

Farr 1020 News

From the Chair

It's that time of year in the Southern Hemisphere when the evenings are growing lighter and our thoughts are turning to hopefully spending some happy days sailing in the Spring and Summer.

Of course those of you who live and sail in the Northern Hemisphere are coming to the end of your Summer Season. Hopefully you have had a very enjoyable time both racing and cruising your boats.

Here in New Zealand there has been a busy season of racing both in Auckland and Wellington. This has tended to be individual boats racing in larger fleets rather than class activity. In the coming months we will try and bring everyone together in the Auckland region to try and encourage more class racing.

At our Annual General Meeting at the end of July we welcomed aboard Gavin Titmus who has joined us to take on responsibilities for social events during the coming year. In addition Anatole Masfen will take over responsibility for organizing both class and club racing.

We intend to encourage both racing and cruising rallies in the Hauraki Gulf over the next few months. Any out of town members who would like to be involved please contact me to see if we can arrange suitable berths.

Last year saw the introduction of the first articles regarding technical aspects of our boat's

construction. We intend to continue with these articles. If any member has specific enquiries contact Wayne Osborne who is coordinating this work.

One matter that has recently come to our attention is the stability limits of our boats. Both in New Zealand and in the rest of the world maritime authorities and yachting federations are focusing on the limit of positive stability of sea-going yachts particularly those engaged in racing activities in coastal areas and offshore. We are currently talking to Farr Yacht Design in order to see if we can obtain a class association measurement of this important safety factor in our boats. We will let you know when progress is being made in this area.

We welcome on board our Gold Sponsor – All Boat Brokerage, based at Z Pier, Westhaven Drive, Auckland. If you are selling your Farr 1020 then contact Ranald McDonald on 09 360 8532. They have a Sales berth right outside the office door; and the next-door café sells great food and coffee.

Meanwhile I hope to see as many of you as possible on the water or on land at our social functions.

- Trevor Dunn – Choice Transport 09 476 4605

Our first social event of the new season. All are welcome to our Spring Dinner, followed by a Coastal Classic chat with boats that have “been there before”. Take the opportunity to meet with other owners, whether you are cruising or racing.

Your hosts are Trevor Dunn and Gavin Titmus – *Flashwave*. Give Gavin a call as we will need to book you in for dinner and the yacht club caterer will need to know numbers. Gavin: Home 416 7443 021 622 535 glt@xtra.co.nz



Spring Dinner and Coastal Classic Chat

Ponsonby Cruising Club, Westhaven, Auckland
Thursday 16
September 6:30

New Members Welcome

Chris & Janine Markham – Brisbane. Have hull and deck and presently working on outfitting boat. Probably about another two years work – actually, one could hardly call it work!

Dr Feelgood: Cheryl & Rod Miller, Burns Beach, WA: Hillary's Yacht Club. *Dr Feelgood* has sailed New Zealand waters, Dubai to Christmas Island and then Perth Western Australia. Now racing and cruising in local waters.

Arabesque (previously Bitter end): Brett Smith and Allan White – Rozelle, NSW. Allan and I, after much research, decided on a Farr 1020. Spent many months finding the right one. We plan to circumnavigate Australia in 2007.

Keeping in Touch

Just to let you know that there are now six Farr 1020s at the Sandringham Yacht Club (www.syc.com.au) with 5 actively competing. Boats are: *Tequila* Alan Collins (not competing), *Island Trader* John Chatham, *Bali Dancer* Chris Waters, Kim Wingerei & Brian Marklew, *Wavelength* Brendan Kruger; *Vapour Trail* Maryvonne & Shane La Peyre & Albert Doggett; *Zephyr* Raymond Tebbutt

Will do a routine email to you along the lines of "Dispatches from a Remote Outpost" as a bit of interest.

I'm (I believe) the class rep, and we are incorporating class competition within the normal winter/summer club series. John Chatham (Club Captain) sails - at SYC, campaigns a very good boat, and is obviously therefore cheating somewhere. However *Vapour Trail* is getting into it's stride and has been beating *Island Trader* in the last couple of races, which obviously means that they are cheating too!

I've just been in touch with the Melbourne Aquarium to see if I can hire a number of trained remora fish which will attach to underside of said cheating boats on command. No point wasting money on new sails - let's get straight down and dirty - hang on a tic "Sorry - who's on the phone - The Melb..." sorry gotta go. Write to you later.

- Aussie Port Captain - Chris Waters - Melbourne.

Our Farrst Company managed two firsts across the line and handicap during the RSYS annual cruise in April giving us a little brass to polish. She is well named, and sea friendly as well with appropriate sails for the breeze. From your newsletter I will be able to contact other NSW owners to see if we can arrange a match. Thanks and kind regards,

- Alan Grundy – *Farrst Company*, Sydney.



Diary Dates

September 16	Spring Dinner & Coastal Classic Chat: Ponsonby Cruising Club
October 9	Race 1 – Gold Cup Icebreaker
October 22	Coastal Classic
Nov/Dec.	Farr 1020 Xmas Dinner
December 4 & 5	Short Handed Nationals: Royal Akarana Yacht Club
January 30	Farr 1020 Family Rally and BBQ Mahurangi Harbour
January 31	Race/Cruise from Mahurangi to Orakei Wharf
April 16 & 17	Farr 1020 Nationals

Question Time

From Allan White

We need to change the rudder bearings on the Farr 1020 built by Nymph yachts in 1988. Can you give us any guidance please?

Reply from Wayne Osborne

Replied to Allen in detail. Also refer to article written in the last September newsletter which is available on the Farr 1020 web-site www.farr1020.org.nz.

From Shane La Peyre *Vapour Trail*

We are preparing *Vapour Trail* for an IRC certificate for racing. I wondered you have any information on other 1020IRC ratings and what they would be over there in NZ. I am aware of one boat here in Melbourne that is rated, but are looking for other benchmark ratings to compare our boat to. Any other information on maximising the boat for an IRC certificate would be greatly appreciated.

Reply

Unable to supply an information on IRC as New Zealand does not run this system of handicapping. Email passed on to the Aussie Port Captain, Chris Waters (*Bali Dancer*).

From Chris Markham

My name is Chris Markham, and I live in Brisbane over on the other side of the pond. I have purchased a hull and deck of a Farr 1020, and intend to spend the next how many years finishing it off. I am impressed with your organisation's newsletters and general support, and would like to join the organisation. I have downloaded the application form and will send it off to you as soon

as possible. Do you take credit card? If not, I shall get a \$NZ draft made up.

The one area that I would like to pursue with your organisation is that of fitting out plans for the yachts. The hull and deck came with very little in the way of paperwork. While I have plenty of photographs of the internal layout, and can probably come up with a fairly accurate rendition of the layout inside, access to even fairly basic plans would be of great benefit. Would you have any idea where I might start in this hunt? Would it be possible that any of your members have any plans whereby I may be able to purchase a copy? I would be most grateful for any direction you could point me.

In the meantime, I will get this application form filled out and on it's way. (First to join for the 2004-5 season – Welcome)

Replies from Kim McDell and Warwick Jenness

Email to Kim McDell from Warwick Jenness

I think many of us were surprised when a new 1020 was launched 3 or 4 years ago after being completed from a deck and hull kit that had been stored away for many years. (Johnny Be Goode) Well amazing as it seems another hull and deck has turned up in Brisbane and the owner has emailed us for advise as to where he may get some help in fitting out. I am not sure if you have any information left at the factory that you may like to sell this gentleman, or alternatively could suggest where he could get some help in this project?

Reply from Kim McDell – Boat builder

I have managed to find a few of the old kit-set plans so will get in touch with him and see what he wants.

Simrad Series: Short handed

So far...Two races down and one to go. Both races in near perfect conditions and the 1020's have performed very well.

Race One: *Flashwave* lead the 1020's from the start followed by *Technique II* and *Share Delight*. *Hard Labour*, *Hero* and *Starmaker* were a little late. However fighting for positions in the main bunch (and we all know what 8Y8 sailors are like!!) enabled *Hard Labour* to slip through into second much to Mike Lanigan's disgust (rumour has it the Young 88 below him was trying to get him to stop off at BBYC for a bite of lunch). *Hero* tried to move Doris Rock with a close rounding...but failed. By Passage Rock *Flashwave* still led with *Hard Labour* close behind then *Technique II* and *Share Delight*.

Hard Labour was first to pop a kite but an interesting gybe saw it set inside the forestay....ummm must be a little rusty. But this got sorted and we surged in front. *Technique II* closed right up on *Flashwave* and the two of them had a very tight battle. After sailing back through the Rakino channel and across to Takapuna Beach the leading three closed up again and it was all on... *Hard Labour* managed to extend again and also passed *Sliver* in the final 100m (a Davidson 11m) to be first on line of all Short-haul racing divisions. However *Flashwave* wasn't far behind and therefore was first on Handicap, *Technique II* followed for 2nd on handicap with *Hard Labour* 3rd.

Race Two: *Hard Labour* lead from the start with both *Technique II* and *Flashwave* taking turns to challenge. 2/3 of the way through the race a wind-shift put the fleet hard on the wind from the Noises to Navy Bouy. *Technique II* caught right up on *Hard Labour* who then woke up and managed to sneak away. *Flashwave* managed to sneak past *Technique II* on the leg back from Navy Buoy to finish at Orakei Wharf. This was good enough to see them win on Handicap again over *Hard Labour* then *Technique II*. *Hard Labour* again got Line Honours for the Short-haul racing divisions.

The final race is not far away and looks set to be another closely fought battle

- By Cameron Thorpe on board *Hard Labour*



The girls keep the Farr 1020 flag flying high during the winter!

Jackie (*Clever Choice*) and Sheryl (*Share Delight*) at the Ponsonby Cruising Club's prize-giving for Tuesday night 03-04 Ladies Series. *Clever Choice* won the non spinnaker and *Share Delight* the spinnaker division.



23rd Coastal Classic 2004- The Great Race North

Friday 22 October

www.coastalclassic.co.nz

Well, 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 14 Farr 1020s on the start line and the largest 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 years entry numbers.

I see on the Coastal Classic's web site the organisers are expecting up to 300 boats this year. It is certainly something pretty special to be part of. So if you were thinking you might like to do this race please give it a go.

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 some "Articles" and "Check Lists" available which have been prepared for past newsletters by some pretty good 1020 sailors. The Coastal Classic web site also has some interesting reading.

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 Epirb batteries and flares etc.

Russell Get Together: 1020 crews and supporters

Bay of Islands Swordfish Club from 1600 hours. This is now an annual affair and provides 1020 owners with the opportunity to meet fellow sailors and discuss why you put that tack in off Tarpeka Pt when you should have stayed in out of the tide!!!. After a couple of orange juices we can all then adjourn 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 and also at the Spring Dinner.

- Wayne Osborne - Ambiance (Crewing on Flashwave again this year)
09 416-9515 / 0274 943-887
w.j.osborne@xtra.co.nz

Subs are now Due

Still \$45.00 per boat and great value. Help keep your Owners' Association strong and active - pay early.

Congratulations to Christ Markham who is finishing off a hull and deck. First to pay for new financial year.

Our Treasurer, Sheryl, would love to receive your cheque or cash, or pay by direct credit. See "how to" on Membership Subscription Renewal form.

Picture of a happy Farr 1020 crew. Amy enjoying "Spinnaker riding" off the bow of Watermark



New Rule Book

Yachting New Zealand's new Rules of Racing will come into force on 1 January 2005. That's right, halfway through our summer racing season, but ISAF have stated the Rule Book becomes current on the same day, world-wide. Sort of a bit like, all race horses having a birthday on the same day.



Racing

I think that I speak for most yacht racing enthusiasts when I say that “nothing beats class racing”. When it comes to keelboats there aren’t many classes that boast the same

relative performance between boats as the 1020.

Then isn’t it a shame that although many 1020’s participate in a busy racing schedule, it is not often that more than a handful of 1020’s are racing in the same race or series. There are notable exceptions like the Nationals, Short-handed Nationals, Simrad series and of course the Coastal Classic which boasted 16 entries in 2002 and 13 entries last year. Our biggest entry was in 2001 when 19 Farr 1020 started.

In the interests of trying to promote more “class racing” and camaraderie between 1020 crews the following is a calendar of events for you to pencil in for the summer:

RNZYS Wednesday night series	Farr 1020 division - minimum of 8 series entries Own start and results. Start Time: 1810 Race dates are: 6 & 20 October, 3 & 17 November, 1 & 15 December, 19 January 2005, 2 & 16 February, 16 March
Coastal Classic	Friday 22 October. 1020 prize giving at Bay of Islands Swordfish Club at 4pm
Short Handed Nationals RAYC	Saturday 4 and Sunday 5 December No extras. No 1’s prohibited in over 14 knots
Anniversary Day	Monday 31 January. No extras race from Mahurangi to Orakei Wharf, as part of the 3 Auckland Anniversary Day Regatta
3 Handed / 3 legs Devonport Yacht Club	Friday 11 February. Devonport to Te Kouma, Saturday 12 February Te Kouma to Kawerau, Sunday 13 February Kawau to Devonport
Carson Challenge	Multi-sport event. March 2005 Contact Nick Brewer if interested
All Boat Brokerage Farr 1020 Nationals RNZYS	Saturday 16 and Sunday 17 April

Winter racing

Last year was the first year since the late 1980’s where the premier 1020 class racing event (the Royal Akarana Winter series) was not held. In reflection it is great that this event has been running so long and is one of the only events that combine boats from Bucklands Beach and Westhaven. What resulted were boats doing all sorts of events from 3 handed to fully crewed at the Squadron, Akarana and Ponsonby. Preparation is underway for a more co-ordinated approach for next winter. Please e-mail suggestions to Anatole Masfen: aghm@masfengroup.co.nz

The committee also welcomes your comments. Please inform us if you are aware of races in which 1020’s regularly participate or events that may be of particular interest to the 1020’s. That way we can co-ordinate a racing schedule which encourages maximum participation and thereby maximum enjoyment.

- Anatole Masfen – Technique II

Coastal Classic Line Honours

2001 Hard Labour – Steve Barton

2002 and 2003 Max Headroom – John Melville

Trimming the Kite

Contribution to the "fountain of knowledge" from *Rawhide* crewmember Alun James down-loaded from UK Sailmakers website -

Too many times have I been racing on a boat where someone says "The clews aren't even- raise the pole." Well, yes, this is true - the clews should be even - if you are using the right sail in the right conditions at the optimum wind angle, which is not always the case. When I ask a lot of people how the break looks, more often than not they are not so sure what I am talking about; the usual response is "fine". The correct response is "even". What that person is not aware of is that I am asking him if the pole height is right. Here are my tips for getting the pole position right when trimming the spinnaker.

Let's start out with a few truths and untruths.

1. The pole position largely affects sail shape - True.
2. The height of the pole is strictly determined by the height of the leeward clew - False.
3. The pole height controls the break of the leech, which helps induce the correct, designed sail shape when set right - True.

Let's analyse some different pole height settings. With the pole too low, you'll be trying to pull that curve too straight. Instead of billowing away from the boat, the shoulders will curl over, causing the top of the spinnaker to break early, which causes the trimmer to tighten the sheet prematurely. The end result is an over-trimmed (and over-flattened) spinnaker, which is choking off flow of air around the main as well -all bad things.

As you raise the outboard end of the pole, you see the break change - instead of the breaking at the top, it moves down and evens out along the luff, as

the top of the sail opens up. The break becomes even, indicating a properly shaped sail - at least in the front. The easy way to remember this is "move the pole to the break." If the sail breaks high, raise the pole.

If you have the pole too high, the opposite will happen. The shoulders will billow out too far-causing the bottom of the leech to break first- and the top to break late. This causes the trimmer to want to over-ease in order to get the top to break. The end result is an under-trimmed sail, with too much leech twist - allowing the air to escape over the leech instead of being directed to the foot, where you want it while sailing downwind. -

- Dave Campaniello, UK Sailmakers
Full story:

<http://uksailmakers.com/learningcenter/poleheight.html>



Seen at the Farr 1020 Reunion Open Day, on board *Diamonds*.

The classiest and most practical cockpit table, ever! Interested in getting one?

Contact Kevin & Lesley Ward bus 09 537 4339
email arrowplumbing@xtra.co.nz .

Headsail Wanted:

Headsail to fit roller furler for my 1020. Must be in good condition.

Ph Peter 443-5666 or email to peter@abi.co.nz.

Want to buy for a cash buyer, Farr 1020 in excellent condition
Contact Ranald McDonald on 09 360 8532
021 736 230



Z Pier Sales Berth, Westhaven Marina, Auckland
Email ranald@allboat.co.nz www.allboat.co.nz
Support All Boat Brokerage Gold sponsors of Farr 1020 Nationals

2004 -2005 Committee Members

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