



FARR 1020 NEWS

Newsletter of Farr 1020 Owners Association of New Zealand

PO Box 91 005 Auckland Mail Centre www.farr1020.org.nz
secretary@farr1020.org.nz

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

2003-2004 Committee Members

Bringing to you a busy season of racing and cruising

Chairman	Trevor Dunn	Choice Transport	09 476 4605	027 439 3824	trevordunn@bureauw.co.nz
Treasurer	Sheryl Lanigan	Share Delight	09 521 1564	0274 80 2462	mike_lanigan@xtra.co.nz
Secretary	Helen Foers	Johnny Be Goode	09 482 0071	025 218 2515	frasercl@ihug.co.nz
Technical Adviser & Racing	Cameron Thorpe	Hard Labour	09 529 3363	027 291 1113	thorpecameron@hotmail.com
Measurer & Racing	Nick Brewer	Future Road	09 575 2926		brewersnz@xtra.co.nz
Racing	Paul Watson	Rawhide	09 535 7917	0274 83 9066	paul-al@ihug.co.nz
Racing	Wayne Osborne	Ambiance	09 416 9515	025 94 3887	w.j.osborne@xtra.co.nz
Racing	Anatole Masfen	Technique II	09 366 1576	027 2907878	aghm@masfengroup.co.nz
Racing	Steve Barton	Hard Labour	09 625 6148	09 529 3357	stevebarton@xtra.co.nz
Cruising	Neil Fraser	Johnny Be Goode	09 482 0071	0274 956 286	frasercl@ihug.co.nz
Cruising	Andrew Still	Circuit Breaker	09 625 9593	021 289 9762	stilla@agriquality.com
Membership & Newsletter	Sue Jenness	Watermark	09 483 5051	021 896 554	sjenness@ihug.co.nz
Handbook & Website	Warwick Jenness	Watermark	09 483 5051	021 784 554	warwickjenness@ihug.co.nz
21 st Birthday	Mike Lanigan	Share Delight	09 521 1564	0274 80 2462	mike_lanigan@xtra.co.nz

From the Chairman

With Spring just around the corner I am sure that all of you are starting to look forward to a busy season of both cruising and racing.

This season is going to be very significant for the class. Next March will mark celebrations of the 21st

Anniversary of the launching of the first 1020. Arrangements are well underway with regard to celebrating this unique event on the 12th, 13th and 14th of March 2004. Please keep your diaries free on that weekend. There will be a full range of activities both on and off the water. Full details of this special occasion appear in this Newsletter.

Following a successful Annual General Meeting in July there are some additional faces around the Association's committee table. Please welcome on board:

Helen Foers of *Johnny Be Goode* who is taking on the busy role of Association Secretary.

Anatole Masfen of *Technique II* and Andrew Still of *Circuit Breaker* have also joined the General Committee. Anatole will be working in the Racing Group with Steve Barton, Nick Brewer and Cameron Thorpe on ensuring that all national and club-related events run like clockwork, and Andrew will work with the Cruising Group.

The Annual General Meeting highlighted the need to involve all members of the association wherever they are in the future enjoyment of class activities.

In the coming 12 months we hope to provide you with:

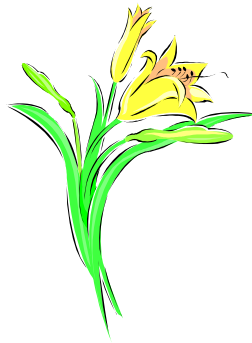
- More technical information regarding the tuning, sailing and maintenance of our boats.
- More opportunities to meet fellow members through a series of social activities, initially in the Auckland region but hopefully further afield.

As a first step down this road we are including one of the first of many technical articles on rudder and rudder bearings. We are also taking the opportunity to provide you with some details on Tacktick Micronet Instruments, an exciting new range of yachting instrumentation available both in New Zealand and worldwide.

September will see the first opportunity for us to socialize. All members, crews, family and supporters are invited to our first social of the year at Ponsonby Cruising Club on Thursday 18th. The occasion will be a get together of both cruising and racing members. You can purchase dinner at the club's restaurant and then attend an informative presentation on *The Way North*, a description of what you are likely to experience when sailing between Auckland and The Bay of Islands. This should be of interest to those of you who are contemplating competing in the Coastal Classic or contemplating an extended cruise over the summer season.

The Committee looks forward to seeing you both on and off the water in the coming months.

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



"Salute to Spring" Dinner

**Thursday 18 September at
Ponsonby Cruising Club
from 6:30p.m.**

**Our first event for the
new season.**

A "Salute to Spring Dinner" featuring a Coastal Classic and Far North Cruising Chat.

If you've not been to a Farr 1020 social, this would be a great one to come along and to take the opportunity to meet other Farr 1020 owners, whether you are cruising or racing your Farr 1020.

Meet upstairs at Ponsonby Cruising Clubrooms at Westhaven. Dinner will be in their new restaurant, which is next door to the Bar. There will be a sign in the foyer pointing the way. Your hosts will be Trevor Dunn (Choice Transport) and Mike Lanigan (Share Delight).

So we know the numbers attending, please give Helen Foers a ring and let her know how many coming. Tel 025 218 2515, wk 482 0071 or just email her at frasercl@ihug.co.nz

New Owners and Members

Welcome to our Association:

Kismet – Jack Keen and Nikki Salupo - see emails

Village Kid – Ken Richardson

Strathspey – Gary and Carol Massey

Spellbinder – Ian and Karen Sprosen . Used to own a *Marauder* – returning to yachting after a ten-year break. See their article on page 5.

Mezmerize – Dale and Nanette Felton
Have two daughters aged 10 and 11 and are looking to exploring the Bay of Islands and cruising grounds further north. The boat will be berthed at Opua where they hope to participate in some local racing. Are there any other 1020's in the Opua/Keri Keri area?

Redeemer II – Michael and Virginia Phillips – Sydney

Prime Suspect II – Simon Robinson and Helen Gee

Emails:

- From Jack Keen – *Kismet* - USA

Thank you for the timely response to my email letter with the membership form.

In April after selling a 25 foot sailboat that I cruised and raced since 1982, I went to Annapolis, MD to look at a 1985 Farr 1020, *Safari*, owned by Bruce Farr. Unfortunately we weren't able to get together on price. However, a few weeks later I received a call from the Farr International Salesman concerning a very similar Farr 1020 in Bay City, Michigan. After seeing the boat and sailing it, I became the proud owner of hull number GTI 076730185, which we named *Kismet*. A few friends and I sailed the boat from Saginaw Bay to Lake Erie early in May (spring in the US).

We continue to race in the PHRF fleet (31 boats in 2003) at Edgewater Yacht Club in Cleveland, Ohio. Each year, Nikki and I normally take a one or two week cruise. This August we have a cruise planned to our favourite port in Canada (Port Stanley, Ontario).

- From Steve Brady - *Aspire* 's crew - USA

Hi Sue,

Good to hear from the land of the Farr 1020! Yes we are still campaigning *Aspire* on Chesapeake Bay, and still regularly bringing home victories. Since our correspondence we have continued to have success racing *Aspire*, we won high point on the entire Chesapeake Bay for 2001 with a lovely picture of *Aspire* gracing the "Green Book" for 2002 (The Green Book is the CBYRAs compilation of the courses and racing rules for all the sanctioned races on the Chesapeake Bay). Most recently, in August, we took 1st place in PHRF B on the Governor's Cup race. I will pass on your note to the owner of *Aspire*, Jack Yaissle. He may also be able to give you some information on the exact whereabouts of *Safari*, which I believe was the 1020 Bruce Farr owned and sold. I think it is on its second owner since Bruce, the previous owner was a surgeon in Baltimore named Meyer Katz.



Please pass on my thanks again for the assistance in getting the 1020 model, (Thanks should go Ray Smith - *Navaho* who organised the half model) it came out terrific and is proudly displayed on the wall of Jack's house on the Chesapeake. I have attached a picture of *Aspire* headed down the bay.

Farr 1020 21st Birthday

Friday 12 to Sunday 14 March 2004

The Farr 1020 Owners Association invites all current and past owners, designers, crew and anyone with an interest in the Farr 1020 class to a weekend of birthday celebrations!

- We have arranged to have a separate start in the Royal New Zealand Yacht Squadron's Friday Rum Race (no extras) and would like to get as many yachts and sailors together to participate in this event, to be followed by a debrief and reminisce in the Squadron's Dinghy Locker Bar.
- On Saturday there will be a race/rally to Islington Bay, for lunch rafted together (weather permitting) and a race back to Westhaven in the afternoon. No extras and motors can be used in the rally division. All family members welcome. Prizes by lucky dip.
- Saturday evening, dinner at the Royal New Zealand Yacht Squadron with guest speaker.
- Sunday will be an Open Day at the Events Marina at Westhaven.

This promises to be a fun weekend for all and a great way to celebrate the Farr 1020 Class. Westhaven Marina will make marinas available for those boats requiring berthing over the weekend.

The Farr 1020 Owners Association welcomes you to join us for any or all of the above and renew some old friendships/rivalries.

Register your interest on our website: www.farr1020.org.nz

If anyone has any photos, magazine articles, or memorabilia suitable for display please let us know.

- **Contacts:** Sheryl and Mike Lanigan
Tel 09 521 1564. or any committee member
Email: secretary@farr1020.org.nz

Two Handed Racing – Simrad Series

“A wild ride out to Little Barrier and back - good training for the Coastal Classic”

Why would you want to race two handed in the night in the middle of winter when it's freezing cold?? ...”because you can! And it beats mowing lawns” (Kim McDell).

Over 80 yachts in fact have taken the challenge to race in the Simrad Two Handed Series run by SSANZ. Three races which get progressively longer, one per month challenge the most experienced sailors who team up to enjoy the thrill of full on racing.

Six Farr 1020's started the July Race: *Hard Labour*, *Technique II*, *Share Delight*, *Prime Suspect*, *Hero* and *Unity* finishing within 16 minutes of each other over a 5 hour race. The conditions were ideal with up to 20 knots from the southeast and not winterish at all.

August wasn't quite so pleasant but five 1020's started although a few different boats competed: *Technique II*, *Hero*, *Starmaker*, *L'Avanti*, and *Fairst Forward* raced for approximately 8 hours with a 1 hour spread.

The September race was true to form with gale force SW winds of up to 40 knots and BIG seas. This is what they all go for...the ride of a lifetime, not to mention some great experiences! With minimal weight on board the boats accelerate quickly and stay on the plane longer.

This year regular speeds of 17 knots +, were seen on the log when we got the waves right. It was a wild kite ride all the way to Little Barrier. The stories of how to handle the conditions with only two on board and cope with minor gear failures are numerous but in each case your seamanship skills are put to the test. *Technique II* was first out of the blocks with an early kite hoist after the start and off they went at great speed past Rangitikei Light and over the horizon. *Share Delight* was seen with her kite flying like a flag from the mast with no kite sheets on board. *L'Avanti* had a kite wrap around the forestay and they are back to the sailmaker for a new No. 2 kite.

The 40-mile beat home started in heavy conditions and thankfully at sunset the wind dropped to 20 knots and less for the sail to the finish. *Technique II* was first in at 22 51 hrs followed by *L'Avanti* at 23 04 hrs with *Share Delight* a further three minutes behind.

Back on the marina you realise a strong bond with your fellow sailor and your favourite yacht. The Farr 1020 design has proved itself once again and the crew are booked in to the physio on Monday.

- Mike Lanigan - *Share Delight*

22nd Lindauer Coastal Classic

Auckland to Russell Yacht Race – 24 October

Where has the last year gone? Your plans should be well under way for this event by the time you read this newsletter. Last year saw 20 Farr 1020s on the start line by Farr (sorry) the biggest class fleet. This year we are expecting a similar number of 1020s with a few new owners as well so we may even beat last year's record.

For those of you who are new owners or doing this race for the first time please don't hesitate to call me as I have "Articles" and "Check Lists" available which have been prepared for past newsletters by some pretty good 1020 sailors.

Please also don't hesitate to call myself or any of the committee if you require help or just feel like a bit of a chat about this race. We are all very keen to assist you where we can and get as many 1020s on the start line as possible.

Preparation is the key to the race! Check all your fittings, rigging, sails, motor etc and you will have a trouble free race. Safety gear must also be checked including expiry dates for Epirbs and Flares etc. Enter on line at <http://www.coastalclassic.co.nz/> Entries close 10 October

After Race Russell Get Together

This was held for the first time last year and proved to be a great idea. We are planning to meet at the Bay of Islands Swordfish Club from 1530 hours for a quiet drink and chat prior to the main Coastal Classic prize giving which commences at 1730 hours. So please all come along and tell us about your race.

Have a great race and I look forward to seeing you all at Russell.

- Wayne Osborne – *Ambiance* 09 416-9515
025 943-887 w.j.osborne@xtra.co.nz

2003 Short Handed Nationals **Saturday 6 & Sunday 7 December –** **windward/leeward courses – non spinnakers**

Royal Akarana Yacht Club will host the event, in conjunction with the Young 88 Two-Handed Nationals.

To encourage greater participation last year we extended the crew limit to a maximum of three per boat. The event is restricted, that means no spinnakers. This makes it a lot easier but no less challenging to win.

Hard Labour last year showed some chinks in its armour winning five of the eight races; previous years she has been almost invincible with seven wins out of eight. Is Hard Labour slipping or is everyone else improving? A concerted effort should be put in. They can be beaten - even thrashed, as *Max Headroom* proved in the this year's fully crewed Nationals.

The Short-Handed Nationals can be a good introduction to more serious racing without the added complexity of spinnakers. Hope to see you out there.

- Cameron Thorpe – *Hard Labour*

Series of bizarre events at Bucklands Beach

The importance of registering your 1020 with Yachting New Zealand

What a gut-wrenching feeling when the Harbour master calls and says your Yacht has been involved in an accident and we have been trying to contact you for hours.

We purchased our Farr 1020, in early June year at Westhaven after 10 years of being without a yacht. Called *Spellbinder* our yacht was to be moored at Bucklands Beach. Over the following few weeks we used it at every opportunity.

A friend offered us the use of his marina berth at Half Moon Bay for a few weeks. This of course was great and proved to be a blessing.

In early August while *Spellbinder* was still at the Marina, we woke on Sunday morning to a phone call from a neighbour "look at the yacht on the mooring next to yours". It had obviously been hit, the mast was out and bent 90 degrees and the cabin severely damaged,"thank goodness our yacht was in the marina" we thought. The damaged yacht *Patience* was removed from the water later that day.

The following weekend we spent an idealistic mid winter day at Motuihei Island with friends on *Spellbinder* which included quick dips for cash rewards for the teenagers (brother-sister bets), and knowing that purchasing this yacht was definitely the right decision and what a wonderful summer we are going to have, we returned to the marina. The next day it was time to return *Spellbinder* to the mooring. This was Sunday.

Two days later, the owner of a neighbouring mooring could not locate his yacht or mooring buoy and subsequently sent a diver down. The diver located the lost yacht *Coer De Lion* on the bottom, immediately beneath our 1020 *Spellbinder*. Our 1020 was towed to Half Moon Bay with suspected damage and to facilitate the lifting of *Coer De Lion* from the bottom.

The Harbourmaster and the marina staff then tried to locate the new owner of *Spellbinder* through Yachting New Zealand but were unsuccessful. We had not sent the registration form off to Yachting New Zealand. We were eventually found through the owner of the mooring.

This was followed by a frantic dash to the marina expecting the worst. During haul-out we discovered multiple scratching and gouging on our hull and keel. The other two yachts were unfortunately written off and are now up for tender.

We were relieved that *Spellbinder* had only minor damage but sad for the owners of the other two yachts. Thank goodness we had insured *Spellbinder*.

We are all astonished at the offending launch skipper's quick, careless decision to continue on his journey regardless of the fate of the damaged yachts behind him. The accident occurred in the dead of night.

Our pride and joy *Spellbinder* has bound itself to the sea and kept mostly on the positive side of the spells. It is now back in the water after being repaired. It is not over for us; as the owners there is still the insurance excess which is being controversially debated by the insurance company, and could go on for a very long time as the police are still searching for the offending launch.

As for the other two yachts involved there will be no sailing this summer, but we will be out there as much as possible involving ourselves in the kiwi marine event, sailing, once again, and would love a good quirky greeting from fellow Farr 1020 sailors.

When things happen beyond your control, graffiti your mind with optimistic positive thoughts because you never know which way the (soggy) cookie slops.

And remember the importance of early registration with Yachting New Zealand, in our case this would've saved the harbourmaster and the marina staff many phone calls and we would have been on hand a lot sooner.

- Happy Sailing Ian and Karen Sprosen -
Spellbinder

A timely reminder

Check with Yachting New Zealand that your registration is current and that your contact numbers, namely cell-phones, are correct.

Email korc@yachting.nz.nz or telephone Raynor at Yachting New Zealand on 09 488 9325. Do it now!

Your Questions Answered

TX Valve – where is it?

Question from Mark Connor – Time Out , Sydney
I am currently losing gas and we haven't been able to locate the TX valve.

I have spoken to BJ Refrigeration in Auckland and he told me it is normally located in the fridge cabinet and normally on the aft side of it above the quarter berth. I don't know if my boat was a Friday boat and they forgot to put the locker in.

So I was wondering if someone could help find the valve and how to get access to it, if not provide me

with a drawing of where the locker should be cut so I don't make a mess of the cabinet trying to locate it.

Answered by Nick Brewer – Future Road

My valve is on the aft side of the freezer and there had to be an access panel specially cut out of the wood work as an after-thought.

Information of tuning of rigging

Question from Roland Bone - *Untouchable* – Noumea
I have just bought a Farr 10.20 *Untouchable* and I would like to get information about the tuning of the rigging (the bend, tension...). Thanks for your help.

Answered by E-mail.

Tuning information is published in the Farr 1020 Membership Handbook available to all financial members.

Rudder Bearings

All the questions and queries answered

The 1020 is equipped with a very efficient deep spade rudder connected to a long and powerful tiller usually equipped with an extension. This system has proved to be very effective and rugged over the last 20 years. As the Class matures it will be prudent to be understand and maintain this important system.

The rudder has a large and very strong stock emerging from its blade. This stock is part of a framework which is inside the blade itself. When the rudders were originally manufactured they were made in two separate halves with the framework in between. When the two halves were bonded together the internal spaces around the frame were filled with foam. Over the years it is inevitable that most rudders have leaked usually through the top of the rudder blade where the stock emerges and enters the hull. So far we have not heard of any real problems associated through leaking and possible corrosion. If anyone has had any problems here could they please contact the Secretary so that we can gather in information about any potential problems and hopefully details of remedial work.

The construction of the rudder, its framework and stock appears to be extremely robust and practical.

The next important feature of the steering system is the manner to which it is attached to the hull of the boat.

We have contacted McDell Marine who have advised us that they used four systems to secure the rudder to the hull. These were in the following order:

- A strong aluminum tube.
- Bronze bushings top and bottom with a fiberglass tube in between.
- Needle roller bearings in a metal tube.
- Plastic bushes in a plastic or fiberglass tube.

McDell Marine could not recall the source of any of the above. We recommend that as a first step during your annual maintenance that you examine carefully your system to see what is precisely there. The best time to do this would be in conjunction with your annual antifoul so that with the boat out of the water you can undertake at least the elementary test of securing the tiller and seeing if there is any play in the rudder itself. Play and slackness in the rudder could indicate that the framework attached to the stock is moving in the blade, possibly as a result of corrosion. Other movement particularly in the area of the hull and cockpit adjacent to the rudder bearings could suggest that further strengthening of the attachments to the hull and cockpit is required.

If you decide to take the rudder out of the boat when it is ashore make sure that it is adequately supported before you undo locking nuts on the rudder head. I have recently extracted the rudder from my own boat Choice Transport. It is pretty heavy, probably weighing between 25-35 kilos. If you have a roller bearing system then the needle bearings can fall out. Some means of trapping these items as the rudder stock is extracted will be advantageous.

If you need to replace bearings or obtain any further advice on steering systems as a whole we suggest that you contact Rod Chalmers of Chalmers Marine Engineering in Orewa on 09 426 8014. Rod Chalmers apparently did a lot of work for McDell Marine on the 1020 factory-finished boats. He has advised us that he will be available to answer questions regarding the steering system as a whole and the ways in which it can be repaired and maintained. A supplier of bushes and bearings in the past to Auckland boats has been Whiting Power Systems, 156 Beaumont Street, Westhaven, Auckland 09 358 2050, email sales@whitingpower.com.

- This article has been prepared through research work undertaken by Mason Fawcett of *News*.

Footnote

Most boats are fitted with two large grease cups on the rudder stock housing tube. Accessible by standing on your head via the aft locker, they can be extended out to inside the locker lid (as seen on *Hard Labour*). So greasing those rudder bearings should be on your must-do (frequently) list

- Warwick Jenness - Watermark

Subscriptions for 2003-2004

Yes, it's that time of the year again. Subscriptions are due. Only \$45.00. This year we are sending to all financial members, along with the Member's Handbook, a Farr 1020 Owners stern decal to help promote that we are indeed an active Class Association. All you have to do is to complete the enclosed invoice (for existing members) and send it off to Sheryl, along with your cheque. For you "with-it" types that use the Internet for On-line payments, we have included our banking details on the invoice.

Note our happy Farr 1020 committee member, Steve Barton – *Hard Labour* collecting the silverware at last year's Coastal Classic



Up Coming Events

Thursday 18 September	"Salute to Spring" Dinner	Ponsonby Cruising Club	Helen Foers E-mail frasercl@ihug.co.nz
Saturday 5 October	Gold Cup – Race 1 Good shake-down race for the Coastal Classic	RAYC	E-mail: racing@rayc.org.nz
Friday 24 October	Lindauer Coastal Classic	NZ Multihull Club	Wayne Osborne – <i>Ambiance</i> 09 416-9515 025 943-887 w.j.osborne@xtra.co.nz
Friday 5 December	Xmas Dinner	TBA	Helen Foers E-mail frasercl@ihug.co.nz
Sat. 6 & Sun 7 December	Short Handed Nationals Non Spinnaker – an enjoyable racing experience	RAYC	Email for entry form rayc@rayc.org.nz
Sun 25 January	Farr 1020 Family Rally & BBQ Mahurangi Harbour		
Mon 26 January	Auckland Anniversary Regatta No spinnakers – Racing /cruise back to Orakei Wharf		0800regatta
Fri 12-Sun14 March	Farr 1020 21 st Birthdays celebrations		
Sat 27 – Sun 28 March	Busfield Marine Farr 1020 Nationals	RNZYS	

This Newsletter was sponsored by Kiwi Yachting Consultants Ltd
suppliers of "Tacktick - the world leaders in solar-powered marine
instruments"

Contact Kiwi Yachting Consultants Ltd

Tel 09 360 0300

Sales@kiwiyachting.co.nz

www.kiwiyachting.co.nz