

FARR 1020 NEWS

Newsletter of Farr 1020 Owners Association of New Zealand

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Edition Four

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The Farr 1020 Owners Assn aims to provide a medium for exchange of information amongst owners to enhance their enjoyment of their yachts

To promote the Farr 1020 as a one-design class and also as simply the best Farr cruising/racing keelboat

From the Chairman

This summer has raced by with lots of activity on the water including of course The Americas Cup. It is interesting to note that a fair number of the successful Allinghi Team were no strangers to the 1020. Brad Butterworth spent time regularly sailing one in Auckland; other members of the team have also campaigned either individual regattas or regular club racing.

Despite the Cup activity dominating the Auckland scene normal club racing went on around the Hauraki Gulf culminating in the National Championships in early April. This event is covered later on in this Newsletter together with an account of the recent Trans-Tasman Challenge in which the 1020 association participated for the first time.

On the cruising side during the summer months Auckland boats ranged far and wide. Nearly every anchorage seemed to have at least one 1020 at anchor.

Of course Auckland is not the only centre for our boats. We are particularly keen to hear what members are doing in the Wellington region in Christchurch and in Australia.

This year we were hoping to host a function to celebrate the classes coming of age. Initially we were going to involve Bruce Farr. However the demands of the Auld Mug meant that he could not participate.

Both the Committee and I will now see how best we can celebrate the coming of age early next year.

As winter approaches we wish those who are participating in racing and cruising safe and successful sailing.

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



FARR YACHT DESIGN, LTD.

March 12, 2003
FARR 1020 Association, C/o Trevor Dunn

Gentlemen:

I want to send my sincere apologies to all of you for not being able to attend your function in Auckland during February when I was there for the America's Cup regatta.

Although I was in Auckland for several weeks and it seemed that I would certainly have a chance to meet with you all, my commitments to Oracle BMW Racing as well as the usual business of Farr Yacht Design kept me totally occupied. I actually would have enjoyed a relaxing evening with the Farr 1020 group.

I am truly sorry that my schedule prohibited an evening together and hope that my next trip to New Zealand (whenever that is) may allow more flexibility of time.

My best regards to all the Farr 1020 owners,
Bruce K. Farr O.B.E. - President

New Owners and Members

Welcome to our Association:

Bali Dancer – based in Melbourne – owned by a consortium of like-minded sailors

Rainbow IV – Alan and Sheila Smith – Auckland
Interested in cruising and racing their boat. Rainbow IV original owner was Tony Bouzaid.

Grant Turnbull – Associate – Helm on Hard Labour during the Nationals, whilst Steve attended a wedding.

Gambier – Tony Vincent – Tony has sailed for many years on various yachts with Richmond Yacht Club. Has owned *Gambier* since early last year.

Mirage II – Phil and Dawn Wright - Previously called Surface Tension, now kept at Westpark Marina. Previously own a Davidson 28.

Emails:

Good day and thanks for your news letter, firstly "cheque in the mail". Secondly Fast Company 5577 is alive and well in Balmain Sydney.

We have just completed the Balmain twilight series which runs from 1st Nov to 28th Feb. Came home with a "gun" 1 1st, 1 2nd, and overall third on handicap. More importantly nobody got hurt and not too much got broken. It was quite a windy series most evenings were 10-25 knots, and gusty.

Now it's back to lunch cruises or Golden Oldies rugby at the weekend. Until November that is.

§ Graham Steele – *Fast Company* – Sydney

It was good to hear someone else is enjoying their twilights, We are currently racing with Middle Harbour Yacht Club with another 1020 OD owned by Dennis Thomas and we are fairly well matched. We also have another 1020 *Mercury* from time to time.

Our season is little longer than Graham's; we have a total of 22 races with only 3 more to go and we currently first on the point score. Once the twilights finish in March we will take the boat to Pittwater for the Easter break. We have three children 7, 4 and 3 they really enjoy the time away and we usually raft up with a few other boats.

§ All The Best Mark Connor "*Time Out*"- Melbourne

Farr 1020 21st Birthday

Planning is now under way for our 21st birthday next year. We are working with the Royal New Zealand Yacht Squadron to set a date for our birthday celebrations in March / April 2004.

Draft format for the weekend:

Friday: Rum race followed by informal function at RNZYS.

Saturday: Farr 1020 Rally at Islington Bay for lunch. (Race and/or cruise to the Bay)

Saturday evening: Dinner with guest speakers at RNZYS

Sunday: Farr 1020 public day at Viaduct Harbour.

We would like to include with the 2004 Handbook a history of the Farr 1020s from when they were first built, up to now. Is there a current owner or someone you know who would like to assist in getting this information together and help in the setting out etc? I am sure there are many stories to be told of experiences we have had in our Farr 1020s which people would love to share with us.

Watch this space for more news and details as they come to hand.

§ Mike Lanigan -*Share Delight*

Busfield Marine Farr 1020 National Champs 2003

Did you know the body has 641 muscles? The crews who raced five windward/leeward courses on Saturday April 5th in 18-25kn NE felt at least 600 of them!! Excellent conditions for class racing kept the yachts close around the marks in the races held off Eastern Beaches (Musick Point) In spite of the long haul to get there it was well worth the trip due to reduced "traffic" in the area.

Max Headroom sailed by the "Melville family" : John, brother Dave, son Jack, Jason Herbert-Melville, Andrew Wills-Melville, Ewen (Nandor) Thorpe-Melville and Phil Crowther-Melville (Wiggy), took an early lead



The Melville "family"

and won every race, setting the standard for the rest of the fleet. This was a just reward for the crew who had put in the hard yards

and practised together for many months. Last years winner *Hard Labour* (Grant Turnbull) was 2nd separated by only 0.4 pt to 3rd place *Echelon* (Gavin Gerrard)

Handicap places went to *Gambier* (Tony Vincent) 1st, *Azure* (Peter Strathdee) 2nd, and *Rainbow IV* (Alan Smith) 3rd. There were a few spinnakers seen flying in funny directions and *Navaho* tried to dredge for scallops with her genoa (no luck there!)

Sunday dawned wet and still, unfortunately with little change. Finally at around 2pm the PRO called it a day after being unable to set a course in zephyrs which floated around the compass.

Prize-giving was held at BBYC where Ian McIntyre from Busfield Marine Brokers presented the awards. Special awards were given to each yacht competing according to their special talents



Echelon (Gavin Gerrard) receiving his Star for the number of rockstars he had on board..



Grant Turnbull, Hard Labour - a set of Chinese checkers because HL seemed to like doing Chinese gybes. On right Ian McIntyre, along with Mike showing his (Share) delight.

Share Delight was given a Cindy doll to replace the missing crew member.

John Melville turned up with a marina trolley to load his many cups so there was a good sense of humour around. We would have liked to see more competitors there to acknowledge and celebrate our class champion. It also provides a relaxing venue to meet other owners & crews, and talk about our favourite topic.....Farr 1020 sailing!

Many thanks to the following sponsors and to Steve Barton who continues to be your committee member who manages this event from behind the scenes.

- § Busfield Marine Brokers – our Gold Star Sponsor
- § North Sails
- § Aussie Butcher
- § Floating Dock Services
- § Westhaven Marina
- § Doyle Sails
- § Bucklands Beach Yacht Club

A View from the rear

I have owned my 1020 *Rawhide* for 5 years now and I must say have enjoyed immensely the cruising, racing and socializing afforded to those who participate in 1020 association events. *Rawhide* recently competed in 2 quite different events the Busfield Marine 1020 Nationals and the Trans Tasman Challenge.

The Nationals are the one event in the year where we like to put the boat, our sailing and crewing skills to the test with the best the class has to offer. This year we were hoping to improve our standing within the fleet of 11 boats that had entered and bag one of those prizes. Duly the crew was honed. We had 2 practice sessions for Lab Wilson our regular keyboards person now acting bowman (our regular bowman decided to get married and take off on honeymoon- how committed is that!). Unfortunately on the evenings in question, we could get only part of the crew together and we still had one more crewmember to find before the weekend. The breeze on both occasions was a lively 5 knots, never mind we were banking on a light air Nationals after last year's 30 knots. At least it was practice and by the end of it could confidently hoist, gybe and lower the spinnaker in these testing conditions. The week before race day the new sails

arrived, a crinkly new Main and a brilliant white Spinnaker that was a little too big according to Cameron Thorpe our official measurer. We found a seventh crewmember in Steve Small a very experienced American skipper and arranged to meet at the race briefing, surly with our dedicated crew, new sails and an experienced American pro we would be in the money?

First boat on the race course trying out our new sails and inducting our "ring in", the session went "not too bad" in a freshening 10-15 knots and we were primed for the first start.

We put our poor showing in the first race down to getting used to the new sails.

The second race was a little more exciting as we took a few places around the top mark with our slick kite hoist and gybe, only to lose them again going back up wind. The third race saw the breeze freshening close to 20 knots. A great start was upset by a crash tack to avoid a potential collision with a tacking boat ahead, we rounded the bottom mark dead last, death rolled most of the way down the run and decided not to gybe the kite but to drop and reach for the mark a good call as we managed to catch up and improve our standing with a good rounding. The breeze was getting quite fresh now and the final run to the finish saw us attempt a gybe only to wrap our new spinnaker around the forestay. We completed the final 200mtrs on main alone and did several 360° turns to unravel the sail from the forestay.

We still had 2 races to prove ourselves before the end of the day.

The start of race 4 saw the vast majority of the fleet change down to their #2 headsails- we did the same getting out our 1984 Dacron race winner. Well as you may have guessed we were dead last around the first mark. However a reasonable kite run kept us in the hunt, only to go off the pace again up wind. Never mind we argued we will make an impression down wind, and we did. The spinnaker hoist was incomplete leaving about 6 feet of halyard exposed, this caused the kite to roll rather a lot, no amount of grunt on the winch could complete the hoist, we would just have to ride it out. In no time at all we had overlaid the finish and had to either gybe or drop. We chose the latter only to create an even bigger mess than the last drop. The loose halyard had allowed the kite to get itself well and truly attached to the forestay preventing us from dropping it, so we tried to control this flapping monster as we gybed for the finish. During this process the kite sheets were let go and we crossed the line with our new kite flying perpendicular to the mast, not quite the impression we had hoped for. Now we just had to get the kite down in time for the next start, well this proved to be a real mission. The loose halyard had well and truly jammed, Lane Ford our youngest crew member was "volunteered" to go up the mast and attach a line to retrieve our flogging new investment. This process

took about 20 minutes, and gave Lane a great vantage point for viewing the start of the 5th race. Our racing was over for the day and as it turned out the weekend as light winds dashed our detailed comeback plans.

Somewhere in this story is a moral. No matter how well you do in an event such as this you can still have a lot of fun with some great people and learn as you go. There is always next time when I can assure you our preparation will be a little more complete (perhaps). We look forward to seeing you on the start line next year.

My thanks for a great event go to a great bunch of guys who can still wear their *Rawhide* shirts with pride-Richard, Alan, Lab, Lane, Jon and Steve.

PS- We did win a prize for the most spectacular manoeuvre of the weekend, a sewing kit (Ha Ha) and a \$50.00 bacon voucher for which I thank the sponsors Bacon Barn Pakuranga. Finally my congratulations to the Max Headroom team for a truly inspiring performance.

§ Paul Watson – *Rawhide*

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Trans Tasman Challenge 2003

Beaten by the Aussies (again)!

For 29 years Royal New Zealand Yacht Squadron and Royal Sydney Yacht Squadron have been holding an annual Trans Tasman series.

This year it was RNZYS turn to host the event over ANZAC weekend. The Farr 1020 Association was invited to join the Cavalier 32s to make up 12 boats for the draw. The Aussies sent over 6 skippers and some supporting crew to win the cup and take it back to Sydney once again. For each alternate race an Aussie skippers the boat and the points go towards their team.



Team Talk and lunch at Issy (Drunks) Bay

Racing on Friday was held in excellent conditions. Two short Harbour races were sailed which kept the boats close with lots of marks to go round. Doctor Dickey Mills has sailed in all 29 challenges and in race two skippered *Share Delight* to get the Gun. Well done to Dickey who at 82 years of age has a wealth of sailing experience including many Sydney Hobart races. It was great to have him on board. An inspiration to us all. The last race of the day was the regular Friday afternoon Rum race and with a bit of local knowledge of our winds and tides up and down

the Harbour the NZ Team was leading on point at this stage.

On Saturday we raced down to Islington Bay and rafted the 7 Farr 1020s together for lunch. Over a few beers and lunch, tactics for the race home were high on the discussion points. We all used our Number 2 Genoa's for the freshening south westerly breeze. *Future Road* sailed by Nick Brewer made best use of the wind and tide conditions and led the fleet home. Racing was close and only a few minutes separated the fleet.

Sunday was back to Harbour races and again sailed in ideal conditions. Close racing was held over the three-day weekend between the Farr 1020 fleet which is reflected in the results.

Future Road Nick Brewer and *Share Delight* Mike Lanigan were first equal. *Hero* Mike Davies and *Gambier* Tony Vincent shared third equal followed by *Rawhide* Paul Watson in fifth, *Choice Transport* Trevor Dunn in sixth and *News* Mason Fawcett in seventh.

A very big thanks to the owners who put their boats forward for this series. They all want to be part of the next series in two years time. The 5 Cavalier 32's also had some very close racing with three of their skippers finishing on equal points.

The Aussie skippers enjoyed sailing our Farr 1020's, especially going to windward. It took them a little time to get use to the boats but by the end of the series had learnt enough to finish up taking the Trans Tasman Cup back to Sydney.

Royal Sydney Yacht Squadron: 308 points

Royal New Zealand Yacht Squadron: 318 points.

Many friendships were created with the Aussies and I am sure in conjunction with the Cavalier 32's will send a very good team back to Sydney next year to bring the Cup home to New Zealand.

Well done to the Royal New Zealand Yacht Squadron in running this series and may the tradition go on for many years into the future.

§ Mike Lanigan - *Share Delight*

Drunk's Bay Ball!

A fun night on Rangitoto Island for the ides of March

What a wonderful way to forget the impending loss for Team New Zealand. DYC, RAYC, RYC, PCC & Weiti YC's had a variety of cruising races to Islington Bay culminating in a BBQ ashore and "Ball".

Issie Bay is well known for its mud so we felt quite relaxed at leaving *Share Delight* alone on anchor. In

fact, the weather was so perfect it wouldn't have mattered where you anchored.

We motor sailed down after missing the RAYC race to find around 50 yachts having pre dinner drinks and relaxing in the sun.

The ticket for the Ball was one item of formal clothing, so after donning my red feather boa and Mike, his black bow tie it was obvious where we were headed. The CRC ribs from RYC soon ferried us ashore to the wharf so we could walk the 200m or so up to the tennis courts.

Tiaras, long gloves and bowler hats were popular, although one young man donned a set of tails.

Frank Warnock (DYC) and friends had done a great job of co-ordinating this event to provide a marquee for the yacht clubs BBQ's and decorating the old stone hall with huge cotton nautical code flags, streamers & balloons. For a good old-fashioned ball the DJ, music and humour soon had most people up and dancing. Walking back down the rocky road was made easier with a generator powering a couple of lights to the ablution block and wharf.

1020s spotted in the bay: *Gambier*, *News*, *Azure*, *Fireball* & *Share Delight*. This event has plenty of potential for a Farr 1020 social get together for us with all the right ingredients for a thoroughly enjoyable time. Let's see more of you next year!

§ Sheryl Lanigan – Share Delight

Moonshine on the Gulf

With the encouragement of the 1020 Assn we entered the Royal Akarana Yacht's Club Night Race to Orapiu on 21st March. As new owners and relatively green sailors on our first night race we were naturally totally relaxed as we left Westhaven (well the Heineken helped). The promise of a Champagne breakfast, petanque etc next morning beckoned.

Encountering a solid squall on the way to the start (Orakei Wharf), then a lull in the wind, we were late across the start line. We followed, and kept with others out towards the barges then headed down in the direction of the Browns Island light. So far, so good. Into the drizzle, damp and dark we cruised (raced?!) until the wind dropped, the incoming tide challenged us, and headway was difficult.

Time to listen to Channel 77 for info. Intermittent reception indicated the race might be abandoned ---- wrong! In fact wrong race even. Sail on --- and then *Northerner* (Stewart 50) slides by to verbally advise us the race has been shortened to Blackpool (radio out, loud hailer in!!). Another beer and as we passed the Browns Is. light the wind built to 14 knots or so for a good sail around the Navy buoy towards Maraitai before we tacked and headed across in the moonlight to Huruhi Bay and Blackpool.

It's amazing how some lose direction totally in the dark!! But of course it makes for animated conversation on board.

We appeared to be an early finisher with several yachts coming in after us. Satisfied we had achieved our objective (finishing at the correct destination), we moored and relaxed for the night with bubbly cold in the fridge.

When on our second bottle of fizz next morning an invite to join others on *Northerner* was received via long-distance dinghy visitors (– thank you) for the prize-giving. A pleasant interlude followed before we departed for more sailing, some good sized snapper, and another pleasant night on the Gulf.

Lessons learnt: -

1. Ascertain who/what yachts are in your race.
2. Establish communication means early.
3. Take your own rum – winning it ain't easy.

Thank you – Royal Akarana Yacht Club.

§ Neville Brixton – *Farrst Forward*

On display at NZ Maritime Museum

Viaduct Harbour, Auckland

Celebrating New Zealand Yacht Designers Exhibition

As part of the Bruce Farr display our Chairman Trevor Dunn's *Choice Transport* will be on display. Also on display will be a MRX, Joey Allen's 3.7, and other Farr designs.

On Saturday 17 May, Kim McDell chats about the production side of boat building especially Farr designs.

Open 7 days 9 a.m. to 5.p.m. from 14 May to 23 May. Tel 0899SALTYSAM for more info

Tuesday Night Ladies Racing

Four 1020s sailed in the mid week evenings over the summer "up town". *Big Boys Toys*, *Clever Choice*, *Navaho* and *Share Delight*.

Navaho and *Share Delight* raced against each other in the Ponsonby Cruising Club series in the spinnaker division. Only one race was missed due to inclement weather (too windy) and that was in Feb. We have learned with a ladies crew it is important to remember to change down headsail early and throw a reef in if necessary to keep the yacht manageable and maintain confidence. *Navaho* finished third. *Share Delight* (6th) but often we would be side by side for most of the race.

Meanwhile *Big Boys Toys* and *Clever Choice* were fighting it out in the no extras division, finishing 6th & 7th respectively. There is also an option now at both Ponsonby Cruising Club & Royal New Zealand yacht Squadron in the "mixed" division where you can have some blokes on board to help. *Big Boys Toys* represented the 1020s there & finished 3rd place in the RNZYS series overall.

Nick's top tips



1. If its coming up to that nasty time of year when the anti-foul needs re-doing, but you're feeling the budget tighten, then consider rolling the stuff on instead of using a professional spraying service. A couple of coats using a fine sponge roller and a slightly thinned down paint works well and gives a very reasonable finish.
2. If you just need a scrub off then make one of your crew work for a living and throw him over the side with a dive set. 20 minutes with a piece of scotchbrite and a \$7 tank fill beats a \$70 haul out and hose off any day.
3. Fellas: Having trouble getting the missus to go sailing? Consider fitting a hot water shower. If you already have a cold water pressure pump then the rest is easy. Using a gas califont (\$375). Cold water and gas goes in one side, delivery hose and shower head on the other. Gas automatically ignites when shower head turned on etc. Real easy to do, no expertise required to fit, all very safe. We have the califont on the aft face of the galley cupboard door which is opened to vent when in use. Hot water is fed back through the stbd stern locker to the shower head. If this doesn't cut the mustard with the missus then try telling her you're trialing a couple of new crew members found at the end of the jetty, apparently blonde Latvian pole dancers wanting to learn sailing. She won't believe you but I bet she'll be onboard next time you go sailing!!

Richmond Yacht Club Winter Racing

Short Handed Series:

Starting on Sunday the 11th May at 1330 hours - every fortnight. This series has always been very popular with 1020s with up to eight boats racing in last year's event. The races are No Extras and you may only have a crew of up to three people. Sponsored by CRC Ados and the prizes are all very generous sponsors' products.

Fully Crewed Winter Series:

Starting on Saturday 17th May at 1330 Hours - every fortnight. Spinnaker and No Extras divisions. Sponsored by Steinlager so no prizes for guessing what you may win!

Contact: Richmond Yacht Club 376-4332

§ Wayne Osborne - *Ambiance*
(09) 416 9515 Home, 025 943 887

§ Sponsor this Newsletter and promote your business and products to all our members, crews and supporters.

§ Have your logo on our Website
Ask me how?

Contact: secretary@farr1020.org.nz
Or tel Sue Jenness 09 483 5051 021 896 554

Other Clubs racing during the Winter:

Royal New Zealand Yacht Squadron

Saturday 10 May Winter Series
fortnightly Last race 16 August

Bucklands Beach Yacht Club

Sunday 11 May Winter Series
fortnightly Last race September 7

Ponsonby Cruising Club

Saturday 17 May Women's Series
fortnightly Last race September 6
Sunday 18 May Winter Series
fortnightly Last race September 7

Royal Akarana Yacht Club

RAYC run good harbour races starting and finishing off Orakei Wharf plus run Windward/Leeward races on alternate race days. Contact Nick Brewer for further details: tel: 575 2926 (H) 029 2722 858

Sunday 18 May fortnightly Fully Crewed
Sunday 25 May fortnightly Two Handed

Naval Point Naval Point Club - Christchurch

Sunday 11, 18 & 25 May, 8,15 & 22 June

Royal Port Nicholson Yacht Club

Racing starts 8 June

Race Introduction Sessions

Four introduction to Club Racing sessions have been scheduled over the Royal New Zealand Yacht Squadron Winter series. The races start and finish off Westhaven Marina.

Share Delight will enter the non-spinnaker division for these races. Qualified Yachting NZ Instructors.

1230 hours to 1530 hours

Saturday: **24 May, 21 June, 19 July, and 16 Aug**

.Sign on for one or more sessions. Suitable for all levels of experience for owners, partners, crew and friends. Opportunity to get involved with yacht racing and have some fun at the same time.

Topics covered include:

- § Yacht preparation
- § Race Committee Signals
- § Wind and tidal effect
- § Racing tactics
- § Mark rounding
- § Finishing

Details on www.gulfwind.co.nz under Courses
For more information and bookings contact Mike at Gulfwind Sailing Academy.

Limited spaces available so get in early.

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