

Farr 1020 News



From the Chair

Well, at last after what has been the one of the stormiest winters in recent history, spring is definitely on the way.

I was fortunately able to escape most of winter's wrath by spending some time in Europe watching the Americas Cup.

Before leaving New Zealand I attended the class AGM where the majority of those present debated and passed the resolution that carbon be allowed in the composition of headsails. This move will allow the class to take advantage of modern sailcloth technology at a time when the cost of material including carbon is not markedly different from more conventional other alternatives.

Another motion passed was the elimination of the minimum luff measurement for the number one jib. This move will make it easier to carry a racing Number one jib on a furler. The committee introduced these measures to ensure that the class remains in tune with recent technical advances. We would welcome feedback about these changes.

Coastal Classic

Eight 1020s took part in this popular race from Auckland to Russell in the Bay of Islands.

Numbers in both our class and competing boats generally were down on previous years with only 264 competitors overall. All of the 1020s were competing with each other and over 70 other boats in C Division. A 15 knot southerly allowed boats to get quickly away from the line and settle into the long run north. Although the wind was cold the sun did manage to put in some appearances as the fleet enjoyed a kite run past Tiri and Kawau.

The forecast was for the wind to fluctuate between south and southeast before finally coming in from the west in the late afternoon. This forecast proved correct so that by the time our division reached Sail Rock the wind was blowing offshore at about 25 knots. Here fortune seemed to favour those boats that hung on to their No. 1 Kites. For those diligent

and brave enough to hold onto this sail combination it was a glorious ride up to Cape Brett at speeds well in excess of 10 knots.

Most 1020s rounded Cape Brett between midnight and 2 am, after that it was hard on the wind to the finish line at Russell in the early hours before dawn.

The team on *Azure*, *Max Headroom* and *Ambiance* should be congratulated as the first three 1020s to finish within a short time of each other. *Rawhide*, *The V Team*, *Share Delight* and *L'Avanti* weren't far behind.

We all managed to get together for a convivial evening at the Game Fishing Club at Russell on the Saturday evening.

The sail home was cold and fast - fortunately there were no big seas to contend with on the exposed part of the route back.

Winter/Spring Sailing in the Capital

Despite the atrocious winter weather three boats *Eat My Shorts*, *Flying Fish* and *Resolve* have been competing in a 35 strong fleet racing in the Moore Wilson series run by Royal Port Nicholson Yacht Club in Wellington Harbour. *Flying Fish* finished a credible 8th on handicap in this



Resolve leaving Wellington Harbour

series. Since then in a thrilling Spring series, *Eat my Shorts* has scored 1st and 2nd on handicap in the first two races. Once more congratulations to *Eat my Shorts* team, they are certainly living up to their boats' name.

- Trevor Dunn – Choice Transport

Comings and Goings

Big Boys Toys is on the market. Contact Ray Ulyate 027 2759697 if you know of anyone looking for a fabulous Farr.

Echelon is now owned by Chris and Jo Ashman and is based at Westhaven Marina.

Fantasia has gone to Wellington and is now owned by Kim Zwiers.

Manaia (previously called *Island Rover*) is now owned by John & Woodi Moore and is a training vessel. She is available for charter in the Abel Tasman area. "Clients love the responsiveness and speed of the 1020", says John.

Mesmerise has gone up north to Kerikeri.

Near&Farr (previously *Scotch Notch*) is owned by a group of Aussies and Kiwis (the ANZAC connection), and is based at Westhaven Marina.

The V Team – New owners Andrew Macmurdie and Dianne Davern. "Previously owned a H28 & C & C 34. We are active sailors and interested in club activities. Class racing once we have learnt how to sail her". Member of RNZYS.

Want to Buy

A good Farr 1020 set up for racing and cruising by a Picton buyer. Details available from secretary@farr1020.org.nz

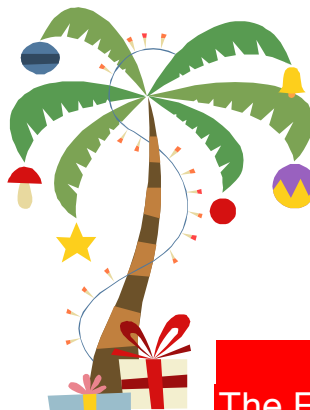
Aussie Movements

Apologies from Dough Murchison, *Rough Justice*. Unable to attend Spring Cocktail Party, I will be overseas, attending a funeral for the running game of rugby. I see Percy Montgomery defeated Johnny Wilkinson by 3 goals in the world cup final. I bet Web Ellis is turning in his grave, now that passing the ball is being discouraged.

Redeemer has gone to Hobart and is owned by Greg Brooks.

Sandpiper – Kenneth & Janet Houlihan have joined the Association, and requested a rigging plan and set up details. (supplied)

Zephyr – James Connell and Alex Brandon. Owners belong to Balmain Sailing Club and *Zephyr* is moored at Hunters Hill, NSW.



The Farr 1020

Association Committee cordially invites you to a Cocktail Party to usher in the summer cruising season.

Venue: Members' Lounge, Royal New Zealand Yacht Squadron

Date: Thursday 6 December

Time: 1800 hours

This will be a chance to meet and greet old friends, make new acquaintances, find out what activities we have planned for you during the summer.

Because of the cost of hiring the venue it is necessary to request that you pay a cover charge of \$15 for each person attending. Cheques should be made out to The Farr 1020 Association and sent with your RSVP by 30 November to Trevor & Brenda Dunn, 1 Tiri View Place, Waiake, North Shore, Auckland.

We look forward to seeing you at this event,

Trevor & Brenda Dunn
Tel: 476 4605

The Coastal Classic according to Share Delight



Share Delight 6225, leading the Fleet out of the Harbour, and Azure, with the black headsail in the middle of the line.

Like the All Blacks – we didn't win.....unlike the AB's, we know why!

It was a picture postcard just after the start to this years Classic with pulses of brightly coloured kites heading out passed North Head. *Share Delight* got a clear start in by Devonport Wharf out of the tide and was first 1020 out into Rangī Chanel. The forecast had promised a fast race and many crews were poised to break the record to Russell. Unfortunately the unstable weather of the previous week continued and even the expert meteorologists had differing opinions as to the forecast.

Just after Rangī light the wind deceased and most of the fleet was drawn over to the East to keep sailing while a few of us persisted along the Rhumb line. At Tiri Passage we had idled through the hole and enjoyed the new SW wind first. We then looked at our weather predictions and debated throwing it away but choose to keep monitoring it for a bit longer.

The "east" fleet drew back in behind us after Flat Rock and our weather monitoring showed the prediction was becoming more and more accurate. Do we cover our opposition or go with the weather? Well after years of being conservative we decided to take the risk (no lotto ticket for us this week!) and continue on outside the Hen & Chicks.

You can see what happened....Hughie dumped on us and sent another new stronger breeze from the West so all the boats inside of us sailed passed – including *Ambience*, *Max Headroom* and *Azure*. This was our weather prediction but not until around 9amish Saturday morning! We had a great ride at night with the big kite on in big seas surfing along at 15+ knots. Pity we could not have held it for longer before we had to

harden up to get back on course for Cape Brett. The night was clear with a thousand Milky Way stars and consequently very cold.

Max Headroom and *Azure* carried their kites to the Cape and had a very close race to the finish. Inside the Bay, the breeze was getting lighter and on the nose, making the outgoing tidal flow significant.

Azure won the Farr 1020 race at 0417 hrs by 1min 15s ahead of *Max Headroom*, followed by *Ambience* 20 minutes latter followed by *Share Delight*, *Rainbow IV*, *Rawhide*, *L'Avanti* and the *V Team*

Congratulations to Pete Strathdee and his crew on *Azure*

We had an enjoyable Farr 1020 gathering ashore at the Swordfish Club where Trevor Dunn presented the plaques and the usual banter and race debriefs were discussed before the Air NZ Final rugby game was televised.

As it turns out we all had a fast ride home with up to 40+ knots Westerly's off Bream Head and the multi's unofficially broke the records on the way!

This was our 11th Coastal Classic and it looks like we will have to 'do it just one more time'

- Mike & Sheryl Lanigan – *Share Delight*

Subject: Kiwiprop Propellers
Email Correspondence

To Chris - Bali Dancer

Back in August you were researching fitting a Kiwiprop on your 1020. Were you satisfied with results of your tests?

Yes, happy with the outcome. The installation manual does stress that it is important to loctite in the securing grub screws as failure will invariably lead to the loss of the entire propeller unit over time on a sail drive unit”

To date we've done around 30 hours of motoring. Very effective. Excellent reverse - quick response. Racing against other FARRs, I don't think there is any difference in drag. On a long race we sailed 30 miles and were within 300 metres of our "arch rival" Vapour Trail. .So, I am happy with the product, and recommend it.



Valencia - 2007



Valencia is Spain's third largest city. It is home to the dish Paella and the Holy Grail, a historic religious drinking vessel which is exhibited in the City's cathedral.

The town is blessed with great weather, particularly from April to October each year. During that period daytime temperatures are rarely below 30 degrees. Most days are sunny and dry with clear blue skies. The prevailing breeze is generally less than 15knts from the South East.

In order to prepare for The America's Cup, the city went to great lengths to create an America's Cup Village and basin which housed the participating teams together with a marina full of

large super yachts. It was huge, took about two hours to walk from one end to the other.

As part of its Cup preparations the city constructed a striking new aquarium, a large museum with a maritime flavour, and a concert and a conference hall. These impressive buildings were somewhat similar to but much grander than the Sydney Opera House.

The city is well served by both rail and bus transport systems. The latter is cheap and provided a really good service between the old city centre

and the America's Cup Village.

Architecturally the city is exciting with older, ornate buildings interspersed with modern office blocks and shopping complexes. Shops within the city centre tended to specialise in clothing and footwear which seemed to be extremely modern, of high quality and available at prices not too dissimilar to those charged back here in New Zealand.

The citizens of Valencia were enthusiastic about hosting this event .Many of them visited the Cup village regularly. In addition the event attracted a huge number of overseas visitors and supporters. As a result the village was a bustling exciting venue. On one Sunday during the cup over 85,000 people visited the village and still

there was room for more. Security at the gates was similar to the security at airports. They were well organised with minimal time delay going through.

As many of you are probably aware the Spanish people are gregarious by nature and tend to dine late. As a result from about 7 pm onwards the streets were thronged with people promenading in their Sunday best every night of the week. Tapas bars do a roaring trade in the early evening but people get down to serious dining from about 10 pm onwards until the early hours of the morning. One soon gets used to this routine particularly if one grabs the opportunity to rest during the day when a siesta seems to take place between 1 pm and 4 pm. Most of the shops and services close over this period.

There appeared to be a wide variety of accommodation available. This included large international chain hotels which during the Cup Season charged outlandish prices by New Zealand standards. However there were a wide range of other alternatives including a lot of apartments. Whilst these were expensive they did provide the opportunity to self-cater at a considerable reduction of cost.

Mind you, eating out was not tremendously expensive if one shopped around for the right type of local cuisine in the more modest establishments. The red wine was of very good quality and you could buy three bottles on special in a supermarket for 2 euros. (Approx NZ\$4)

People were extremely friendly towards us Kiwis, even though at heart they wanted Alinghi retain the cup so they had another chance to host the event.

We found the visit during the America's Cup itself to be very exciting. There was a large Kiwi crowd there which tended to cheer our boat out as it went down the long sea canal from the Cup Village to the race course. After cheering ourselves hoarse and waving our flags valiantly we retired to the woolshed. This was in fact a large open warehouse with an enormous TV screen. Some seating was available together with an extremely good bar and other forms of refreshment. The atmosphere in the woolshed before, at the start and during the race was electric. There were many other places to view



The Farr team enjoying ValeNZia's hospitality. Mike, Sheryl & Trevor

the racing on large TV screens but NZers adopted the woolshed as a place to meet.

In short the venue was spectacular and exciting. There were sufficient kiwis around to make it a great party. Furthermore we fraternised with the Swiss and other nationalities in the many bars and other places of entertainment both in the Cup Village and in the immediate neighbourhood.

Here's looking toward 2009 when we can hopefully repeat the process, this time coming away with the hallowed piece of silverware.

We were extremely fortunate with our RNZYS membership cards and contacts. We had opportunities to get up close to the racing on the water giving us grandstand viewing. These large vessels all had computer and TV screens, but the real picture was too alluring most of the time as we could listen to the race commentary on a dedicated VHF channel. The smallest boat we went out on was 70 foot and could do 30 knots, to the biggest being 180 foot and over 1000 tonne. The number of spectator boats in Valencia were less than what we had in Auckland but the overall size was so much bigger. It was interesting to see the many different nationality flags being flown on these boats.

The races you've all seen on the TV and unfortunately our team appeared to need one more click of 'height to windward' and one more click of 'experience'. Very close racing in difficult wind conditions. The breeze was always shifting and would vary in strength most of the time. One comment about ETNZ doing the 360 degree turn by the finish line on race 7. The Race Officer

had to move the finish line because of the change of wind direction and hence ETNZ did not have the new finish line on their GPS and had to manually calculate when best to do the turn by the finish line. They wanted to do the turn as close as possible to the finish line and of course had to be completed before they crossed the line. One more boat length and we were in with another chance. So close yet so far. As they say in America's cup there is no second.

This was the first America's Cup contest since 1987 in Fremantle that the defender had not won five races in a row. This goes to show how little the difference in performance between Alinghi and ETNZ was and that once a team got ahead there were minimal passing lanes. The racing had been reduced to two laps for worldwide TV coverage and using the 'gate at the bottom mark rounding' gave the boat coming in from behind too many options. It was very difficult to protect the favoured right hand side of the course when leading in to the gate to

Auckland's Ultimate Regatta

BMW, the Royal New Zealand Yacht Squadron (RNZYS) and Bucklands Beach Yacht Club (BBYC) have announced details of the inaugural BMW Auckland Regatta Week, a brand new sailing event to be held 29 February to 5 March 2008.

Auckland's ultimate regatta week will combine divisions including the IRC Nationals, classic yachts, multihulls and sports boats, and is expected to attract top-class, amateur sailors from around the country.

The three-day BMW Auckland Regatta will consist of windward-leeward and harbour courses and will use an international jury. RNZYS and BBYC have combined resources to create BMW Auckland Regatta Week which is an extension of the existing Moutihe Regatta.

BMW Group New Zealand Managing Director, Mark Gilbert expects the BMW Auckland Regatta to become a landmark event on the New Zealand sailing calendar. "The City of Sails now has a standalone event that represents the

complete a jibe in front of the trailing boat and get your spinnaker down in time.

Later on while touring Europe, we watched a TV documentary about Alinghi's defence and they certainly felt under huge pressure after race three when the score was ETNZ 2 and Alinghi 1. They had major setbacks just prior to the America's Cup with a broken rudder and then the stern scoop cracking off their number one race boat. Fun to see them sweat also.

Throughout history, the America's Cup has been won and lost on the water and there have been times where one of the parties has taken the matter to court to be ruled on. We are seeing history repeating itself once again and no doubt we will be able to witness the next America's Cup challenge in what ever form it may take.

- Trevor Dunn, Mike and Sheryl Lanigan

spirit of competitive amateur sailing at its very best" he says. 'The BMW Auckland Regatta further demonstrates the strong emphasis BMW places on sailing from amateur events through to BMW Oracle Racing's quest for the America's Cup.

Divisional winners in the BMW Auckland Regatta will progress to the New Zealand BMW Sailing Cup final in the MRX fleet immediately following the Regatta. The winner of this event will be invited to compete at the BMW Sailing Cup world finals in Dubai, in April 2008.

Race information:

Notice of race and sailing instructions available from

Royal New Zealand Yacht Squadron, ph (09) 360 6800, email: kparlane@rnzys.org.nz
www.rnzys.org.nz

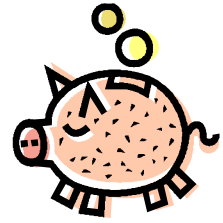
or Bucklands Beach Yacht Club, ph (09) 534 3046, email bucksbyc@clear.net.nz,
www.bbyc.org.nz

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 secretary@farr1020.org.nz Check your details on our website www.farr10.20.org.nz

.Subs are Due - only \$45

Yes it's that time of the year, again! Invoices have been sent out by snail-mail to all those who are members and have registered their postal address. Thank you for those who have paid, early payment saves your Membership Secretary (Sue) spending hours printing and folding invoices for those late payers.



If you have not received the 2007-2008 Membership invoice, please email secretary@farr1020.org.nz and let us know your address. Or if you are receiving this by email and are not a member, please join to help keep our one-design class strong. Membership forms are available on www.farr1020.org.nz



Diary these dates

Monday 28 January 2008,

Auckland Anniversary Regatta. Farr 1020 cruising race (no extras) home from Rakino Island to Orakei Wharf.

The start is likely to be in one of the bays on the Western side of Rakino probably Woody Bay. You can obtain entry forms from most yacht chandlers or clubs or from www.regatta.org.nz the official website.

Sunday 27 January

Annual Farr 1020 picnic/BBQ will be held on at 1600 hrs at Motuihe Island. Please bring your own food and drink as well as a portable barbeque etc. More details to come.

Saturday 19 & Sunday 20 April

Farr 1020 Nationals at RNZYS

Stop Press

Ambiance (John Foote) took 1st overall on PHRF and 1st in the Royal New Zealand Yacht Squadron's Hauraki Trifecta Teams Race held recently. 11 teams of three different type boats with a combined overall length of 90 feet and not more than 130 feet lined up for the 10am Westhaven start around Waiheke Island. Each team had to send two boats on either a northern or southern rounding of Waiheke Island, pre-determined by each team. The 17 boats that elected to take the northern course made the most of the light NE breeze while most on the southern course found their way into parking lots.

Ambiance was placed 11th on line of the 26 finishers and won PHRF overall by just under ten minutes.



World Champions.....New Zealand

Not the America's Cup! Not the Rugby World Cup! Not the Netball World Cup! But the World Scrabble Cup. The winner, Nigel Richards from the "Mainland" Christchurch, was "lost for words" when presented with the Trophy, in Mumbai, India.