

Farr 1020 News

From the Chair

Well this has certainly been an eventful summer in the Southern Hemisphere. Here in New Zealand November and December were noticeable for their complete lack of Spring and Summer conditions. Fortunately by the time Christmas rolled around things were starting to improve so that most of us were able to get some cruising in during January. It was good to see quite a few boats out on the Hauraki Gulf. We also note that people were cruising in the Marlborough Sounds. If you have some interesting stories about your summer cruise please contact Sue Jenness so that we can include this in the next newsletter.

Our annual Auckland area picnic at Anniversary Weekend in the Mahurangi Harbour was rather spoilt by some strong easterlies; however for the hardy few that managed to make it to Scott's Landing on the Eastern side of the estuary the sun came out and we enjoyed a very pleasant afternoon. For the first time we were joined by one 1220. Hopefully we will see more FARRs from a variety of classes join us in the future.

2004 saw two remarkable voyages made by members boats in the Pacific. Mar Caballo, normally based in San Francisco took part in the Pacific Cup, the annual race from that city to Honolulu. You will see from the article in this newsletter that it was a very eventful trip which included the rescue of another boat and a midway party on the 4th July.

Zipper from Auckland also undertook a remarkable trip to Tonga. Once more an interesting article including how they prepared for the voyage appears in this newsletter.

Getting your boat ready for everything the ocean can throw at it is of course a necessity when a long voyage is planned. One of the things that I feel we should all look whether we are contemplating a trip of a thousand miles or just a sail around the bays is the integrity of our rig. In the last six months there have been two chain-plate failures which have

resulted in the loss of the mast in boats in Auckland and Hawaii. In view of these occurrences we are republishing our article on chain-plate security. We recommend that you check this aspect of your boat carefully.

For those of you sailing in the Auckland region we now have access to a large mooring buoy in the North West corner of Islington Bay near Yankee Wharf. The buoy in question cannot be missed; it is



Islington Bay, Rangitoto Island

a huge great black drum with a bridle on top of it. The owner is currently overseas and has said that Association members can use the mooring whilst he is away. We are not quite sure of its overall integrity so we advise you to satisfy yourself that it will hold your boat during the night before using it. If you require any information please give me

a ring on 09 476 4605 for further details.

For those owners interested in winter racing in Auckland we would like to get some feedback regarding your preferences. A questionnaire accompanies this newsletter. We will be grateful if you will complete it and return it to us as directed so that we can hopefully arrange a series that meets your needs.

In the meantime we hope that you enjoy some interesting sailing and possibly racing in the next few months.

§ Trevor Dunn – Choice Transport 09 476 4605

Sold your 1020? Changed your Address? New email address?

Let us know. Email secretary@farr1020.org.nz or ring Sue Jenness 09 483 5051

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New Members

Brass Tacks has been sold, but we have not been advised of her new owners. She is on Westhaven Marina, so Farr 1020 owners don't forget to say hullo as they may be interested in joining our Association.

Chances-R – John and Joy Hunt. “Although we came from a great D28, thanks to Ranald McDonald of All Boat Brokerage, we are Farr happier in our 1020! John and Joy will be cruising *Chances-R* out of Gulf Harbour.

Gizzmo is now owned by Steve Fergusson

Change of Name

Brian O'Brien has informed us that he has changed the name of his 1020 from *Copplestock* to *Farr Out 2*.

Keeping in Touch

From Ann DeVilbiss - Administrative Assistant
Farr Yacht Design, Ltd, Annapolis,
www.farrdesign.com

Hope you had a nice holiday season and are enjoying 2005 so far. I was just looking at race results for Skandia Geelong Week and noticed that a few Farr 1020s did very well. Do you have contact details for Shane La Peyre (Skandia Passion) and John Chatham (Island Trader)? I would like to send them letters of congratulations.

I did receive your email regarding USA owners. I will be sure to point any USA owners in your direction. I will also do some research on SAFARI and let you know what I find. Thank you for your assistance.

Forward onto Chris Waters our Aussie Port Captain in Melbourne for reply to Ann

Reply from Chris
Been meaning to bang together a bit of news from here across the trench.

First - the answers to your questions. John Chatham owns Island Trader, he is the Sandringham Yacht Club Sail Captain. Campaigns a very good boat. Skandia Passion is a (temporarily) re-badged Vapour Trail. Shane,

Maryvonne and Albert got sponsorship from Skandia for the Geelong week. They produced a fantastic result. I had the pleasure of crewing for them on the first of the 7 race series because they were short on the day. Check out their web site www.vapourtrail.com.au.

Sandringham Yacht Club now thrives as a Farr 1020 venue. There are seven 1020s here with the recent arrival of *Forzado* (Bruce Dobbie) from Sydney. SYC has a one design series with Sydney 38s, Etchells, 11 metre, Super 30s, Farr 1020s, J24s and



Opening Day at Sandringham Yacht Club

S80s, competing in classes within each race. *Vapour Trail* and *Island Trader* are the gun boats, and humility (humiliation??) prevents me from discussing our results.

Suffice to say, there is excellent opportunity for our improvement!!

Also several of us are now competing in the ORCV (Ocean Racing Club of Victoria - www.orcv.org.au) ocean races, with the next being to King Island - Grassy Harbour. Bass Straight gets a bit tough at times, I guess it must be similar to sailing off the South Island of NZ. 24 boats entered the Melbourne to Launceston race, (I think) 17 started, and three finished.

Winds gusting to 40knots, seas 6 to 8 metres. We withdrew after 6 other boats had passed us going back, the Police helicopter was out to it's first mayday, and three of my crew were already sick. Hmmm I thought, this is a 30 hour trip. If things stay the same we'll probably be OK. If they get worse we probably won't be OK, and after a discussion with the crew, and a couple of greens over the bow, and another serve of fish food from one of the crew, we decided to call it a day. That left getting back through the heads with up to 10 metre breaking swells on our tail. That sharpens your focus, just like the dentist when you grasp their testicles and agree that no harm will come to each other. I'm not sure what the technique is if your dentist is female. I guess modern and virtually pain free dentistry has made this unnecessary!!

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Have (or will) distribute membership forms to those boats who are not members - all indicated they will join. Also, if any Farr 1020 owners or sailors are over here at any stage and want to go out on a race get them to contact me. Owners have said they'd be delighted to host one or two at a time.

That's all from me. Just got to go off and see how I can sabotage those gun boats. The next heat of the one design is due soon. Wonder where I can get salmonella bacteria from????

Email on-forwarded by Blair Campbell from Faarst Forward (edited), from Carman in Hawaii

The boat I race on is called, *No Brakes*. We unfortunately had a huge problem a few weeks ago. She dismasted during a Friday night race. The chain plate pulled free of the cabin below and came right up through the deck. Pulled the stanchion and deck back about a foot and a half. Luckily no one was hurt and the insurance company is going to cover the repairs. John Coller, the owner was looking at getting a class mast up here from New Zealand, but for some ridiculous reason they have to ship it to the mainland and then to here. Do you know of any people there that could get us one here quicker without the added cost of going to the mainland? Any feedback would be appreciated

We have a couple of other options that John is looking into, but regardless it looks like it may be awhile before we are back in commission.

I believe *No Brakes* was built in the mid 80's. She's a great boat, I've been sailing on her for about 8 years. There is a sister boat *Hagar II*, which used to be called *20/20*, here. The design on the chain plate to the hull was modified on it. It's attached to the hull ribs with a metal bracket that makes a huge difference. *Hagar II* is a couple of years newer than *No Brakes*.

Wanted to Buy

Farr 1020

Do you know of any good 1020's for sale as I have sold my share of *Harken* (MRX) and we are keen to get back into some good cruising and racing.

Contact Matt Cooper Tel (09) 419 7910 0274 937 448

No 1 or 2 cruising headsail with U.V. protection for furler.

Contact John Chances-R 09 415 7123 or 021 924 535.

For Sale

Farr 1020 Roller Furler Genoa Headsail.

New 140% roller furler headsail for sale. Made by Doyle Sailmakers in Auckland out of Dimension DC77 cruise laminate. This is a top of the range furler sail with a Seafoam Luff, UV Sun Shield on leach and foot, blue shape stripes, Sail bag and telltales.

Contact: Mike Lanigan, Gulfwind Sailing Academy, Tel +64 (09) 521 1564 Mobile: +64 027 480 2462

Zodiac "Roll Up" Dingy Model C240

2.4m, 22.5kg weight, 250 kg capacity c/w oars, repair kit and pump – good condition

Contact: Warwick Jenness 09 483 5051; mobile 021 896 5554.

Kevlar No 1 Doyle Genoa

Furling – Doyle. New condition \$2,400

Contact John Chances-R 09 415 7123; mobile 021 924 535.

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Could you please pass our address on to the interested party if they are a private individual – no brokers please. Thanks.

Contact: Simon Harris:

simon@harrisconsulting.co.nz



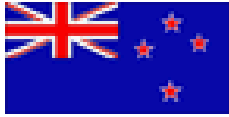
One third share of our Farr 1020

Celere has come up for sale again. Would you please run this in the next email newsletter?

Contact Rob Lund and Lorna de Leeuwe robjl@xtra.co.nz



Trans Tasman Challenge



Anzac Weekend for some seriously fun sailing

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 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. This year's regatta in 2005 will be held in Auckland.

The yachts used by RSYs are the "Clansman" class. In 2003 the RNZYS used "Cavalier 32's and Farr 1020's. Once again, the Farr 1020 Owners Association has been approached to use Farr 1020's as a good yacht to continue to foster this contest. The RSYs send over 6 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 Farr 1020 owners decide which headsails will be used on the day depending on weather conditions and the type of racing to be sailed. Spinnakers are not used. On one of the days we schedule a cruising race to Islington Bay for a raft up and lunch with a return race in the afternoon. 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 29yrs of competition there have been no protests but many long lasting friendships.

A great opportunity to enjoy some class racing without the use of spinnakers. Westhaven Marina berths are available over Anzac weekend.

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

Auckland Racing Programme

All Boat Brokerage Farr 1020 Nationals RNZYS	Saturday 16 and Sunday 17 April
Carson Challenge	Multi-sport event. March 2005 – The organisers have cancelled this event until next year.
Winter Racing	Starts in the Auckland area in May

Tonga – there and back in a 1020

The decision to go was dependent on the thumbs up from some essential crew members. Once that was obtained I decided to take the *Zipper*. The alternative was to fork out for a larger boat eg. Farr 38, Lotus 10.5 or go for a cheaper cruiser style boat.

I elected to upgrade the 1020. At least I knew roughly what needed doing and as I was short on time I didn't have to go through the sell-buy drama. There should be fewer nasty surprises and I could make a start immediately.

Compliance with Cat One wasn't particularly difficult;

SSB: I was generously loaned an older model with fixed frequencies which saved a lot of money.

However no digital tuning meant limited frequencies and a digital transistor unit was necessary to obtain weather fax frequencies. A ground plate had to be

installed on the hull with connecting copper strip. We used the backstay as an aerial

Lifelines: needed to be replaced as inadequate diameter. Note that continuous plastic coating is frowned upon as it can hide rust damage

Harness anchor points: three of these were installed. One at the companionway entrance and

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one on either side of the cockpit for helming. These were hinged to lie flush so that they didn't take out your shins in passing.

Danbuoy: mounting the damn thing securely but readily accessible and detachable is tricky but we put it in a section of plumber's pipe, hose-clipped to the pushpit. Now it's a handy place for the fishing rod.

Washboards: my flimsy ones were changed to stout ply; a new catch able to be opened from the inside had to be fitted

Manual bilge pump operable from inside with boat closed up: this poses a problem with the 1020 regarding room for placement. In the end we mounted the pump in the compartment under the table just behind the for'ard bulkhead. The intake was in the adjacent bilge. There wasn't enough room above the starboard water tanks for the outlet pipe, so we had a long coil of flexible hose attached which could be unrolled and shoved out through a cat flap in the bottom washboard. As the cockpit is self draining this is an acceptable arrangement. Upgrading for seaworthiness was more time consuming (and expensive)

for'ard hatch: The old one was probably original and had insufficient surrounding strength for offshore. Of course none of the new hatches fit the hole so it was quite a job to dig out the old surrounds, strengthen the area with glassed in timber then lay the new hatch. Was very pleased with the effort when the bow got buried on a few occasions

new windows and emergency ply window covers

new toilet: beware, we found half the screws don't match up on new toilet so had to secure partly with 5200(kept old pump unit as spare)

freezer: serviced and improved insulation. The original old closed cell foam is not as good as the foam they use now. It was quite sparse around the valve region on the aft side. We have a removable plate there, so a can of foam was pumped in. The freezer worked really well all trip.

Mast: because the cable conduit is so small we had difficulty mousing the cables for the new masthead gear and vhf aerial. This would probably have been impossible if the mast was in the boat

Rudder: required some extra glassing where the stock enters the blade

New instruments: great difficulty mousing wires around right angle bends of cockpit roof. Limited space under capping and presence of cockpit liner didn't help and was a mission to remove/replace

Autohelm: worked well and took a real thrashing on the way back to NZ but bashing to weather into a big sea with 25-35K on the nose the boat didn't perform very well compared to hand steering round the lumps (a bit cold and wet for much of that when short handed though). I didn't realise the bolts on the tiller bracket weren't of high enough tensile strength till we shore one off half way to Tonga. Spare bolts the crew enquired? Oops. Fortunately an innovative crewmember scavenged a suitable bolt from a large hose clamp

Propeller: changed the old Volvo bivalve for a three bladed feathering Kiwi prop and was very happy for the extra power negotiating coral channels in blustery conditions

Inverter: one of the low wattage models was adequate for running the laptop and recharging the power drill

New battery system: two large house batteries and one small starter battery with voltage sensing charging unit and emergency parallel was fine

Runners: decided to put them on for rig security. They fitted into a slot on the mast, came back to a block on the quarter, forward through a clutch on the toerail then to a turning block leading to the primary winches. The clutch allowed us to free up the winch once tensioned. They were very easy to use and were easily removed when we got back

Port chain plates: I was vaguely aware of this fault in the 1020 but it was brought more keenly to my attention by the cautionary mutterings of a well informed 1020 owner (Warwick Jenness – *Watermark*) as they were recovering from anaesthetic after an operation performed by crew surgeon Richard Harman (owner 1020 *L'Avanti*). We decided this was definitely an omen so we undertook the recommended precautionary reinforcement of this area. While we were at it we punched out all the chain plate bolts to check for corrosion, which was reassuringly minimal.

Trip NZ - Tonga

There was a big H parked to the right of us, so the NE pushed us left. We had five days on starboard tack bouncing along the edge of 'the wall' of high pressure. Winds 20-30K. Sail plan 1-2 reefs with

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high cut 3. In fact we carried the 3 most of the way due to it's versatile wind range Then we were finally overtaken by a slow moving trough with spectacular fireworks, squalls and maximum breeze 43K for approx half an hour. Finally got our southwesterlies and had a squally broad reach into Tonga

So much for a SW run to the Kermadecs then hook into SE trades!!

As one experienced cruiser told me before we left. Don't set your heart on Tonga, if it gets too tough just crack off and go to Fiji. That would have been nice, but a little impractical.

The unwelcome surprises on the way up (apart from the weather)

dodger: not big enough for decent protection offshore

no spray guard for halyards: this was a real nuisance. The halyards lead underneath the dodger to the jammers. There is a big gap through which the sea pours, trickles onto the autohelm instrument which directs it through the companionway onto the quarter berth. We dealt with this initially with towels. Then we cut up some foam mats to size, poked holes in them and led the halyards through. Not pretty but functional.

leaking cabintop hatch: Sprayproof but not up to a good dunking.

Trip Tonga - NZ

I'll cover living on a 1020 for 3 months with a 4 month old boy and a 2 yr old girl another time. Suffice to say it had it's moments. The return in late August was always going to be difficult and more of a lottery to try and predict a weather window. What didn't help was a nasty engine noise on the trip

from Vavau to Tongatapu. I would say it was a cross between a screech and a growl with loss of drive. Fortunately we had a sked with some mates in Westhaven including one who is a marine engineer. After a bit of cross examination they worked out it was the sail drive unit. Not good.

As it turned out the splines on the sail drive shaft had worn out. What we had to do was sail to Tongatapu (the main island), haul out and replace the unit. Sounds simple.

It actually didn't go too badly but the travel lift was just a rusty hoist with a block and tackle arrangement and four guys pulling on chains. The dirty leather slings left grime that is still impregnated on the topsides. Fortunately a mate flew in with a reconditioned borrowed saildrive boxed up as excess baggage. He took the old one out, fitted the new one, and we sent the stuffed saildrive back via ship. I was impressed the cost to return it to Auckland with a whole load of other stuff was only about \$80.

The trip from Tongatapu started with a front for a couple of days (I'm starting to think Ritchie from Russell radio is right when he says there's no such thing as trade winds). Then we had sea like glass for a couple of days motoring followed by a gusty straight Southerly 25-35 the rest of the way home. Right on the snout into a lumpy sea.

We made it back in one piece but were very pleased to get off the boat and not set foot on it for a couple of months. It couldn't have been done without the high calibre shipmates I had. It was all a fantastic experience with plenty of fun thrown in. Would I do it all again? Not in a 1020 thanks.

- Blair Wood on board *Zipper*

Mussel Fest

Mussels, music & merriment

For anyone who enjoys mussels, the best place to be in early January is at the Great Barrier Island mussel fest. Held as an annual event, the mussel farmers donate their produce and the locals cook up a feast of fritters, kebabs, smoked, garlic, chilli etc mussels and sell them to the visitors and boaties on holiday to raise money for the local Medical Centre.

Wash it down with liquid amber, sunshine (or this year's rain shine!) accompanied by some local music, and everyone has a great time. Highly recommended by the crews of *Share Delight* and *Watermark*. Mark your 2006 holiday calendar NOW



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Round the North Island – 2 Handed

On board Hard Labour: Steve Barton & Cameron Thorpe

Leg 1 – Auckland to Maungonui

Got off to a reasonable start after some interesting antics from "Bare Essentials" in the final 2 minutes, first they keep bearing down on us until we yelled and then once we got above them they started luffing. I think they never even saw us till we yelled. Anyway we got off the line in a good spot then got rolled shortly after by Prawnbroker and Young Nicholson. As there was a whole line of boats behind all threatening to roll us as well we went as high as possible to get above their line. Staying high paid big dividends as we lifted inside the fleet around Northhead rounding in 4th position. From Northhead to Tiri was hard on the wind, Paradigm sailed past and we got into a close battle with Sliver and Young Nicholson. With the pre race forecast from our brains trust expecting the breeze to keep shifting right around to the south, our tactics were to keep to the right of the fleet until the breeze shifts enough to lay up the coast and then to keep to the left so that as it shifts further we would have a hotter angle to sail....anyway so much for the theory! We held 5th position until Kawau (sticking to the plan mostly) and then the breeze swung a little further east allowing us to ease sheets. Once we rounded the Brett was when the frustration started, we got caught in a hole which Sliver missed and suddenly lost a heap of distance. After a new breeze kicked in from the north we got going at about 5 knots and got to the Cavalli's before it lightened again and shifted west. We managed to mostly keep it moving until we got to Stevenson's Island where we parked again. This time every 20 min we would get a puff from a random direction sail for about 2 min at up to 3 knots before we parked again. Finally we got a new breeze from the Southwest of up to 18 knots (amazing how it feels like a gale after sailing in nothing for so long!) and this held to the finish however it was lightening all the time. We managed to finish 6th on line, 1st Div 4 boat, and surprised all the locals who were expecting the Young 11's to finish before us!! So it was a good start to our race, would have been nice to beat Sliver (and hence would have beaten all the division above us too!!!) but they sailed well and were just a bit too fast for us. However can't really expect much more from the boat, just got to

repeat the performance on the next leg.....would love to beat the Young 11 to their home port!!!

Leg 2 – Maungonui to Wellington

Firstly an even better start than the first leg, launched nicely on a tight reach, however as we crossed Doubtless Bay we were gradually overtaken by all the faster or reaching boats. After 10 miles we all got kites on and proceeded to reach to North Cape and we fell back until only Mindbender (Young 88) Insight and Skiddy Too were behind at North Cape. From here it was flat running to Cape Reinga and we lost a further place to Skiddy. However having two cunning carsalesmen on board the Hard Labour does pay some dividends as we took the inside line at the corner to sneak back in front of Skiddy. Then even more cunningly we realised shortly after rounding the next cape (Maria Van Dieman) we would need to drop the kite and harden up. So we set the trap... We carried the kite reasonably high before dropping it at the last second before our radio sched. This meant Skiddy who had copied us in persisting a little with the kite had a man tied up and unable help to drop the kite for at least 20 mins!. End result a couple of wipe outs and H.L now over a mile in front. The wind then built a little so we changed to our J.T (an old No.1 recut) This sail is fantastic, reduced heel and helm loads and just went faster! We were now peaking at 8knots in just 13-14knots true. Steve then made the big mistake of saying "Isn't it going to be a quick trip to Wellington".....yep within a hour the fleet was parked! But a light breeze of up to 4 knots would come and go.

Over the next day or so we didn't move far. The whole fleet (except Bare Essentials and Hydroflow) were parked out from the Manukau. We would at times catch up those ahead only to see them catch a little breeze before us to move away



again. I think our Skeds showed a distance travelled of 42 and 23 miles over 12 hours...PAINFUL

Anyway we eventually got a light breeze from the South and slowly made our way towards Mt Egmont. We got ahead of ZZ Top again but on reaching the Mt bore away a few more degrees (and wind shifted a little east) so got the spinnaker up. We knew we would

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have a problem with both ZZ Top and Skiddy Too as the rest of the leg would be downwind and they are both faster than us downhill. We held them out as long as possible but the inevitable happened and we lost two more spots. The next interesting spot was along the South Coast just before Wellington. The Karori rip is amazing. It was in our favour and at places added up to 5knots to our speed over the ground ! The final part of this coast is called the "Wind Factory" I now know why ! I have seen one article claim that in Northerly Sector winds (which we had at the time) the hills and valleys generate gusts of 20knots more than what is blowing in the Cook Strait. (add this to the current flows and its a dangerous piece of coastline). Anyway we were still racing along under spinnaker but knew we would shortly have to harden up to sail into Wellington Harbour. We debated which headsail to use but eventually chose the No.2 as we got a couple of gusts of 20 knots. This proved to be a lucky choice ! We dropped the Kite and hardened up to get a few gusts of 27knots. However the Wellington air is alot denser than Auckland and has a bit more guts to it ! As the mainsail was continually flogging we quickly put a reef in. This was the first time we had ever reefed the sail, and this was the same sail we used in the 2001 Coastal Classic which everyone claimed was so windy! What really amazed me was how even in the lulls of 17 knots we were still fully powered up. In Auckland we would have the full main and no. 1 up !!! So we tacked our way up the harbour and reached across to finish a most frustrating leg.

I have always claimed a light airs race is tougher on you than a windy one and I still haven't changed my mind! The constant trimming of light sheets of 4mm Spectra that just cut into your hands, the mental stress of trying to avoid the no wind patches, the reports of Hydroflow and Bare Essentials sitting on 18 knots while the rest of the fleet is doing 1.5knots. Why do we go yachting in no wind ???

Leg 3 Wellington to Napier

Started an hour earlier than originally scheduled so we could try to beat the approaching front to Cape Palister. With the forecast of gusting 45 knots from the south the fleet were very cautious at the start with most boats reefed and on small headsails despite a total lack of wind. Sliver stole the start and got away with the rest of the fleet fighting each other. We got away ok but then got caught up in the wind shadow of Bare Essentials and Paradigm which cost us heavily. However with some good tactics out of the harbour we got back to around 6th place. After we cleared Wellington Harbour we all expected the wind to kick in...but no. After struggling with small sails most of the

fleet changed up to find within 15 min the breeze was building so they were changing down again !!! It was pretty much on the wind to Cape Pallister where we bore away and changed to the jib top. As we travelled up the coast the breeze swung aft as it built further. We debated long and hard about using the small kite, no one else had hoisted one (plus it was now dark so they wouldn't know what we were up to), but someones got to be the first ! Anyway we put it up and started to mow down the bigger boats. Averaging 10 knots with bursts to 14 this was going to be a quick leg. The breeze varied between 23 and 33 knots and swung further aft. After blasting along for a few hours I commented to Steve that maybe the forecast was a bit exaggerated as we should have seen 40+ knots by now..... Famous last words ! Within 5 min we had a gust of 40 knots+ (+ is because after seeing 40 I couldn't look at the instruments anymore as we had a bit on! Anyway we survived that one but a few minutes later a bigger one just slammed us. We did a huge broach and the kite proceeded to wrap around the forestay and shred itself. The next 40 min was spent trying to unwrap the kite so we could get a headsail up. What a mission. Anyway finally all sorted without losing much ground (still hitting 13's with just the main up) We were not far behind the Young 11's which were running No.3's However if we were to try to play with bigger faster boats then we needed BALLS.... So stuff the No.2 or 3....up goes the J.T (Jibtop) which we poled out. It was hard to control and required a workout for the arms....but most importantly it was faster than the boats ahead. We gradually caught and passed the Young 11's and were pleased at the morning sched to only be 8 miles behind Sure Thing. However we made a mistake in judging the gybe angle into Cape Kidnappers (also postponed the gybe till after a gust went though) the breeze swinging a little compounded the mistake and let both Young 11's back in front. We chased ZZ Top right to the finish but it wasn't to be. However once again a hard driven 1020 showed it can surprise even in conditions it's not suited to. Finally we got a leg win on ORC and pull back 3hours on overall corrected time from Hydroflow to make it a great contest for the final leg.

Leg 4 – Napier to Home

We knew we needed a huge result this leg to try to win ORC overall from Hydroflow and Bare Essentials. Also wanted to finish on a high note, and also have a good battle with the Young 11's and Sliver again. As we had destroyed the small kite, our only option was the big gear....not that we needed excuses. This time we started our tactical moves early....



Cameron (top left) and Steve & friend (bottom right) nobbling the opposition, prior to the race home

On the night before I made it my job to encourage as much drinking as possible while Steve slipped away for a early night. When one of the cups ran dry I slipped it away to Hard Labour to refill with a high octane rum and coke. Judging by the faces and sore heads the next morning, it looked as though phase one of the plan had worked well !

We got off to a good start under spinnaker just behind Sliver to be at the front of the fleet at the first mark. It helped when Hydroflow sailed into the exclusion zone and had to drop their gennaker and turn around. Prawnbroker split from the fleet to head north and picked up a nice breeze to surge in front but by nightfall the whole fleet was closely bunched and on the wind still trying to escape Hawkes Bay. As always the 1020 loves it on the wind and we managed to catch and pass Prawnbroker and extend away from ZZ Top and Sliver. We were close to Young Nicholson once again, not yet knowing this battle would continue for the next 2-3 days ! Sure Thing, Paradigm, Young Nick, and us all rounded Portland Island in close company, however in the wee hours of the night we managed to slip away abit. It was a nervous time at the morning sched with no one in sight, but we felt confident. I was a bit disappointed when it looked like we were a few miles behind but miles offshore from the rest. However a major wind change which put us back on the wind and not quite laying East Cape but suddenly meant that we were now almost directly to windward of the fleet by the distance we had been further offshore !!! By midday we saw Young Nicholson tacking out and about 3 miles behind. From the morning sched we knew they were leading the bunch inshore so that probably meant we were third on the water outright !!! Our tight battle with Young Nich continued around East Cape tack for tack all the way. The sea was very confused with lots of banging and crashing, I was pleased to be on a Farr boat at

this point, a fine entry means we were far more comfortable than say a Young 88 or Elliot. Steve was down below at one point and every wave I heard him yell "%@# \$" he then came up on deck to tell me "Next time I say I'm going to sail around East @#%\$ Cape....Tell me to get my head read and instead take my company car!" By morning we were around the Cape and reaching for Colville and back to No.1's and full main. The morning Sched had us in third with Surething not too far behind Young Nick. As we sailed across the Bay of Plenty we started to get headed. Back on the wind again! As the forecast was to go to the North we kept going as the breeze continually headed us. Abit further out to sea we saw a big cloud line so we kept going until we were well under it. The breeze under the cloud was about 14knots where as before we had only 8. We then tacked over and were headed only 10 deg below the course to Colville. However the evening sched showed we had done a number on the fleet with a good gap back to fourth. As we closed on the Mercury Islands we go headed and put a lot of tacks in to get to Square top Island. Young Nicholson had closed back in on us and we battled though the Colville channel before bearing away towards Rangitoto. We were determined to hold third to the finish and were very worried that Young Nich would get us as they were only a mile behind. As we closed on the Noises we popped the spinnaker up (big one as the small one was ruined going to Napier) We thought Young Nicholson will have to really try if they think they are going to beat us ! We held on with them slowly closing. We used our local knowledge to catch more of the incoming tide than Young Nich and managed to hold them off until the finish. Just 6 min ahead ! Still find it hard to believe we got a third on line. So the final wrap... A great race, meet some great people. The 1020 did itself proud, beating Young 11's on 2 legs. It proved to be exceptional on the wind but better than expected on other angles too...

Will we do it again next time ?..... I've been around too long to rashly say no and then be proven wrong. So it's a maybe. Would like to do it on a fast 50 footer and give Ronnie a run ! But I think we were lucky with the weather. Although heaps of light patches we never coped a real pounding.

A big thanks to the SSANZ team for yet another great event. Will see you all again in the SIMRAD series.

Final results Hard Labour 1st on Line and Handicap in Division 4 and 1st overall ORC

- By Cameron Thorpe in his own words on board *Hard Labour*

Pacific Cup 2004

The adventures of Mar Caballo and crew – San Francisco to Honolulu

Andrew Riley, Ian Winspur, Marcel Trembley and Dave Baxter.

Squalls to the left of us.....squalls to the right of us.....please, just get me get through a night watch without rounding up!

These thoughts pretty much summed up my state of mind during the 1st 3-4 nights of the 2004 Pacific Cup aboard *Mar Caballo*. About 3 AM on the 3rd night of the race I managed to pull off a classic brain fade and got nailed by a squall that I thought was passing astern of us. The wind went from 14 knots to 25 knots in about 2/10's of a second, the boat rounded up in full skid mode and the 3 guys below ended up in one big pile on the leeward cabin sole (with all the loose gear on top of them). The only saving grace for me was that I now held the trip boat speed record for going sideways!

But I'm getting ahead of myself here. The race started on a beautiful mid-day Monday (6/28) in front of St. Francis Yacht Club. As usual with most 1st time long distant racers, we were scrambling to the very last minute before leaving the dock. A minor diesel leak on the fuel gauge valve fitting had us working hard instead of relaxing the morning of the race. We got through the problem, though, and made the start line with 15 minutes to spare

The 1st few days of the race were fairly uneventful, and other than our slightly uneasy stomachs on the 1st night, we settled in to our watch routine and started to concentrate on making the boat go fast. Other than the new sideways speed record that I set, the 1st week at sea was pretty casual sailing. Winds were relatively steady at 12-18 knots, we got the chute up the morning of the 2nd day and things just seemed to be going very smoothly. We did have 1 day during that 1st week (actually about 6-8 hours) when the wind just totally vacuumed out and we ghosted along under main and spinnaker staysail. Andrew took advantage of the conditions and went for a swim (about 500 miles out in water that was about 9000 ft. deep).

We celebrated our halfway mark with our own little 4th of July party. We knew that everyone at SBYC would be partying on the 4th so we felt that we deserved a little fun time, too. Mike's boat neighbor, John, had stowed a secret halfway party box on *board Mar*

Caballo before we left Santa Barbara, however, it really wasn't much of a secret. Everybody on board knew that the box was there and we were all chomping at the bit to open it up. John had accurately figured out EXACTLY what we needed at the halfway point. We ripped open the box about sundown on July 4th and found inside what every sailor is dreaming of when they are 1000 miles out to sea. BOOZE, MUSIC AND WOMEN!!!! There, to our sheer and utter joy, was a bottle of good rum, a custom made CD of sailing oriented songs and about 10-15 small (3-4 inches tall), plastic, voluptuous female figurines. We immediately put the CD on the stereo, broke out the coffee mugs and mixed up rum and OJ's, taped the plastic boat chicks all over the boat and proceeded to have a terrific halfway party. We finished the evening off by igniting 2 out-dated parachute flares (one came back down and almost landed in the cockpit of the boat!). As we got into the 2nd week at sea, the wind continued at a steady 14-18 knots with the night shifts having the steadier and higher wind speeds. As we headed southwest the air temperature got warmer and warmer every day. Night shifts were now being sailed in shorts, t-shirts and harnesses – very comfortable!!! Early one afternoon, on the 8th or 9th day, we spotted a Matson container ship on the horizon behind us. Within a very short time he was only about 1 mile away and bearing down hard on us. Mike was able to raise him on the VHF and, after a brief chat, agreed that he would pass us down our starboard side. He asked us to just hold course and trust him that he would keep clear of us. You've got to see the pictures of how CLOSE this guy came down our starboard side!!! Here's a 350' +/- ship making about 25 knots through the water and he was about 200' away or less when he passed us. There wasn't much we could do except sit there with our eyes about as big watermelons as this guy went tearing by us. He just casually waved to us from his port wing bridge as he went by.

At roll call on Friday morning, 7/9, a fellow competitor informed the fleet that they had been dismasted and were requesting some assistance. After comparing positions with the rest of the racing fleet, we determined that we were the closest vessel (about 15 miles away). We volunteered to go hunt them down and pass on emergency food, etc. It took us about 6 hours to find the disabled vessel and we were able to successfully make the food transfer (there were no injuries or emergency situations on the boat). After the race we were able to petition the race committee for redress for a portion of the time lost. The last 30 hours of the race FINALLY brought the higher wind speeds that we had been looking for during the bulk of the

Farr 1020 March 2005

race. A nice, steady 18-25 knot trade wind filled in on the starboard quarter and *Mar Caballo* finally got up on her dancing shoes and really started to cut the rug! The swell wasn't really big but we got some great little blasts down the faces of the 8-10' waves with boat speeds steadily in the 10-12 knot range. We crossed the finish line in Kanehoe Bay at about 1830 hrs. on Sunday, 7/11. To our surprise, and delight, Jill Amery, Ann Marie Charest and Janice Baxter were on the guide boat that met us just after the finish line to guide us down the channel to Kanehoe Yacht Club. I'll tell you one thing FOR SURE! The mai tai's waiting for us at the dock NEVER tasted so good!!!! All in all, it turned out to be a fantastic trip. The crew worked together and got along together perfectly, we had REALLY GOOD shore side support from our wives and families and the race results – 3rd in class and 15th overall out of 50 – while not stellar, were still respectable for a relatively rookie crew

- David Baxter – Mar Chello

Successful Mid Week Series

Royal New Zealand Yacht Squadron, based at the foot of Auckland's Harbour Bridge, have just completed a very successful Midweek series. For the final race of the First Mobile Wednesday Night Series a record 128 boats competed.

1020 had their own division and results were:

Line: Hard Labour – Steve Barton
1st: Technique II - Anatole Masfen
2nd: Azure – Peter Strathdee
3rd: Share Delight – Mike Lanigan

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Racing Survey – Auckland Based Boats

Thanks to all the boats owners who responded via email.

If you did not receive this Survey by email then we don't have your correct address in our database. Just email your address to secretary@farr.1020.org.nz

Survey

The 1020 Association is keen to support a well coordinated racing programme for the forthcoming winter and summer seasons. In order to create the most effective programme we would like to know your racing preferences and the series that would most appeal to you.

Could you please take the time to answer the following questions?

1. What types of racing do, or would you like to participate on a regular basis?

- Round the buoys with spinnakers
- Windward leeward with spinnakers
- Passage racing with spinnakers

- Round the buoys without spinnakers
- Windward leeward without spinnakers
- Passage racing without spinnakers

- Two handed racing
- Three handed racing

- Rum Racing

2. In which winter and summer series do you intend to participate?

- Royal New Zealand Yacht Squadron Winter Series (fully crewed 1020 division. Requires at least 6 1020 series entries). Saturday fortnightly
- Royal New Zealand Yacht Squadron Winter Series: Mixed fleet Saturday fortnightly
- Richmond Yacht Club 3 handed no extras series. Sunday fortnightly same weekend as above
- Bucklands Beach Yacht Club winter series
- Other: _____

3. Do you have any other comments or observations regarding racing?

4. If you are not racing but would like to do so what assistance do you require in order to get started?

We appreciate you taking the time to fill in and return this questionnaire

Email to secretary@farr1020.org.nz or Post to Farr 1020 Class Assn. PO Box 91 005 Auckland

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