seems to have had the same experience. In Auckland at the Hauraki Gulf 1020s have been out in force competing in the Buckland's Beach Yacht Club and Ponsonby Cruising Club's Spring Racing. There has also been some strong competition in the Royal New Zealand Yacht Squadron and Richmond Yacht Club's Summer Evening Series held on alternate Wednesdays.

Eight Farr 1020s entered the Annual Coastal Classic Race from Auckland to the Bay of Islands this year. Like always, the competition was fierce amongst those who took part. By all accounts it was a very exciting spinnaker ride up the coast with the breeze holding for most of the duration. The crews of *Hicky Burr* 1st home by 4 minutes, *Max Headroom* 2nd and *Mesmerize* 3rd who sailed two handed, should be congratulated for a very good effort and excellent results. All of the other boats competing had impressive overall times.

Many boats and crews throughout the country are now busy preparing for their annual summer cruise. If you see each other on the water stop and have a chat.

After summer cruising is over there are a number of exciting racing events available. These include:

- Bay of Islands Race Week 20 to 22 January
- Auckland Anniversary Day Regatta on Monday 1 February
- BMW Auckland Regatta 26 to 28 February
- Auckland to Tauranga 128nm race on Thursday 1 April
- Farr National Championships 10 to 11 April

The Auckland Anniversary Day Regatta race will start this year from the entrance of the Mahurangi Harbour. You can obtain entry forms by emailing admin@regatta.org.nz. The race will be preceded

by a social get-together on the preceding Sunday 31 January. Look for the President's boat *Choice Transport* which will be anchored with flags flying in either Sullivan's Bay or off Scott's landing depending upon wind conditions. Our get-together starts at 4 pm. We look forward to see you all.

Another event of special interest will be a Wellington/Auckland get-together for members both on and off the water. This will be held in the capital on the weekend starting 12th March. Our Wellington members are really going to push the boat out on this one. There will be on the water and off the water activities. The event coincides with the Wellington International Festival of the Arts so this is a good opportunity to meet up with Wellington members as well as sampling all the capital has to offer. Please contact me if you are interested in attending this unique, exciting event, at tbdunn@xtra.co.nz. If you could let me have your expressions of interest before the Christmas break this will be extremely useful in terms of fine tuning this unique event.

Wellington News

John Lord, our Wellington representative, has more details about this event and reports on the active scene in the capital later on in this newsletter. He also reports on the sad loss of *Distraction* which unfortunately collided with *Tom's Rock* in the Cook Strait earlier this year.

IRC

IRC ratings and registrations are steadily gaining interest amongst the yacht racing fraternity both in New Zealand and worldwide. Steve Barton and Cameron Thorpe are working on obtaining an unendorsed rating for all Farr 1020s that do not have an endorsed rating. It is likely that the unendorsed rating will be based on the fastest and lightest Farr 1020.

Obtaining an unendorsed rating means that unendorsed boats can still take part in IRC racing.

However a boat applying for an unendorsed rating will still have to pay the annual fee of around \$300. If they wish to get an edge they can convert to an endorsed rating. This involves weighing the boat and doing other measurement checks. At present this process costs around \$1000 for each boat.

We are interested in receiving your comments regarding the adoption of an unendorsed rating for

those boats that do not want to incur the time and expense in obtaining an endorsed certificate. Once more feel free to email your President at tbdunn@xtra.co.nz

On behalf of the committee we would like to wish all members a Merry Christmas and a Happy New Year.

- Trevor Dunn – Chairman

2010 BMW Auckland Regatta

26 to 28 February

The regatta has become recognised as one of the premier sailing events on the New Zealand keelboat racing calendar.

The BMW Auckland Regatta is jointly run by the Royal New Zealand Yacht Squadron and Bucklands Beach Yacht Club. Entries are invited from all keelboat clubs throughout New Zealand.

Following feedback from competitors, the organisers have agreed to start and finish each day's racing in the area of Northern Leading Light. This will reduce the morning and evening travel time for yachts coming out of the Auckland and the Tamaki River marinas.

Divisions will be finalised closer to the event, once entries have been received. Organisers expect a greater spread of classes and divisions than last year, which included a wide range of keelboats, multihulls, sport boats and trailer yachts. For 2010, a new division has already been established for the classic yachts, which will race on their own courses.

Divisional winners from the BMW Auckland Regatta will be eligible to advance to the BMW Sailing Cup. This will see competitors sailing off in identical Farr MRX yachts for the honour of representing New Zealand in the BMW Sailing Cup World Final to be held in Auckland in March.

The **BMW Sailing Cup**, which is open to amateur sailors only, will be held on March 13 to 14.

Last year's BMW Sailing Cup World Final, held in Italy, was won by the New Zealand crew, skippered by Roger Pagani. As defending champions, New Zealand will play host to the 2010 **BMW Sailing Cup World Final**, which will be held in Auckland on March 22 to 25. Crews from Germany, Italy, Malta, Portugal, Spain and Hong Kong are expected to compete.

Keep watching the event website for information: www.bmwaucklandregatta.co.nz

Auckland to Whangarei Marsden Cove - Lombardini Marine, ROUTE 66 Yacht Race

Friday 5 March Starting 1500 hrs at Westhaven and Finishing at Whangarei Heads

Richmond and Onerahi Yacht Clubs have revamped the annual yacht race formerly known as the Lombardini Marine Route 66. This will be the 5th running of this increasingly popular race and the original naming rights sponsor Lombardini Marine is joined by Marsden Cove Marina with the event being re-named the Marsden Cove - Lombardini Marine, ROUTE 66 Yacht Race.

Share Delight Mike Lanigan and *Consensus* Gary Corkin are intending to enter this race and invite other Farr 1020 owners to register their interested and/or contact them for further details. It's always good to finish a coastal race at a marina and

Marsden Cove Marina has been very generous in offering free berths after the race. Yachting New Zealand have agreed the race can be run under category 4 safety regulations duly enhanced with the requirement to carry a suitable dinghy or life raft, and a 406 Epirb thus making it an economical proposition for all entrants. The race will be sailed under General and PHRF handicaps. Whangarei is around a 2 hr drive from Auckland so families and friends can join in the post race socialising.

More details on <http://www.sail-world.com/NZ/index.cfm?SEID=0&Nid=62396&SRCID=0&ntid=0&tickeruid=0&tickerCID=0> Give Mike 027 480 2462 or Gary 021 263 6081 a call and it would be great to have a division of Farr 1020's for this race.

Q & A - Technical Stuff

Q: **From:** Georgina Plumridge - *Seaflite*

When our yacht was surveyed, it was indicated that the bushes in the rudder assembly needed to be replaced. We intend to slip the boat and want to attend to this. Would the association have details and/or specifications of the bush assembly and also advice as to a supplier? Your advice would be greatly appreciated.

A **From:** Warwick Jenness

There have been four versions of bearings used in the rudder assembly during the manufacture of the Farr 1020. It will be necessary to slip and partially drop the rudder to establish what type you have. It should be possible to arrange for these to be manufactured locally as required.

Please check page 6 (Rudder Bearings) in September 03 Newsletter at

<http://www.farr1020.org.nz/pdf/sep03.pdf>

Q: **From:** Jean Pierre

I have bought 2001 *Mecca* in Auckland and since I sail in New Caledonia. Yesterday my Genoa No 1 has exploded ! I want to buy a new or used genoa. Can you tell me if you know of a sail maker?

A: **From:** Warwick Jenness

Most Farr 1020 owners are using No 1 Genoa's manufactured by North Sails.

See website <http://www.nz.northsails.com/>

Contact: Andrew Wills

willzy@nz.northsails.com

Q: **From:** Owen Paterson – Fourth Dimension

I am the owner of Fourth *Dimension* a 1989 Farr 1020 based in Nelson. I broke the mast and am in the process of organising a replacement and wanted your advice on the specifications required in order to keep the boat in class.

Your website says the cross section has to be from a die approved by the Farr 1020 owners association.

Sparloft Industries in Auckland are talking about a replication of the Baverstock oval mast with 7/8 inch track riveted. Their extrusion is SP150-108

Foster Masts in Auckland would be using their F19 extrusion.

Can you please advise if these are both approved and if so which you recommend (or if others?)

From: Stephen Barton

The only section that complies with class rules is the one from Sparloft Industries (John Bennett) with the riveted track, John owns the dye for making the extrusion, would be interesting to know why the mast came down, we could all learn from it.

From: Owen and Sharon Paterson

I'm afraid what failed was two boats inability to keep away from one another. Can't say too much about who was right or wrong as still with insurers to sort out, but essentially we rammed another boat and I'm guessing the shock on the forestay was enough to bring the mast down. It snapped off about 2m above deck and fell back over the cockpit. No major injuries to crew on either boat.

Other than the mast, we bent the anchor plate and the railing around the bow but no apparent damage to hull.

From: Warwick Jenness

Thanks for that Owen. These things happen to us all from time to time.

We have had isolated instances in the past of the port side chain plate pulling loose and I wondered if it was a repeat of this. There is a modification to prevent this now and I can refer you to this if you are interested. In your case do you think that it is possible the forestay was sheared in the collision or perhaps the forestay anchor plate fitting came loose or snapped?

From: Owen and Sharon Paterson

I know the rigging was viewed as being on the tight side by the guy who checked it out for me when I bought the boat in June this year. (others had different views). The boat was trucked down from Auckland last year and rigged up at Mana and then sailed across Cook Strait.

From: Stephen Barton

Thought the mast may have come down on its own and that would be a concern, but in the case of a collision that is a different story. 1020's do not like too much rig tension as all it does is put a bulge in the hull under the mast base; I tend to have the rig tension on *Hard Labour* on the soft side which works fine. John Bennet from Spar Loft makes a nice job of 1020 masts and it keeps it class compliant. All the best with the repairs.

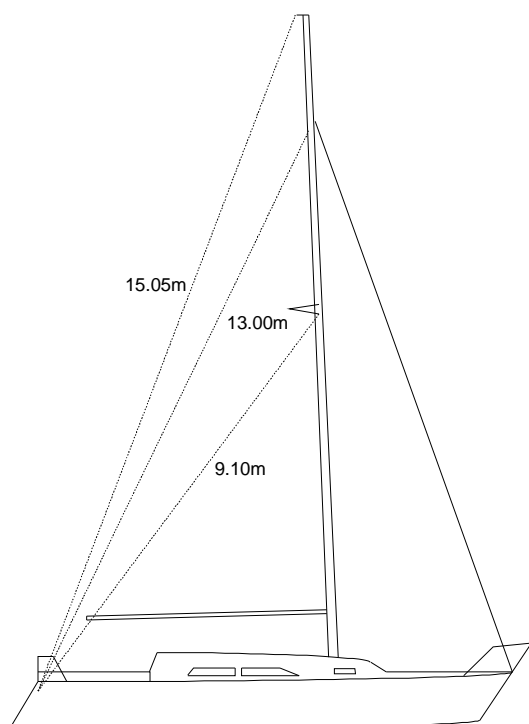
Setting up a 1020 Rig

There has been much discussion concerning the rig setup on a Farr 10²⁰. Part science, part art and a bit of luck seems to be the outcome!! The following is the considered work of Brett Gray, of North Sails. Many thanks to the significant research that he conducted. This activity centered on *Hard Labour*, with many other boats being used as a cross reference.

I have taken the liberty of adding a diagram and a few explanatory comments, any errors are mine not Brett's!!

Key measures

Masthead to transom	15.05m
Hounds to transom	13.00m
Spreaders to transom	9.10m



Measuring method

Place a luff slug, with attached measure in your 10²⁰ mast track, then hoist to the required measuring station. Measurements are taken from the mast point, to the cockpit floor behind the rudder stock, in the centre of the transom. This being the back edge of the cockpit prior to stepping down to the duck board

Technique

1. Ease both the cap shrouds and the diagonal shrouds. Adjust the forestay length to obtain the hounds to transom length of 13.00m
2. Take back up on the cap shrouds until the rig begins to fall out of column (ie bends sideways), then back off one turn on both sides.
3. Take up diagonal shrouds until the spreader to transom measurement of 9.1m is obtained. This should give you the desired pre-bend to suit a North Sail mainsail.
4. Finally check that the rig is straight up and down in the boat. This can be accomplished by putting the tape measure on the hounds point and measuring down to the chain plates. Adjust the caps so the measurement is equal on both sides.

General comments

1. Take thorough measurements, and record BEFORE you adjust anything – you may want to put it back the way it was.
2. Measure a point, say the top of the screw barrel on each shroud to the deck. Note before and after adjustment.
3. *Hero* is exactly per the stated measurements – not overly surprising as we have a North main. However despite this the overall rig tension is quite “soft”, particularly the forestay. The intention is to tighten it up, still keeping the same measurements. Be interesting to see what happens in terms of performance, particularly in the heavier breeze.
4. Brett was at great pains to point out there are excellent performing boats that are different to the measurements that he has found. These setup measurements cannot be considered a “silver bullet” but never-the-less, a useful and relevant analysis

Reprinted from Farr 1020 Newsletter dated Nov 2000 by Steve Barton – *Hard Labour*

Comings and Goings

Perpetual Motion

Colleen and Bruce Drummond have bid farewell to their Farr 1020. They are the last of the original owners having built and sailed PM since 1978. PM is now located at Paihia.

Sensation

Owned by John May and sold to Matthew Webber - Auckland based

Sequel (formerly Ritual)

New owners Michael Doherty and Felicity Nelson. Yacht is moored at Pittwater in NSW. Committee member of Bayview Yachting Racing Association and keen to catch up with FARRS based in his area.

Crews Control (formerly Dallas Cowboy)

George McDonald – Based in Brisbane

Diamonds

Owned by Kevin & Lesley Ward and sold to Peter Knight. Based at Pine Harbour Marina.

Acushia

Now owned by Jim Pasco, Hamilton

Fourth Dimension

Now owned by Owen and Sharon Paterson – based in Nelson

Charisma II

Has been sold – based in NSW

FOR SALE

Ambiance

Excellent Gear. Contact John Foote. Cell phone 0274 938100. Home (09) 5852115

Email Johnmargfoote@clear.net.nz

RIP Distraction

It is with great sadness I report the loss of the Waikawa based *Distraction*

Tony and his crew competed in the Wine Race from Tory Chanel to Wellington recently. The next day, on their return trip, they came into contact with Toms Rock off Wellington. She was under full steam, and the



sudden impact ripped the keel clean out of the hull, and then she obviously capsized.

Luckily no crew were injured, a fishing boat picked them up and took them ashore to safety.

I crewed for Tony in January, and can attest to her having been a well loved boat, in great condition. My sail on *Distraction* is the reason I bought Joint Effort.

I wish Tony well in his future sailing years.

- John Lord.

After a great winter of sailing, it has been a very wet and windy Wellington over spring, with several races having to be cancelled or postponed.

We have had some great racing, when the weather would allow us, and we have all been doing our best to hold the 1020 flag up high.

The Lowry Bay Yacht Club is currently running a Friday night Pursuit Series, and with two races still to run, *Joint Effort* is in 2nd place, close behind the leading Warwick 44 '*Vanilla Ice*', with '*Cosmic Thing*' not far behind in 5th.

We have just completed our Spring Series last Sunday.

Leading up to the final race, *Joint Effort* had a slender lead of 1 point over Ian Whites Marauder. Going out for a practice in 'gusty' conditions that morning proved valuable, as setup was very important. With a max gust of 40 knots, we were one of only three boats to fly a kite! We 'only' broached twice (!) but did win on line, with the next boat 4 min 13 sec behind us. A great effort by the JE crew, and gave us the series.

Cosmic Thing weren't far behind in the points, with 4th in the series, and *Fantasia* 5th. Well

Over at the Royal Port Nicholson Yacht Club, they have had their Spring Series, and are now competing in the Summer Series.

In the Spring, *Flying Fish* gained a 12th and a 3rd, *Eat My Shorts* a 5th, and *Floating Free* a 4th. None completed all rounds.

In the Summer Series, Ken Papps on *Flying Fish* has continually improved starting in Round 1 with a 14th, then a 10th, 4th, and recently a 3rd. Well done Ken.

Eat My Shorts has only been able to compete in the first round so far.

A few of us are now preparing our boats for our summer vacation in the Queen Charlotte Sounds. *JE*, *Cosmic* and *Fantasia* will be heading across the Cook Strait on Boxing Day for a fortnight. We are all looking forward to lots of hot, sunny days, sun bathing, fishing, and several G & T's!

The Waikawa Regatta is on from 8th to 10th Jan, and we are putting one boat and a gun crew to compete in that event while we are in the area.

Looking to the future -The Wellington 1020 Match Racing Event will be held in March 2010.

It is to be a competition held between Wellington and Auckland crews. So far we have six confirmed boats (3 each) and are hopeful of increasing that to eight.

Saturday will be a social afternoon, with dinner in the evening, and Sunday will be the big event, with two races organized on Wellington Harbour.

Here's hoping for great weather and a good breeze.

- John Lord - Joint Effort.



done Kim.

Auckland Anniversary Weekend – Annual Farr 1020 Rally & BBQ

Sunday 31 January 2010

For the past few years we have gone to Motuihe Island for the BBQ and raced back from Rakino. Members have asked that we change the venue and once again have the Rally and BBQ at Mahurangi Harbour and join the Auckland Anniversary cruising race back to Auckland on Mon 1 February. The weather for last years Anniversary Weekend was great and we have ordered another one for this year. Yes, its that's time again and your committee would like as many 1020's as we can muster to be at Mahurangi Harbour on Sunday 31 January for our annual rally and BBQ and of course fly the flag for the 1020 Assn

So get those lawns mowed early, load up your boat plus portable BBQ (don't worry if you haven't got one as members are always willing to share theirs) and pile your family onto the 1020 so you can make your way to Mahurangi Harbour. There's cruising races up from Richmond, Devonport and Panmure Yacht Clubs on Friday night or Saturday morning with RNZYS or BBYC or you can make your own way at any time by any means!

We will meet ashore on Sunday 31 January by 1600 hours for a mix and mingle, so we look forward to seeing you all there. We will run

some events for the children including rowing races. May be some races for the Mums and Dads if they are keen.

Weather permitting we are aiming for Scott's Landing or Sullivan's Bay on the south-west side of the Harbour.

Look for the Farr 1020 Class flags. Contact details. *Choice Transport* Trevor Dunn 027 439 3824 or *Share Delight* Mike and Sheryl Lanigan 027 480 2462.

For those that wish to race back to Auckland on Monday, we start with the Over 26' Keelers division (in full cruising mode please note with no extras) for the cruising race home. Warning Signal 0905 hours

Obtain your Entry Forms from:

www.regatta.org.nz

Email: admin@regatta.org.nz

Phone 0800REGATTA 0800 734 2882

Entry forms also available at Ship Chandlers and Yacht Clubs.

Looking forward to catching up with Farr 1020's over Anniversary Weekend.



Keeping in Touch

Changed your postal address? Changed your email address? Sold your boat? Selling your boat? Let us know, as we often get inquiries from potential buyers. Contact us by emailing to mail@farr1020.org.nz

Check out www.farr1020.org.nz

Technical Advice to Members

Technical advice is available to financial members. Just send an email to mail@farr1020.org.nz and one of our experienced members will answer you. These queries will be publish in subsequent newsletters as helpful advice to boat owners.

When she's not balancing the Farr 1020s books and banking all the subs cheques, Sheryl can be found Harbour racing with her all girl crew on board *Share Delight*.
Keep that smile going – send in your subs!.



Member Subscriptions only \$45 NZD, USD or AUD

2009-2010 Subs invoices were posted out during November, to those owners that have supplied us their postal address. Thank you those that already paid. The committee really appreciates the members keeping their membership current and for helping to keep our one-design class active.

Reminder invoices will be posted out early January when we are all back from Xmas holidays. So save your Membership Secretary boring time stuffing envelopes, and send in your Subs now!. For New Zealand owners only, if you want to pay via electronic banking here are the details:

Account Number is .030155 0161466 00. Please show your name and boat name when doing this payment method. Helps Sheryl work out how has paid.

Or post a cheque to Farr 1020 Owners Assn, PO Box 91 005 Victoria Street West, Auckland 1142, New Zealand

Life according to Eyeore

They're funny things, Accidents. You never have them till you're having them.. “