

Share Delight



Meguiar's
SINCE 1901

My boat

Words **John Macfarlane** Photos **Mike Hunter**

Farr 1020

Share Delight

Mike and Cheryl Lanigan

MIKE AND CHERYL LANIGAN have owned the Farr 1020 *Share Delight* for 13 years and covered over 50,000 nautical miles in her – not bad for a Hauraki Gulf cruiser/racer. The couple are very experienced sailors who began sailing in dinghies, then various keelers, before buying *Share Delight* in 1998. “I was attracted to the Farr 1020 because of its excellent performance on all points of sail. She’s [*Share Delight*] a huge step



up in performance and handling over my previous yacht [a Cavalier 32],” says Mike. “She’s beautiful to sail upwind, as well as off the wind in heavy running conditions. It’s a great thrill to feel the boat get up and plane.” He especially appreciates *Share Delight*’s spade rudder.





Wednesday night club races.

When hard running under spinnaker, the helming of a 1020 is critical, as any mistakes are quickly punished. Mike says he finds the three-quarter fractional rig ideal for two-handed racing. "I've been doing two-handed racing for 15 years and the 1020 is brilliant for this because the spinnaker is big enough to make the boat boogie, yet small enough to be within the capabilities of two people." Cheryl is a highly experienced skipper in her own right, having completed a considerable number of offshore miles including a Sydney-Hobart, and representing New Zealand three times in the Woman's Worlds Sailing Champs in Lasers. With her all-women crew, she regularly skips *Share Delight* in the Ponsonby Cruising Club women's series. The Lanigans are often away cruising at weekends with the RNZYS, and take an annual three-week cruise over Christmas. They find *Share Delight's* walk-through transom especially useful when swimming, fishing and boarding from the dinghy. In common with most of the 1020 fleet, *Share Delight's* original engine was recently replaced with a new one. The benefit of owning a standard New Zealand production boat was apparent: the whole job only took three days. Mike says another major benefit is the strong Farr 1020 Owners Association of New Zealand with over 70 active members, which provides a strong information resource.

The class rules have ensured the 1020 remains one of the few genuine one-design keelers in New Zealand. There are usually 15 yachts competing at the annual 1020 Nationals and the standard is high. Success requires everything to be spot-on: helming, crewing, tactics, sails and gear. "If you can win a Farr 1020 National Championship, you're doing really well," he told me. The last word is from Cheryl, who obviously also loves *Share Delight*.

"I've been extremely impressed at how much better the spade rudder is after the skeg rudder of our previous boat. It gives me total confidence when reversing under power."

The Lanigans are keen competitive sailors and race *Share Delight* at all levels: Coastal Classics, 1020 Nationals, two-handed SSANZ events, as well as

"It's a great thrill to feel the boat get up and plane."

be first or second until 300 metres before the line. Well, we came first, beating the next boat in by only one minute and 30 seconds. Very satisfying."

Worst day: "Gybing under spinnaker during a two-handed SSANZ race around the back of Cuvier Island (south-east of Great Barrier Island). It was midnight, black as pitch, blowing a 25-knot plus SW, and we missed the timing of the gybe. *Share Delight* broached, laid over and it took us ages to get her back on her feet and sailing again. I was terrified."

History and design Farr 1020

Bruce Farr designed the 1020 in 1981 for Sea Nymph Boats, who had asked for a production one-design, 10m cruiser/racer. The 1020 epitomises the Farr light displacement philosophy, featuring fine lines forward, a flat clean run aft, three-quarter fractional rig, light construction and sophisticated foils. When she was launched, the 1020 set benchmarks as a quality production cruiser/racer that the rest of the world took years to catch up with. Around half the boats were factory-finished, however Sea Nymph provided a kitset of all the major components so the amateur-finished examples compare very favourably. Over 100 Farr 1020s were sold in New Zealand, another 30 in Australia, and the hull mould was later used for the MRX fleet. The 1020 remains the definitive cruiser/racer in this size.

"It's just great to have a passion that we share. I don't begrudge anything Mike does with the boat. I often joke with him, 'she's [*Share Delight*] your mistress, she takes all your time and all your money, but at least I know where to find you."

Best day: "Winning [our division] in the 1999 Coastal Classic. It was a slow race – 28 hours – and we didn't know if we'd

Share Delight vital statistics

► **designer** Bruce Farr & Assoc ► **loa** 10.2m ► **lwl** 8.66m ► **beam** 3.19m ► **draft** 1.75m ► **displacement** 3709kg
 ► **numbers built** 149 ► **construction** GRP sandwich ► **builder** Sea Nymph Boats ► **strengths** the definitive cruiser/racer, one-design maintains value and offers close racing, easy handling ► **weaknesses** small WC compartment, requires above-average skill to do well in class racing ► **what to watch for** hard-raced/knocked-around examples, tired engines and rigs, port chainplate attachment (most affected boats have been fixed) ► **price guide** \$100,000 to \$125,000

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