



Farr

1020 News

Chairman's Thoughts

In New Zealand and Australia we are coming to the end of the southern hemisphere winter. It's a time for looking forward to those sunny summer days starting quite soon.

Here in the Hauraki Gulf, 1020 Class or group racing has not been as active as in previous years. One or two people have been away. In consequence racing for 1020s has tended to be as single entrants in various clubs points series.

A notable exception to this trend has been a solid entry of six to seven boats in the 2-Handed Series which has proved to be an extremely popular event. Starting with a 60 to 70 mile race the series run over three weekends has just ended with the longer 100 – 150 mile contest.

Before the winter racing season began in Auckland we were all very encouraged by Steve Barton's excellent performance in Hard Labour. His team won the National IRC Championship. This shows conclusively how competitive a 1020 is in handicap racing against other newer designs. Well done Steve and your team. It will encourage many more of us to get out on the water for some serious handicap racing.

Here in New Zealand we have two events to look forward to at the beginning and end of our summer season.

Coastal Classic

First is the Coastal Classic which is the annual race from Auckland to Russell. This takes place on Friday 23rd October. Normally there is a very good turnout of Farr 1020s. If you are taking part please remember that there will be an informal get-together after the race on Saturday evening at the Game Fishing Club in Russell starting at 5.30 pm. There will be Association prizes for those boats that score 1st, 2nd and 3rd both on line and handicap.

Farr 1020 Nationals

The other event to look forward to is the National Championships that will be held by the Royal New Zealand Yacht Squadron on the 11th and 12th April 2010.

This and That

One or two of us have been overseas during the winter season.

I have spent some time in Europe and the UK. Whilst in the UK I sailed an A Class Rater on the River Thames. This is an interesting boat. It is approximately 28' long and has a rig nearly as big as a 1020. There is a fleet of eight that regularly races on a very busy stretch of the River Thames at Kingston. The river here is crowded with rowing 8s, small rowing boats, a variety of launches and some larger river steamers as well as several active racing fleets.

The boat is rather like a big dinghy with a light wooden centreboard rather than a heavier keel. I was privileged to sail one both as a helm and as



Our illustrious Chairman – Trevor (Mc)Dunn

crew. I had sailed on the River Thames before, many many years ago so understood some of the tricks that you need to employ to get up to the front of the fleet. In particular luffing vigorously into wind shifts helped us pass two or three other boats in the fleet shortly after quite a reasonable start. Races are relatively short and we were pleased to finish 3rd out of 8 boats after four laps that only took an hour and a half to complete.

Later on in Britain, I was given the opportunity to sail a Bavarian 32 from Banff, a small port on the east coast of Scotland to Mull on the west coast. This trip took in a coastal sail from Banff to Inverness traversing the Moray Firth. Then came the interesting bit, going down the Caledonian Canal. In Loch Ness I was privileged to have a sight of what appeared to be the fabled monster.

The Caledonian Canal is an excellent way to go from one coast to the other in Scotland. It is scenically very attractive with mountains coming right down to the edge of three large lochs including the famous Loch Ness. In between these big bodies of water are sizable stretches of canal which have adequate depth in them up to 4 metres. It was a very pleasant trip which included traversing over 20 lochs, several of them in staircases. The atmosphere was very convivial both on the water and ashore. There was also the chance to anchor in very pleasant surroundings next to historic castles. After three glorious days we reached the West Coast of Scotland and was introduced to the interesting sailing in that area. There are a large number of islands and lochs on this coast which is extremely beautiful and historic. The weather is boisterous to say the least.

A succession of lows came up from the Atlantic every two to three days. Cold fronts usually accompanied them with 30 to 40 knot winds and high seas.

The tides in the Western Isles when they enter and exit sea lochs are pretty fierce, sometimes up to 5 knots. As a result large overfalls are encountered between islands and headlands.

Most people when cruising the area tend to sail between well organised marinas which seem to abound in most bays where one would normally anchor here in New Zealand. However marinas were very welcome because they usually had very good hotels or inns in the vicinity.

The cruise took in the Island of Mull where I spent a very convivial three days in the port of Tobermoray.

Sailing both on the east and west coast of Scotland and traversing the Caledonian Canal was a very, very interesting experience. I thoroughly recommend that anyone who gets the opportunity to take such a trip does not pass it by.

Mike and Sheryl Lanigan took the opportunity to sail up to Fiji on a Hunter 44. They then cruised through the island group stopping at a variety of interesting places including Savu Savu and Musket Cove.

Warwick and Sue Jenness went cruising in a much grander style joining a very big liner in the Mediterranean at the Port of Barcelona.



One of many Boat Harbours in Monte Carlo. All the buildings around the Harbour are on reclaimed land and have gardens on their roofs!

For 12 days they visited a large number of famous ports in the Mediterranean region including Rome, Florence, and some of the Greek islands, Croatia and finishing off the cruise at Venice.

Whilst these folk were enjoying themselves others were less fortunate back here in New Zealand. Peter Strathdee of Azure had a nasty accident with a Quad Bike which has broken both his legs and fractured his hip. Peter, we hope you have a very speedy recovery from this accident.

Recently we have heard from George McDonald who sails *Crews Control* in Morton Bay, Brisbane, Australia. His boat was previously *Dallas Cowboy*. She was completed in Adelaide and launched under that name. She then moved to Perth and was renamed *Ryomi*. She is now at Morton Bay under her present name. Somewhere along the way she has acquired a bulb keel. Her sail number is 6020. George lives in Brisbane and sails her regularly in the Morton Bay Interclub Championship. This is a

series spanning three different clubs and 13 races throughout the year. It attracts a mixed fleet of up to 80 boats. Sadly there are no other 1020s. However this doesn't stop George putting in a very good performance. Last year his boat won its division. Needless to say he was chuffed at such a good result.

Talking of good results, when I was at the St. Francis Yacht Club in San Francisco, having a quiet drink with some friends, at the bar, I looked up and saw that the club champion of recent years was Farr 1020 *Frequent Flyer*. We are currently making enquiries to find out who owns her and get some news from this part of the world.

Farr 1020 Owners AGM – 28 September

If you are in Auckland at the time of the AGM please do come along and make your views known. Over the years attendance at the AGM has been rather sparse. We understand that this is probably due to the fact that many people keep up to date with Association matters mostly through the newsletter. If you cannot come to the meeting please let us have any views you might have regarding the future direction of the class by email.

- Trevor Dunn – Chairman

Notice of AGM

Farr 1020 Boat Owners AGM - Thursday 24 September at 7:30p.m.

You and your partner are cordially invited to the Farr 1020 Annual General Meeting on Thursday 24 September 2009 in the Main Lounge of Ponsonby Cruising Club, Westhaven Drive, Auckland, at 7.30p.m. Meet in the Member's Bar at 6:30p.m. for a social function.

We are also looking for committee members. Not a lot of work – but would be great to get some different opinions and faces on the committee. Thanks to those who have already offered.



The Gizzmo Girls

Gizzmo's ladies crew are worthy of a mention. They have become pretty efficient with two firsts, a second and a third in the PCC Women's racing. They would have probably won the last series as well but the "tactician" sailed them to leeward of a 66 thousand ton container ship J

Boy's crew not doing quite so well so the challenge is well and truly thrown down.

- Selwyn McLennan – Gizzmo

End of an area

McDell Marine have announced a planned close down of Sea Nymph next year, builders of our fabulous FARRs, and here are some thoughts from Kim McDell

Myself and Peter Gribble as owners of Sea Nymph Boats Ltd enjoyed great success with our Farr trailer yacht range which we started in 1976. This production ran alongside our range of Sea Nymph power boats and together made us one of the biggest boat builders in New Zealand. After building and selling over 700 of the Farr trailer yachts into the NZ and Australia, the market started to become saturated so in 1980 we started to investigate the market for our next project.

After much research we determined that there was a place for a new design cruiser racer around 34 ft. For this new boat to be successful we concluded that there had to be a number of important ingredients;

The boat had to look good

1. Sailing performance had to be excellent for this concept of yacht.
2. It needed to be a very good family cruiser.
3. It had to be capable of being built efficiently and to a high standard.
4. Structurally it had to be 'bullet proof'
5. It had to be a strict one design with class rules and owners association formed up front.

6. It needed to be sold as a kitset package for the home builder as well as fully finished yacht.
7. Fractional rig.
8. Open transom.
9. A strong marketing campaign and sales focus.
10. Good agents in strategic markets. e.g. Australia and USA.

Early in 1981 we commissioned Bruce Farr and his team to design what was to become the Farr 1020. Final concept drawings were completed and approved later that year. This was the last boat Bruce designed in New Zealand before moving to Annapolis and Roger Hill who was then working with Bruce carried the plans with him when he moved to the Annapolis office.

We commenced building the hull plug in early 1982 but actually put it on hold for about 6 months because another project was taking all our capacity.

The first boat *Ten Twenty* was launched in late 1982 and immediately turned heads with a stunning line honours win in the RNZYS race to Kawau. The 1020 was an instant success and was displayed at various boat shows including Auckland, Sydney, Melbourne, San Francisco, Seattle and Annapolis.



The first of a great line of class yachts. Ten Twenty in Mansion Bay, Kawau island.
The best by Farr

Sea Nymph crew:
 Second from right Stephen Fisher, Peter Gribble, Kim McDell (the then owners of the company). Stu Brentnall, owner of 100th Farr 1020 – 6th from right



The first New Zealand Farr 1020 Championship was held at Pakatoa Island in 1985 with about 20 boats. Sales continued strongly through the 1980s with over half the boats being sold as kitsets.

Production continued until the last boat was completed in about 1990 and in the seven years from 1983 we delivered 149 Farr 1020s - an average of close to 20 boats per year.

The Farr 1220 was added to the range in 1987 and 47 were built over the next four years.

The Farr MRX utilised the Farr 1020 hull mould and 17 of these were built.

Engine Access Made Easy – Good idea from an Aussie

We have now had our 10.20 for a bit over two years, and despite us (the boat's partners) living in Australia, and *Near&Farr* living in Westhaven, we have had a lot of pleasure and sea miles from her in that time. Countless trips around the Gulf islands, and across to Te Kouma and the Coromandel islands, over to Barrier a couple of times, and up North to the Bay of Islands and Whangaroa.

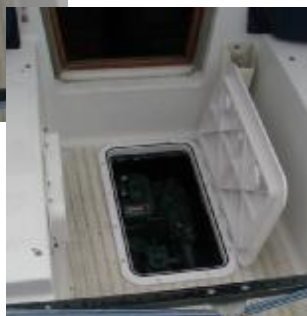
The boat was in pretty good condition when we purchased her (the reason we bought this one!) This included the trusty engine, a Volvo 18hp, which has been (touch wood) absolutely reliable, starting first turn of the key every time. We have since had it serviced, but it has always been very difficult to get

access to anything other than the front (behind the companionway stairs), and we always worried about access for repairs, especially away from the marina, in an emergency situation (such as if we needed to replace the sea water impellor whilst at sea).

After some thought, it was decided that we should fit a low profile hatch in the cockpit floor immediately above the engine and saildrive, and we recently had our friendly boatbuilder do this for us. We had a rubber mat on the cockpit floor in this



area prior to this, and with this mat back in place, the hatch is barely noticeable, however, as can



be seen from the photos, the engine and saildrive are now highly accessible when one needs to get to them. (The hatch we had fitted is ~ 295mm x 485mm, with no apparent loss of structural integrity.)

We think this was a pretty neat and handy solution, but are curious as to what other 10²⁰ owners think of it?

- Barbara & Fenton Wheeler, Suzanne & Terry Frankham, Tanya & Tony Lawler, *Near&Farr*, 5210

More to see than Buckingham Palace

Before heading off to Barcelona to board our cruise ship, Sue and I stopped off at London to visit number one son and see the sights.



For sailing enthusiasts a stay in London is not complete without a rail trip out to Portsmouth to visit Lord Nelson's Flagship *HMS Victory*, where she lies in Number 2 dry dock at the Portsmouth Naval Base.

HMS Victory is the oldest commissioned warship in the world and is still manned by the Royal Navy. She fought in the American Revolution, the French Revolution and the Napoleonic Wars. She has been beautifully restored and during visiting hours you can board and explore her from the Poop Deck to the Bilges.

HMS Victory was launched in 1765. She is built from English Oak and is 69 metres long displacing 2,162 tons. She carried 104 guns with a complement of 850 men and she could make good 8 to 9 knots with a stiff breeze on her aft quarter.

The nearby National Museum of the Royal Navy houses thousands of fascinating items of Maritime



The German Enigma Encryption Machine

memorabilia among which we found items such as an original Enigma Encryption Machine captured from a German U Boat during WWII and an Exocet missile similar to that that sunk the *HMS Sheffield* in 1982 during the Falklands War.

Returning from Portsmouth we left the train at Havant station which is not far from Chichester Harbour. From Havant it is only a five minute taxi ride to the Warblington Churchyard where Sir Peter Blake is buried.



Sue placed two small kiwis alongside the modest headstone which was adorned with numerous remembrance trinkets. These included some NZ coins, a carved wooden kiwi, a rugby ball and a faded New Zealand flag, Items no doubt left by other fellow travellers who had made the pilgrimage. Included on the headstone inscription is John Masefield's poem *Sea Fever* "I must go down to the sea again" The grave site is not easy to find but if anyone is planning a similar trip we can help with location details.

- Warwick & Sue Jenness - *Watermark*

Winter Sailing in Fiji – with Sheryl and Mike

We took the opportunity of sailing with friends from Auckland to Fiji on a Hunter 44 with the reward being 2 months cruising in Fiji while the afore mentioned friends returned home to work. The ocean passage was uneventful and the boat sailed well off the wind. After recovery time at Musket Cove and reprovisioning at Denarau Marina we headed off on a circumnavigation adventure around Fiji which was very much a learn as you go exercise. We listened to others as to the best places to go and had to be constantly navigating and looking out for the ever present, hidden and uncharted coral bommies and reefs. We headed eastwards around the bottom of Viti Levu but had our plans altered by inclement weather while sailing north to Vanua Levu. Domestic clearance of Customs also dictates where you arrive and the visiting yachts are all monitored daily.

Unlike the brochures and resort advertisements the weather was frequently changing, often overcast and calm, or fine and blowing hard - 25 to 35 knots and gusting over 40 was common as the troughs passed over! We quickly learned how to anchor with all chain in 20-30 meters of water and how good it was to have the back-up of an anchor alarm. The paper charts have an offset to the GPS position which constantly changes and the modern chart plotter is just an electronic form of the same. Very nerve racking to watch your track going over the reef – lucky to have the mark one eyeball for confirmation and keep safe!

The Fijian people we meet in the remote islands were friendly and helpful with the world famous full grin and overall seemed content with their



lot. There was not too much concern over the politics and they were generally happy just to be getting on with life. Fresh fruit and veges were easily found and cheaply priced at the markets in \$2 lots. The water supply was good although it took quite a few dinghy trips to keep the tanks topped up with water containers.

We found the fishing best outside the big reefs and more than often as we were approaching an entrance channel. Mostly we caught tuna of varying types and Mike's favourite, a 1m mahi-mahi. This happened just as we were concentrating on navigating the Nananu Passage by having the transit lined up perfectly and had a bit on only to bail out, catch the fish and start again. Nearly all those picture postcard white sandy beaches have a reef protecting them so we often had to anchor in depths of 20 to 30 meters of water and sometimes up to a ¼ mile out from the shore to keep clear of the reefs. Also to have plenty of swinging room for the wind which would often change direction by 180degrees usually about 1.00am in the morning as the land breeze would fill in and sometimes quite strong! Up to 25+ knots.

We sailed as far north as 16° 25's to Rambi Island and crossed the 180° Meridian longitude line from east to west which was interesting for the navigator, then headed south west to better weather inside the reefs along the northern coast of Viti Levu back to Lautoka. The channel markers have not been maintained since the Brits left in 1970's. Many of the marks on the charts were missing and or damaged in successive storms. Our navigation skills were kept sharp trying to match up the charts to reality. You cannot rely on the Chart Plotter as the offset could be up to 1200 feet different. Our final challenge was zigzagging through the reefs of the Mamanuca Islands, then out to the "unsurveyed" areas to the west of the Yasawa Islands. This was mainly the protected side from the strong south easterly trades. We were constantly amazed at seemingly remote villages which nearly all had a resort or two close by and therefore good cell phone coverage! We were careful to take our sevusevu (gift) of Yaqona (kava) to the respective Chiefs and even found



one lady Chief who was very grateful for the \$2 shop glasses so she could read her Bible.

Overall we had a wonderful adventure and did 1500nm cruising the Fijian Islands and certainly enjoyed the warm water for swimming and warm temperatures for relaxing once we were safely moored. Back home now and we appreciate even more our fabulous Hauraki Gulf and Northland coast for cruising, racing and fishing, albeit with cooler temperatures. We look forward to getting our lovely *Share Delight* out again and enjoying another summer season on her.

Navaho News

Navho is based at Blairgowrie Yacht Squadron on Melbourne's Mornington Peninsular. We have had moderate success with racing her at the club level - flashes of brilliance spaced by periods of incompetence- the crew's fault not the boat! She is ideally suited for this area – with a shallow draft and our moderate winds. My wife- Jenni - won the club's Ladies Skipper's trophy at

the beginning of the year. We race with three ladies as the regular crew and are becoming known as the NAV-A-Ho-Ho-Ho ! We expect to do a little better this season as the crew get used to the boat.

- Regards, John Coppock

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 mail@farr1020.org.nz

Check out www.farr1020.org.nz for Boats for Sale

Subs are only \$45 NZD, USD or AUD



Subs will be due after the AGM. Invoices will be posted out via snail mail, but in the meantime, for New Zealand owners only, if you want to pay via electronic banking here are the details:

Account Number is .030155 0161466 00. Please show your name and boat name when doing this payment method, as our Treasurer, Sheryl, is not ESP trained.

Extract from *Winnie the Pooh* – AA Milne. Life according to Eeyore

"It's snowing still," said Eeyore gloomily. "So it is". "And freezing". "Is it?"

Yes," said Eeyore. "However", he said, brightening a little, "we haven't had an earthquake lately".

Capital News

An impressive 51 yachts raced in the recently completed Winter Series on Wellington harbour. The event was ran as a Lowry Bay/Royal Port Nicholson Yacht Clubs combined series.

13 of those were Farr designed, with five of them being 1020's, a good turnout.

We were lucky this year, with only one scheduled race day having to be postponed due to gale force winds (Windy Wellington). In fact two of the five races we had the opposite problem, with very light airs.

Race four saw 15 boats fail to finish within the allowed time-frame. After bobbing around the harbour for several hours, they had to motor home without a result. We weren't one of them thank goodness, gaining a 3rd equal.

Race two was a case of survival, rather than skill, with very strong winds, lots of broken gear at the end of it, and only 13 of the 34 starters completing the course.

We claimed a 7th place, finishing the day with a broken goose neck, 3 x broken mainsheet blocks, a damaged mainsail, and a crewman who vowed never to return! We still managed to crack 12.2 knots on the way home that night though.

I am still learning how to sail this beautiful yacht. The Snowden family bought *Cosmic Thing* just before the Winter Series started, and Clive Lewis only finished a complete refurbishment of *Bootlegger* (*Farr Moonshine*) in December, after it received a dunking from it's previous owner. We all performed very well, considering we are all new to Farr's.

Bootlegger finished 16th, competing in four of the five races.

Cosmic Thing finished 4th, only 1 point behind 2nd and 3rd place getters, which were both Young 11's. And the winner is ----- *Joint Effort*!!!

Since completing the Winter Series in early August, we have sailed in several other races, 2 x two handed, and a Ladies Race. *Cosmic Thing* and *Joint Effort* are having some great battles out on the water, with neither boat claiming all the glory.

For me that's the great thing about racing identical boats - the awesome competition.

Role on the Friday night Pursuit Series, which starts October 2nd!

- John Lord - *Joint Effort*.



Wellington has been blessed with a couple of beautiful weekends recently, and Lowry Bay Yacht Club has made the most of them.

What better way to spend a Sunday than a gentle sail around Somes Island, and a raft up for a late lunch?

Pictured are the Snowden family on *Cosmic Thing* (on left) and John Lord on *Joint Effort*.