

Farr 1020 Owners Association
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Farr 1020 News

Chairman's Thoughts

I am writing this address to you as the first real autumn gale hits Auckland and the Hauraki Gulf. Outside there is a brisk South Westerly and torrential rain. These conditions are a direct contrast to the long spell of mainly fine weather that we have been enjoying in the Gulf since Christmas. During the last five months 1020s have experienced superlative conditions on the Hauraki Gulf. Auckland boats have ranged far and wide including the Bay of Islands and the Eastern side of Great Barrier Island during summer holiday cruising.

New Zealand in general has enjoyed similar weather to that which we experienced in the North. We know that some of our Wellington based members made it across Cook Strait to sample the glorious cruising offered by the Marlborough Sounds. Hopefully they also enjoyed some of the fine wine and seafood found in that part of the world.

Racing has also been memorable both as competitors and spectators to world match racing competitions and The Pacific Louis Vuitton Cup. This latter regatta was convincingly won by Team New Zealand. The match racing competitions were staged in MRX yachts based at the Royal New Zealand Yacht Squadron. These boats have identical hulls to 1020s. Their rigs and foils and overall weight however are quite different to our boats. It is interesting to note that the MRXs have been raced hard over the last 15 years by a variety of local and international crews. Despite that heavy use the hulls still look strong with very little sign of wear and tear.

Harbour Labour wins the Nationals

Our class racing activities included our national championships staged by the RNZYS in early April. Although the winds were light and shifty on the first day of this event it was very competitive. Congratulations to the crew of Hard Labour who sailed consistently fast to take first place.

Congratulations to Ken Papps and his crew from Wellington who competed in the event in a borrowed boat. We hope to see them back again next year when hopefully there will be more breeze. There will be more comment on the Nationals later in this newsletter.

Wellington visit

Before the Nationals, John Lord our Wellington representative, together with other Wellington based members, hosted a weekend which gave Auckland members the opportunity to enjoy exciting racing over two days on Wellington's impressive harbour. Six Jaffas (Just another friendly Aucklander) took the trip down along with Mike and Sheryl Lanigan, Liz and Malcolm McPherson, Trevor and Brenda Dunn.. We enjoyed good sailing particularly on Saturday afternoon when Ken Papps boat *Flying Fish* scored line honours in a Royal Port Nicholson race easily beating much larger boats. The sailing on both days took place in pleasant breezes with lots of sun. It is hoped to repeat this event with a Wellington contingent visiting Auckland.

International Cruising Rally

Shortly after the Wellington trip your Chairman's boat *Choice Transport* sailed North to the Bay of Islands to take part in an international cruising rally with guests attending from the UK, America, Canada and Germany. Brenda and Trevor Dunn on *Choice Transport* were given the task of hosting Ulrich and Renate Herter from Kiel in Northern Germany. Ulrich and Renate turned out to be very experienced sailors who own a 38 foot X Yacht. They cruise their boat extensively in Danish and Baltic waters. Last year they sailed right up to the top of The Baltic culminating their cruise in Northern Sweden. During the week of the rally all of the best anchorages of the Bay were visited in excellent weather conditions. There were several social gatherings and a great deal of international fraternisation.

A high point of the rally was a race in which the *Choice Transport* came second on line convincingly beating a number of 50 foot plus competitors. There was much comment at the after race function about the speed of that smart little yacht.

Volunteers for Chairman

Our AGM has been scheduled for Wednesday 28th July and at that event I will be announcing my decision to step down as Chairman.

The time has come for new leadership to take the class forward. I will be canvassing a number of people as to their availability to take on this role. If you are interested please contact me.

Trevor Dunn – Chairman –

Email 'tbdunn@xtra.co.nz'



Notice of A.G.M

Farr 1020 AGM – Wednesday 28 July – at 7:30

All Farr 1020 owners and members are invited to attend to the Farr 1020 Annual General Meeting on Wednesday 28 July 2010 in the Members Lounge of the Royal New Zealand Yacht Squadron, Westhaven Drive, Auckland, at 7.30p.m.

Meet in the Member's Bar at 6:30p.m. for a social function.

Meals are available from the Bar

Agenda

1. Apologies for Absence.
2. Minutes of last AGM.
3. Matters Arising.
4. Chairman's Report.
5. Treasurer's Report.
6. Election of officers. – Chairman, Treasurer, Secretary, Committee Members (up to 7)
7. Any other business

Farr 1020 Nationals – 25th version

With 10 entries, including a crew from Wellington, it looked like there would be some great racing. Favourites included multiple past champion Grant Turnbull returning to the class and skippering *Rainbow IV*, defending champ Phil Yuill back with his team on *Max Headroom*, Joe Brownlee's *Shokran* with Alan Gywer as tactician hoping to go one better than previous bests of 2nd as well as Steve Barton's *Hard Labour* as the class benchmark and keen to avenge their narrow loss in 2009.

The weather forecast was perfect.....

The weather forecast for the weekend was perfect... just as long as you didn't want to go sailing ! Light and variable ! The Wellington crew was most upset. Saturday dawned as predicted, very light and shift. We got the first race away but had to wait a long time for the second race which eventually turned into a drifter. Although scheduled to run five races it was decided to call it a day after only two races. Results were interesting reading with *Hard Labour* and *Max Headroom* back in 5th and 6th overall and *Azure* the surprise leader with a first and third.

There was a little controversy over the finish of race 2 with conflicting results sheets, *Hard Labour* was given the nod by 1 sec over *Shokran* in the race for 4th and 5th. Although at the time nobody realised just how important this would turn out to be

Sunday also started as a beautiful day, however it was also very light but promised to build a little more than the previous day. *Shokran* took the first gun, their decision to run 5 crew (as opposed to the normal 7) paying dividends. *Rainbow IV* took second to become joint overall leader with *Azure* while *Hard Labour* had a shocker to finish 7th and all but remove themselves from contention.

Race 4 saw a change of fortune with *Hard Labour* making an early dig to the right to take the lead and hold it all the way with *Max Headroom* taking second. *Hard Labour*'s resurgence continued in the next race leading away from the start. However *Rainbow IV* found a shift to the left to get in front but *Hard Labour* launched numerous attacks on them down each run. On the final run *Hard Labour* finally managed to roll *Rainbow IV* who gybed away. Unfortunately a poor gybe meant they also lost another place to *Shokran* just before the finish.

Now with two races remaining it looked like a race between *Rainbow IV* and *Shokran* with *Hard Labour*

only a point behind and *Max Headroom* not too far away. *Rainbow IV* took the start and looked strong up the first beat. While most of the fleet gybed early down the run *Penury* and *Hard Labour* carried on in nice pressure before eventually gybing back on a hot angle to pass the fleet and be 1st and 2nd round the bottom mark. *Penury* held on to take the win ahead of *Max Headroom* in second. *Hard Labour* came in third but significantly just ahead of *Shokran* and *Rainbow IV*. It would be down to the wire and decided in the last race.

Rainbow IV won the start and was still looking good after the first windward/leeward fighting with *Shokran*. *Hard Labour* was deep in the fleet and split off to the right along with *Share Delight*. As the previous half hour had seen the wind slowly clocking left it could be a bit risky. However if the shift started coming back... Tension was high, boats started coming back from the left looking bow down and in light pressure... but still no shift for *Share Delight* and *Hard Labour* to get back from the right. Patience finally paid off and a right hand shift saw *Share Delight* and *Hard Labour* first and second around the final mark. *Share Delight* held on to win from *Max Headroom* who *Hard Labour* elected to let pass and stay out of trouble. *Shokran* took fourth to finish the regatta second overall for the third time! Interestingly six different boats won the seven races.



Hard Labour was the only boat to win more than one race, this being enough to secure the championship.

Share Delight's final race win must have helped a lot in gaining 1st overall on handicap ahead of the Wellington crew on *Choice Transport* whose light air sailing improved a lot over the regatta

- By Cameron Thorpe - *Hard Labour*

Coming events for the Auckland racers

2 Handed, 3 Legged Regattas

Ponsonby Yacht & Boating Club announce their 2 handed, 3 legged Regatta will be held on 11 through to 13 March 2011.

Clash of the Cove

Marsden Cove near the entrance to Whangarei Harbour will be the venue for a totally new boat racing extravaganza. The event named CLASH AT THE COVE will include yacht races and offshore power boat races all rolled into one big marine festival. Date in March to be confirmed.

Marsden Cove marina has been developing the mixed code regatta concept in conjunction with top yachtsmen who have for a long time harboured the desire for a different style of fleet racing which allows for significant onshore support and festivities.

The three day event will include the Northland Boat Show and a major wine and food festival with live music acts to set the scene. For further details email paul@hoppers.co.nz

From the Bosun's Locker

Port and Starboard Coaming Decals are now in stock again. Price per set NZ\$ 25

Contact Warwick on mail@farr1020.org.nz

FARR 10²⁰
FARR 10²⁰

Cruising in the middle of Summer - Alaska style



On 21 June 2010, sunrise was
4.20 am, and sunset 11.42pm

Q and A's

Question

From: Jack Keen, Ohio, USA -
1985 Bukh Diesel DV 20 SME

My 1985 FARR 1020 has a Bukh Diesel 20 SME engine with saildrive (serial #107125). The engine is currently overheating when run above 4 knots or under heavier load. It is being serviced by a Marine Systems Specialist. On Friday he found the thermostat clogged with what appeared to be iron fines from the engine and one of the "arms" broken. He fabricated a dummy thermostat to allow seawater (fresh water) to run through to block with the idea this would allow us to continue on our cruise to the island on at the west end of Lake Erie in the United

States. It appears that blockage is not allowing enough cooling water to go through the block This boat has only been sailed on the Great Lakes in the USA and Canada, and never been in salt water.

I would appreciate feedback or advice from anyone who has a Bukh Diesel 20 SME. I hope I'm not the owner of the only Bukh Diesel 20 SME engine used in a FARR 1020. I could be the only FARR 1020 on the Great Lakes. I've only seen the boat Bruce Farr owned and another one on the Chesapeake.

Answers from our Members

From: Jim Pasco, Auckland - *Achusla*

My boat Acushla is on the open sea all the time and we have had the hint of possible heating problems from time to time. There are a number of issues here that I will treat one at a time. The boat should be able to do 5.5 knots on the motor without any overheating issues.

Thermostat. The thermostat only regulates the water flow round the engine for faster start up heat but it is the exchange of cold water for hot water that controls the water temperature. This is done by exhausting out of the exhaust bend and drawing cold water from the inlet. The outlet of the water through the exhaust bend can get restricted (corroded) and not allow enough water through the engine. You may need to remove the exhaust water nozzle from the exhaust bend and also check the bend internal passages to ensure tht there are no restrictions.

Iron Filings in the Thermostat. The most likely area for this is if the cam plate in the water pump becomes detached and is going round with the impellor. This obviously will impair pump efficiency which is not that great to start with. The pump internals are bronze and the cam plate is held in with a carbon steel cap head screw.

From: Phillip Wright, Auckland - *Mirage*

From memory these engines have a couple of external coolant pipes around the engine block area, one of which is easily disconnected. I attached a "syringe" (the size of a grease gun) to the coolant pipe & then the block & pumped water back & forth through the cooling system. In our case this was enough to flush years of muck away & restore the cooling efficiency. Defiantly worth a try.

From: Stephen Barton, Auckland – *Hard Labour*

I remember many years ago helping someone with a Bukh 20 (not in a Farr 1020) with a similar problem, it tuned out to be a blocked elbow on the exhaust manifold where the cooling water is injected into, it was blocked with carbon and corrosion, hope this may be of some assistance

From: Evelyn Tate, Auckland - News.

We have a 1987 model in our 1020. Had a similar problem to yours and was an oyster shell growing in the water intake in the sail drive. Fixed on the water by crawling under the cockpit floor, removing the plug on top of the water inlet, mashing up the shell & removing with my little finger. I got the job as John's hands were too big. Bonus - the stop cock now closes.

From: John Futter – Wellington - *Agilta*

This happened to me on our boat *Agilta*. our boat has a Volvo 2002 saildrive. The raw seawater is sourced from the saildrive goes through the fridge heat exchanger then onto the pump on the front of the engine then into the engine out of the engine into the hot water cylinder heat exchanger back into the engine to finally exit from the exhaust manifold.

The engine was overheating above 200rpm when motoring. the hot water cylinder was not getting hot, slightly less water coming out of exhaust.

The usual things were done. Impeller changed. thermostat removed and checked by boiling in a jug of water to see at what temp it opened, fridge heat exchanger flow checked for blockage. and finally the exhaust bend water injection bit was removed from the engine (cow of a job as the rubber hose down to the strum box is accessed from the rear of the engine down through the cockpit locker).

All the water injection slots into the exhaust were seriously rusted/carboned closed. Using all available sharp pointy type tools I managed to remove most of the blockages. tools included pin punches screwdrivers a hammer and a bucket of water to keep rinsing out the chipped off gunk.

I now have better water flow and the water is circulating to the hot water heat exchanger and the engine can go full throttle for hours on end with no overheating.

From: Craig McMillan, Auckland - *Unity*

Also check the rubber inlet hose from the tap on the sail drive. When this ages, it can get soft and collapse when the engine revs increase and close off the water intake

Chart Plotter

From Darryl Wright – *Page III* – Queensland, Australia

Although I had installed an internal chart plotter just after purchasing my 1020 about 3 years ago, I saw an advantage in having one in the cockpit. I had previously replaced all the aging instruments with Raymarine therefore I added a Raymarine chartplotter outside so they could talk together. The internal chart plotter is now an independent navigator's toy not affecting anything outside. That has worked well for "what if" scenarios.



Farr 1020 Auckland to Wellington Exchange 2010

Three couples travelled to Wellington over the weekend 13th and 14th March to promote the Farr 1020 Association and to share their favourite passion with like minded people, at Trevor's instigation.

President Trevor and Brenda Dunn *Choice Transport*, along with Malcolm & Liz MacPherson - *Farr Out II* were hosted by Ken Papps *Flying Fish* crew for the Royal Port Nicholson Yacht Club's Saturday race in a moderately windy 25kn nor'wester.

Meanwhile Mike and Sheryl Lanigan *Share Delight* were enjoying their first visit to Te Papa Museum after a brisk walk along the wonderfully revamped Lambton Quay. They met up with the "sailors" at the famous RPNYC boatsheds and took a sneaky peek inside those Wellington icons. After de-brief drinks at the club, we shared a sociable meal at the Loaded Hogg before being over-run with cricket fans returning from the one day test at the "Cake Tin". (Wellington's now famous sporting arena – home ground of the Rugby 7s, the Lions (Rugby) and Phoenix (Soccer).

Sunday was a fine day with freshening breezes forecast for the two races run by Lowry Bay Yacht Club who were celebrating their 75th Anniversary. It was decided to split our

resources so Sheryl sailed with the enthusiastic crew of *Cosmic Thing* – Warren Snowden and family, while Mike sailed with Kim Zwiers & crew on *Fantasia*. Our Wellington "Rep", John Lord - *Joint Effort* and *Flying Fish* made up the four 1020's who raced in close contact around the buoys between Lowry Bay and Somes Island.

As always in close class racing, sheer good looks and intelligence was a deciding factor in the results, along with *Cosmic Thing's* fabulous purple shirts ensuring they scored enough points to win their series overall. After prize-giving we returned to RPNYC on *Flying Fish* and were drenched by choppy waves during the harbour crossing in the fresh 35kn nor'wester much to the amusement of the locals.

Thanks to the Wellingtonians for their friendship and hospitality which was in part returned by Trevor when the *Flying Fish* team came to Auckland in April for the Nationals and raced in *Choice Transport*

- By Sheryl Lanigan – *Share Delight*



Inside *Flying Fish's* shed – essential equipment for a bloke's shed.



Flying Fish's crew at the marina - RPNYC.



Fantasia with Eastbourne Wharf in background

Capital News

Recently Wellington 1020 owners have been able to participate in a huge amount of racing

Royal Port Nicholson Yacht Club held a New Year Series, in which Ken Papps – *Flying Fish* and his team did very well, winning over all. *Eat My Shorts* only competed in one round, and still came away 10th.

In their Summer Series, *Flying Fish* improved through out, with a 14th place in round 1, 10th in round 2, 4th in round 3, and a 3rd in the final - well done! *Floating Free* claimed 15th in R1, didn't compete in R2, 6th in R3, and a 9th in the final. *Flying Fish* and *Eat My Shorts* competed in the Sprint Series, both boats doing very well.

On general handicap, *Flying Fish* won over all, with *Eat My Shorts* 4th. IRC handicap *Flying Fish* 2nd, and on PHRF, *Flying Fish* 1st, *Eat My Shorts* 4th. Well done guys, you are flying the 1020 flags very high !!

Over the other side of the harbour, at Lowry Bay, *Cosmic Thing* and *Fantasia* have also been doing very well. I put my back out hoisting the head sail prior to the start of the Single Handed Series, so have not been able to sail *Joint Effort* for 16 weeks now - it has been killing me ! Can't wait to get back out there.

Fantasia has benefited from this, borrowing my crew while I have been laid up. Kim Zwiers and team did amazingly well to take out the Sail Wellington Regatta, with a 2nd and 5 wins, closely followed by Warren and Paul Snowden and crew on *Cosmic*. A win and 5 second placings gave them second over all.. 1020's 1st and 2nd - doesn't get better than that!

Cosmic Thing took out the Summer Series, with a 1st, 2nd, 6th, and another 2nd. *Fantasia* finished the Series 5th, with results of 6th, 10th, a 2nd, and an 8th.

In the 2 Handed Series, *Cosmic Thing* did well, and finished 4th over all.

In our Sprint Series, which was very popular, *Cosmic* finished Round 1 second equal, *Fantasia* 12th. Round 2, *Cosmic* 3rd equal, *Fantasia* 5th, and in the finals, Kim and *Fantasia* had a blinder coming 1st equal with *Clear Vision*, the *Young 11* !!! *Cosmic* fought hard all day to finish 10th.

The Sprint Races have had huge turn outs. Great team work by the crew was required, and never a dull moment!

Both Clubs here are about to start their Winter Series in the next fortnight, so we are hoping for fine weather and a fresh breeze through out. Cruising events have been lacking of recent, although we all still have fond memories and tall stories of our time in the Queen Charlotte Sound. How long til Summer?

- By John Lord – *Joint Effort*



Share Delight – 50 Mile – race one report

My first SSANZ series was in 1996 and have been a regular entry since. You would have thought by now I would have learnt most of the tricks of shorthanded racing but after last Saturday's race it seems I still have a lot to learn. There was the normal preparation to get Share Delight into race mode with a bottom clean on the Floating Dock and getting the racing sails back on board. By Friday evening our predicted finishing times were coming in around midnight on Saturday night. Phone call to Colin (crew), bring some more food and it is going to be a long race.

It's an early start as we motor down from Westhaven marina with a light westerly of 5 to 8 knots. Looks promising but this is the last of the local breeze with light N/E's forecasted. Focused on the start and yes the Orakei Wharf end looks the place to be. Kite on in clear air and looking around most of the other 8 Farr 1020's are with us. The race is on and could see the boats rafted up by the Start boat and we are away.

They say you should never look back when sailing. Lesson number one: Check the Flags on the Start boat. No good racing when the start has been postponed. Second Start and we managed to avoid the park up and again off in clear air. And like most boats, joined the boats becalmed off North Head only to see all the 1020's, including the V Team go past us. Lesson number two: Don't go where boats have no wind. They say sailing is character building and that was the case on Sat morning.

By the time we managed to start sailing the majority of the fleet are off Takapuna / Narrow Neck beaches and we are on a lifting breeze towards Rangitoto Channel. Needless to say by the time we cleared Rangitoto Lighthouse we were the last 1020. The 1020's were identified (with the use of high powered binoculars) only once the kites went on past Billy Goat Point. *Aquiline* has done a horizon job on the fleet with the other 1020's in by the shore. We used the wind angles to work our way clear of Motutapu and arrive at Motuihe Green Buoy with the other 1020's.

With a wide marking rounding we lead the 1020's out from Motuihe and are now after

Aquiline once more. What a great shy kite ride for 10 miles down to Passage Rock in ideal 7 to 9 knots as we sail into the night. The North Head park-up is a distance memory in such lovely conditions. Now for the next manoeuvre, carry the kite into Passage Rock, gybe, headsail up, kite down and keep the boat moving at all times. Did well and put a good gap on the chasing 1020's. Once again a lovely sail back to Browns Island, a short tack on Port to clear the Beacon and for the first time had the flood tide helping us.

The navigation lights behind were getting smaller as we sailed away in a dying breeze to be second 1020 home to *Aquiline* at 2242 hrs which was better than our predicted times. Listing to the stories the boats that did not get round Browns Island before the ebbing tide started to run had a long sail to the finish.

Colin and I are looking forward to the next race, preferably with some more breezes. Once again our thanks to SSANZ for organising the B&G SIMARD series with such a great turn out.

- By Mike Lanigan – *Share Delight*

Check out the SSANZ website for future race dates www.ssanz.co.nz



Comings and Goings

5910 Diamonds

New owners are Peter and Heather Knight. Previously owned a Marauder *Real MacCoy* for 14 years. *Diamonds* is based at Pine Harbour, Auckland.

5851 Escapade

Paul Murray and Maree Smith. Previously owned a Tracker *Norseman II*. Main focus is on cruising, though Paul races on a Ross 9.30

Inua

Steve and Trina Ryan have owned *Inua* since 1986. Hull No 85. Berthed in Seward, Alaska, USA.

Fast Company

Owned by James and Marion Turnbull. Based in Vancouver, Canada.

For Sale

8674 Johnny Be Goode

Currently listed on Trade Me, and with the Westhaven and Pinehaven boat Brokers.

Contact Neil Fraser neilfraser@ihug.co.nz



Farr 1020s are now on Facebook. Check it out and become a Friend. Created by Geoff Glanville, for people who either sail or own a Farr 1020

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 for the current boats owners list

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.

Need a new mast that measures?

John Bennett from Sparlot Industries, based in Auckland has three mast blanks in stock.

Contact John on +64 9 579 3923 or email info@sparloft.co.nz

www.sparloft.co.nz



Life according to Eeyore - *"I might have known," said Eeyore. "After all, one can't complain. I have my friends. Somebody spoke to me only yesterday. And was it last week or the week before that Rabbit bumped into me and said 'Bother!'. The Social Round. Always something going on."*