

MRX

OFFICIAL BOAT
WORLD MATCH RACING
NZ 1990



Crafted in New Zealand by:

MCDILL MARINE LTD

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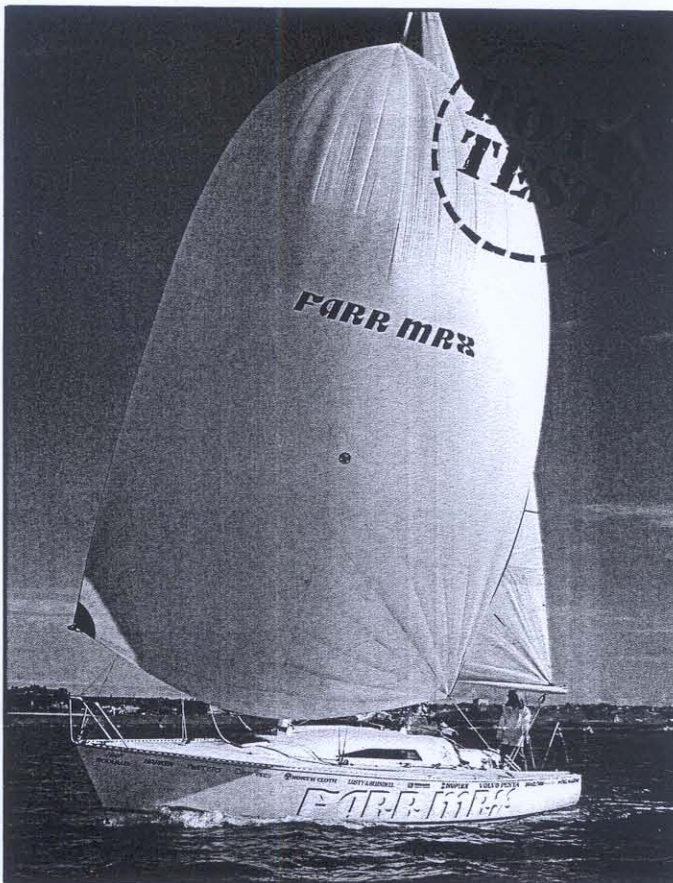
NEW FROM FARR

Farr MRX — Maximum Racing Xcitement

The Farr MRX is here — and set to become a significant part of the New Zealand sailing scene. The MRX is an exciting new concept in yachting — offering international-standard match racing, advanced youth training and possibly the ultimate one-design club racer.



The MRX's cockpit layout is so meticulously laid out that even new crew quickly come to terms with the yacht.



Despite light airs, the new match racer moved quickly to 8 knots shy reaching under spinnaker.

With the MRX prototype launched and sailing, *Boating* was keen to sample a taste of what thousands of Kiwis and overseas' sailors are soon to experience.

Already the MRX has a full programme. The fleet of 11 (10 racers with one spare) is scheduled to be launched on October 8 and take part in the international match race series, previously known as the Citizen, October 15-22.

Next on the agenda are the World Match Racing Championships, which will be staged in Auckland November 26 to December 2.

In addition, the MRX will be used for the Royal New Zealand Yacht Squadron's advanced youth training conducted by Harold Bennett and will also be available for other one-off regattas.

MRX project director, Peter Walker, is determined that the fleet be used for the benefit of all New Zealand sailors, and even hopes the yachts will travel to other centres.

The Farr MRX is an entirely new yacht despite being based on the proven Farr 1020 hull. The MRX has an extended hull length, its own distinctive cockpit and cabin top, a new rudder and a keel which is a sophisticated and radical departure from the norm.

So what does MRX stand for?

We couldn't get a definitive answer — the offerings including: "Match Racing 10", "McDell Racing 10" or even "Mr X". However we tended to prefer "Maximum Racing Xcitement".

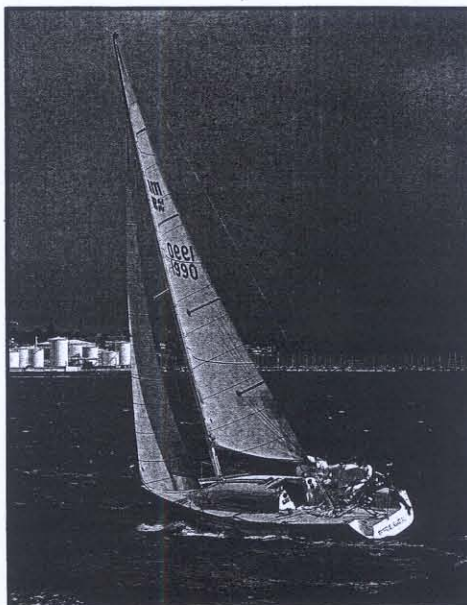
When pressed, John Street and Kim McDell, directors of the company formed to manufacture the yacht, admit they simply like MRX because it sounds sporty. The bold MRX concept was initiated by Street and McDell who founded Foster McDell Ltd to fund and run the project.

Project suppliers — Bruce Farr & Associates, Volvo Penta, Nuplex Industries, Donaghys, Lusty & Blundell, North Cloth, Quality Stainless, Fosters, High Modulus and Harken — have shown similar confidence in backing the MRX.

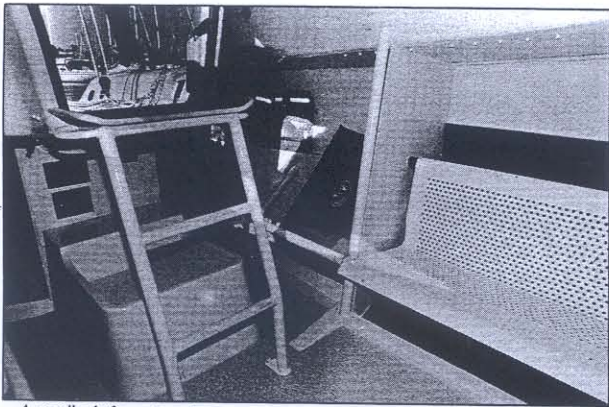
Test sail

The day scheduled to sail a yacht destined for such an important role for New Zealand yachting offered much promise. The morning was fine with a 15 knot southeasterly. However by the time the crew had assembled and left the Royal New Zealand Yacht Squadron jetty, the breeze had diminished somewhat.

The 18hp Volvo saildrive proves more than ample, the MRX motoring at a comfortable 7.5 knots. Once out on



Upwind, the MRX was a powerful performer — reaching 6.9 knots in 16 knots of apparent wind speed.



A small platform tops the companionway ladder as a working station for the crewman working the mast controls.

Auckland Harbour, the mainsail and No 1 genoa are set, an easy operation courtesy the simple deck layout created by Farr.

Hard on the wind, the MRX performs very well despite the light airs. The yacht reaches 6.4 knots in 13 knots apparent windspeed. The speed then climbs very quickly to 6.9 knots when the apparent windspeed lifts to 16 knots.

At all times the helm remains light, there being little tiller loading, even during tight spinnaker reaching.

Sailing upwind, all controls are so well positioned that the crew can operate the yacht quickly and efficiently without moving around excessively. For example, the backstay adjustment runs for'ard to the mainsheet traveller where it can be operated easily either by the helmsman or mainsheet trimmer. Similarly, the mainsheet and traveller can, if necessary, be adjusted by the helmsman.

Next task is to hoist the spinnaker, opting for the match racing kite rather than the PHRF masthead version. Again sail setting is easy, the spinnaker turtle bag being designed to fit inside the custom match racing pulpit.

Dead downwind, the boat speed drops in the by now very light conditions. However, the lightweight MRX maintains boatspeed — still managing 6 knots. Hardening up in a slight gust, the yacht accelerates easily to 8 knots, giving the impression that given more breeze the MRX will be a lively downwind performer.

With crew deadlines to meet it is now, unfortunately, time to head back to Westhaven Marina. This sail is to be a long, easy, enjoyable two-sail reach.

And so, in accordance with Murphy's Law, as soon as the camera boat disappears, the breeze fills back in. For those still aboard the MRX, this reach home is the day's highlight, the yacht sitting on a constant 7-8 knots.

A factor in the MRX's ease of handling is the meticulous care in design and selection of the deck systems. The main brand name on deck is Harken, the American company renowned for its quality bearing systems.

Deck inspection

There is no option but to begin any deck inspection of the MRX in the cockpit, this being the undisputed centerpiece of the yacht.

For a start — it is simply huge! The first declaration by all top yacht-

land bus shelter is missing its bench seats.

Despite the reduction of cabin volume over the Farr 1020, there is still a surprising amount of space.

The prototype yacht, below decks, enjoys a very clean appearance through the use of the 1020's reinforcing hull liner.

There are no interior fittings in the bow, the main saloon being home for the surprisingly comfortable alloy bench seats. Crew stowage is provided behind and beneath these seats. Aft of these is sail stowage in the quarterberth area, everything being kept in place with alloy tube. All the mandatory safety equipment is held in place against the hull by shockcord down aft.

The main companionway ladder is again of alloy tube and has a platform at cockpit level to enable a crew member to stand here to operate sail controls.

Tucked under the ladder is the Volvo engine in a neat fibreglass-mounted housing, its 20-litre polythene diesel tank, the electrical panel, engine controls and Pioneer stereo, with waterproof Sony speakers in the cockpit.

It is intended that those MRXs to be rated IMS will also include pipe quarterberths, small toilet and galley.

Construction

The hull is solid fibreglass incorporating the very latest hand-laid stitched materials from High Modulus and vinylster and isophthalic resins from Nuplex Industries. This laminate gives excellent stiffness and allows a very even layup — essential for similarity where a fleet of 11 yachts are to be laminated exactly the same.

The deck is Divinycell cored, incorporating hand-laid stitched fabrics each side of the core, and engineered to handle the peculiar loadings of match racing.

The keel has a cast iron spacer with a wing bulb and is constructed to very close tolerances to ensure that the fleet remains identical.

Project detail

Attention to detail has not been confined to the yacht with the MRX project — this being a superbly-researched exercise.

The 11 yachts constructed will be sold to corporate buyers or private owners in conjunction with a sponsor, the price tag including everything — right down to fenders and boathooks.



On all points of sail, the Farr moved smoothly through the water, the lack of stern turbulence confirming an efficient hull shape.

smen, upon sighting the cockpit: "Fantastic".

The MRX cockpit seems to be a natural follow-on to the proven IOR layouts — with consideration for match racing.

The attention to detail starts at the transom, there even being a special fitting in the backstay chainplate to accommodate the ensign.

As previously mentioned, the backstay adjustment runs for'ard to the mainsheet traveller. The tiller is, itself, a work of art — being a large loop of stainless tube, with a neat adjustable length Fico tiller extension. Below is that easy to operate rudder, one of the latest low-drag Farr foils, the rudder stock operating in Harken roller bearings.

The mainsheet is a 5:1 Harken roller bearing system with a ratchet block on the cockpit sole. The traveller is also Harken with 4:1 tackle cleated on the coamings.

Next for'ard are neat window apertures, one aside on the cockpit walls. Not only do they provide light and ventilation but they provide a neat escape hatch for otherwise messy sheet tails.

The MRX's primary winch power comes from Barient two-speeds. Just for'ard of these are the jib fairlead and spinnaker twerker adjustments, with their own tail bags.

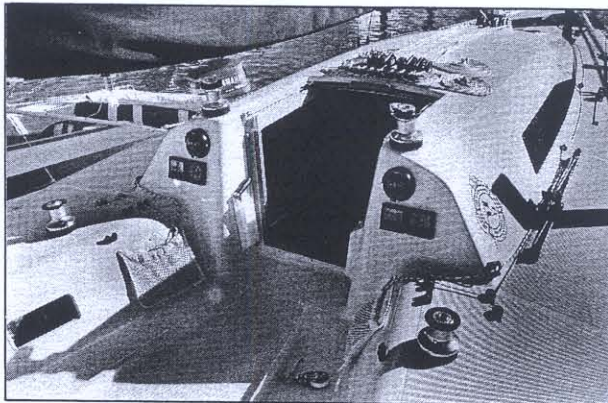
The Autohelm Multi sailing instruments are mounted each side of the companionway on the cockpit bulkhead. These include boat speed, VMG,

toerail is ground off aft for rail-sitting comfort.

The moulded non-skid has to be good on a yacht with no lifelines — and it is. This and the foot braces in the cockpit enable sure-footed crew work.

Interior

With few concessions to cruising, the MRX has a spartan but likeable interior — although we do wonder which Auck-



Efficient crew work should not be a problem in a cockpit this well planned.

The vitals

LOA	10.32m (34ft)
LWL	8.56m (28ft 4ins)
Beam	3.19m (10ft 6ins)
Draft	1.67m (5ft 6ins)
Ballast.....	1451 kgs (3196 lbs)
Displacement.....	3200 kgs (7049 lbs)
Designer.....	Farr
Builder	McDell Marine
Rig	Fosters
Sails.....	North
Instruments	Autohelm
Winches	Barient
Deck gear	Harken
Engine	Volvo 18hp saildrive
Cordage	Donaghy's
Laminate/fabric/core	High Modulus
Resins.....	Nuplex
Tube work/stainless fittings	Quality Stainless

