



Spring '98

GPS

Racing Rules

What's on in '98

Sonata News

National Sonata Association Newsletter

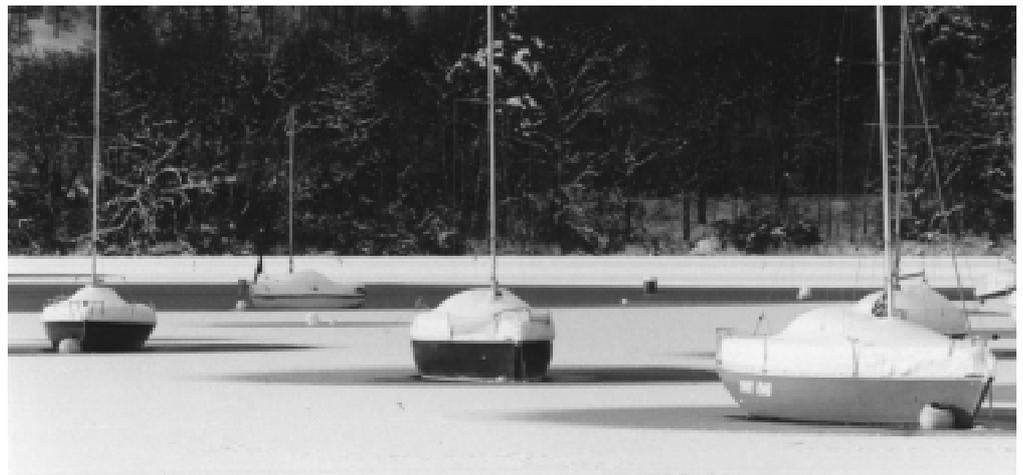
Good News from Strangford Lough

Strangford Lough Yacht Club, which is situated in Strangford Lough, Co Down, has adopted another very competitive class; the superb Hunter Sonata.

The class quickly settled into its new home with at least seven boats turning out in every race of last Autumn's 'Big Frosties Series' (sponsored by Agnew Auto Exchange). The racing amongst the Sonatas was probably the most even and competitive of all the big boat classes. In some

sailor here finds amazing is the amount of wildlife we have. The 'class A' waters of the Lough attract the rarest of birds and you will always share a spinnaker leg with the local seal colony.

SLYC has held some very prestigious events over the years, including the Optimist Championships, Scorpion Nationals, Flying Fifteen Championships and many other dinghy and cruiser classes. The club is very experienced



Roll on Summer!

Snow covered Sonatas frozen in by ice on Windermere, Winter '97.

of the races there was as little as thirty seconds between the first five Sonatas which kept the nerves on edge at all times. Nearly every Sonata had a stab at the lead at some stage of the races.

The 'Frostie' Series ended in November and since then a number of people have voiced genuine interest in purchasing Sonatas with one new boat arriving already. This one brings the total to nine boats now on the Lough. As class secretary, my dream is to see 20 Sonatas regularly starting races here by the year 2000. It does not seem an impossible dream considering we are already half way there.

The Sonata has proved to be ideally suited to Strangford Lough, as it can be relatively shallow in places for the bigger yachts. Conditions here are normally ideal with the tides adding a degree of interest. Strong winds kick up short steep seas which can be quite demanding. One thing every

at running Olympic style regattas with longer than 1 mile windward legs possible in all wind conditions and directions. There is great support in the club for these events with many members volunteering to help staff the race office, the safety boats, the catering and of course, the BAR. The club as a whole is very committed to producing the best racing, on the best courses together with the best social.

At the end of this first year of our fleet's new life, I would like to thank all the boat owners who have made the Sonata racing so successful. I would also like to thank Patrick Hobson (Cruiser Class Secretary), the Race Officers plus the catering and bar staff for their part in getting it all off to an excellent start.

Robbie Richardson.
Northern Ireland Rep.

Editorial

Apologies: May I apologise for the non appearance of the mid winter edition. Basically, I failed to receive enough material by the deadline. I set aside blocks of time into my year to do this newsletter and if I can't complete it in the allocated time, it's almost impossible to then fit it into my schedule. I would regale you with sad tales of my overloaded work life, but as it has involved extended periods this winter, working at boatyards in the warmth of Florida, I feel it would not evoke as much sympathy as it deserves.

That said, I am very grateful to those who did contribute on time, including many regulars who provide the backbone of each edition.

One thing I was unable to do in time for this Newsletter, was to compute the complete Ronstan Rankings standings for 1997. I am still waiting on the complete lists of finishers from a couple of events. The clear winner, however was Steve Goacher who managed wins at the Nationals, Northerns and Rover. Rumour has it that Steve is to compete in another class at the Scottish Series, so he is very unlikely to win again this year. A new winner will mean three different names on the trophy in the first three years of its existence, which is a good thing for the class. It was good to hear about the new fleet starting up in Northern Ireland. If their growth goes to plan, it would be an excellent venue for the 2000 Nationals. I know one experienced skipper who would make a point of going to Strangford Lough as it had always provided the best mix of sailing and socialising of anywhere he'd been. Let's hear a proposal from the SLYC at the AGM in June. (To be held during the Nationals)

More good news is that we have a shortage of boats available on the Association's 'For Sale' list. Sonatas are in demand and as a result, instead of the normal 25 boats, there were only 6 on the list when I last spoke to Steve Tribe. Winkle out any dormant boats. There's sailors wanting them.

Not quite so good news is the lack of much communication from the new committee. There was a meeting at the London Boat Show, but I'm yet to see the outcomes. I hope the Spring weather will encourage more activity.

Jim Dowling

Committee Matters

Joining Procedure: We have had a letter from Harry King in Southampton which is reproduced later in the newsletter. He is pretty unhappy about the difficulties he has experienced in trying to join the Association. It seems ludicrous that in a time we are looking for new members it should be so hard to join us.

One measure already implemented to try and help solve this is that joining up new members is no longer the responsibility of only one committee member. It entails a lot of work and this person could quickly become over loaded. Now new members will be signed up by their local area reps. This has the additional advantage of putting the new member immediately in contact with the person who knows most about Sonata sailing in his area.

Membership renewals: Hopefully, everyone by now has received their renewal notice. Those who have paid will get their membership Certificates asap. In previous years, there has been a coloured boat sticker to prove membership. However, these will not be sent out this year. Principally, because no one ordered them, but also because they were only available in batches of several thousand, they cost a lot and were not the most convenient way to prove membership at scrutineering or regatta entry time. The membership certificate now serves these functions and should be stapled to the class measurement certificate.

Ronstan Rankings: One change to the rankings events for '98 is to include a fourth scoring event. This year, points from either the 'Round the Island Race' or the overnight race at the 'Tarbert Scottish Series' will also be counted. The remainder of the races at Tarbert will then count as an alternative to Cowes Week, where we will use the results from the 7 races from Sunday to Saturday inclusive.

Membership Lists: We've frequently been asked to circulate a membership list to all members, that includes telephone numbers and addresses. Before we do so, we would like those who **do not** want their details included, to write and tell us before May 31st. The address is:

NSA Membership Records, Hillside,
Silverdale Rd, Arnside, Carnforth, LA5 0ER

Wanted: Home for unclaimed Cowes Week Prizes & Mementos.

Due to severe shortage of available space at home (always problem this time of year due to presence of sails, bunk cushions, etc. but compounded by recent accumulation of baby equipment), desperately need to shift large box of unclaimed prizes:

- engraved glass for **each** competing boat
- further engraved glass for each top 3 position every day / youngest skipper / first lady helm overall
- aluminium yacht sculptures for top 6 overall (Miss Moneypenny, BD2 and Pianissimo yet to claim)

If you have not done so already, please call (0171 736 8645 eves) to arrange means of collection (SW and Central London, South Coast collection points). Delivery may be possible in a few cases but budget to meet this cost is very limited.

Please call soon, or alternative homes for the prizes may need to be found!!!

Mike Jaffe, Southern Area Rep

Measurement Certificates

Now is a good time to get an up to date measurement certificate. Remember your certificate must show the correct owner and the correct boat name, etc.

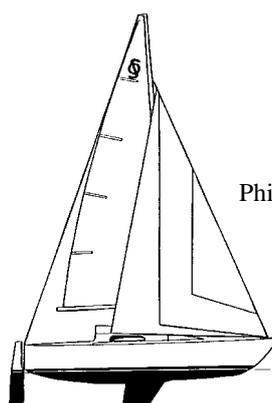
Given that events such as the Scottish Series and the National Championships, Cowes Week and Area Championships all require production of an up to date measurement certificate before an entry is accepted, it seems like a good time to get things in order before the season starts.

The RYA did run a free replacement scheme (saving £10) for their members at the Sailboat & Windsurf 98 exhibition held at Alexandra Palace back in March, but this was obviously not that helpful for people in most parts of the country.

It may be possible to get the same discounted price even now. The person to talk to is Marilyn Hosmer at the RYA and her direct line is 01703 627426. I'm always amazed how far charm and diplomacy can get you.

Kevin Marshall, Treasurer

**Phil Evans
Sailing Services**



**Masts
Rigging
Fitting Out**

Phil Evans Sailing Services
Shepherds Boat Yard
Glebe Road
Windermere
Cumbria

Tel: 015394 88712
01539 720772
0374 167900

Area Reports

Medway Sonata Fleet

The Medway season ended with our annual Dinner Dance and prizegiving where over 110 owners, crews and guests enjoyed an excellent meal, good music and just a 'little' alcohol. The evening was a great success and many thanks to Julie and Roger for organising the event. While most of us have laid up our boats, there are still one or two Sonatas competing on Sunday mornings and we wish them every success.

To celebrate our 21st Birthday we held a special race on 18th October and I would like to thank everyone who turned out to support me in my quest to get 21 boats on the line, which I am pleased to say we achieved! The race was won by David Townsend in 'Solution' closely followed by 'Musical Express' with Neil Harrison at the helm (well it was his birthday too!) who moved through the fleet after a poor start. 'Capriccio' was 3rd just pipping 'Chrysalis' on the line.

'Solution' also won the Autumn series with an impressive 6 wins beating Musical Express by 3 points. The overall points series went to 'Musical Express' with 'Chrysalis' 2nd, 'Marimba' 3rd and 'Cock a Hoop' 4th. 'Red Dwarf' won the annual prize for the most improved boat with 'Exposition' and

Final Results	Spring Series		Autumn Series		Overall	
	Points	Posn.	Points	Posn.	Points	Posn.
1997						
Musical Express	14	1	11	2	25	1
Chrysalis	16	2	27	3	43	2
Marimba	20	3	39	5	59	3
Cock-a-Hopp	24	5	40	6	64	4
Exposition	35	6	32	4	67	5
Capriccio	21	4	68	10	89	6
Aeolian	46	7	44	8	90	7
Red Dwarf	50	8	44	7	94	8
Simple Minds	58	9	96	14	154	9
Vivace	102	12	84	12	186	10
Solution	182	20	8	1	190	11
Brahams & List	115	14	75	11	190	12
Obsession	102	13	90	13	192	13
G'by M. Mouse	96	11	99	16	195	14
Harmony	162	18	48	9	210	15
Pianissimo	85	10	137	18	222	16
Fortune	139	15	97	15	236	17
Musette	142	16	134	17	276	18
Anmeeto	182	20	146	19	328	19
Blew Biyou	182	19	166	22	331	20
Stify	182	20	157	20	339	21
Last Straw	182	20	160	21	342	22
Silver Lining	162	20	182	25	344	23
Samurai	182	20	170	23	352	24
Cry Havoc	182	20	172	24	354	25
Maggie May	182	20	182	25	364	26
Sunrise	182	20	182	25	364	26
Tosca	182	20	182	25	364	26

'Aeolian' showing good consistency.

Our 1998 season will follow a similar format to 1997 with separate Spring, Summer and Autumn Saturday series

Lymington Autumn Cup

The Lymington Town Sailing Club staged the last major event of the summer season for Sonatas on the weekend of 13 /14th September. The LTSC laid on some excellent courses for the event, all expertly managed by Mike Beggs the race officer and his team of enthusiastic helpers.

Saturday saw a fresh 20-25 kts NW wind. The race was 'round the cans' in the Western Solent, designed to provide the sailors with all points of sailing in a race with a duration of nearly 3 hours. The race winner was R Latton and R wheeler sailing 'Duette', Ken Hay sailing 'Zebedee' was second and Barry Dutton sailing 'Music Maker' was third. To complete the Saturday entertainment the club put on an excellent BBQ in the marquee on the club's lawn, complete with music and bar.

Sunday morning started with a very pleasant 15 kts but variable direction wind, a short postponement was ordered to let the wind settle to a constant WNW. The morning race was a short windward / leeward course of five rounds. The winner was 'Zebedee', with

'Duette' second and 'Music Maker' was again third, after having to return after a premature start.

The afternoon race was sailed in a freshening Westerly wind in excess of 20 kts. The race officer decided to add a reaching mark to the downwind leg of the windward / leeward. The race was easily won by 'Duette' again, second was P Mecklenburgh sailing 'Spellbound', and J McQuillan sailing 'Selene' came third.

The excellent weekend's sailing resulted in the overall winner coming from Poole YC.
1st Duette R Letten & R Wheeler PYC
2nd Zebedee Ken Hay LTSC
3rd Music Maker Barry Dutton LYSC

Ten boats entered the event but only eight sailed. Let's hope we can encourage more visitors to come and sail against in the events in 1998. Sadly, none of the Hamble boats who said they would support the event ventured into the western Solent. Can it be they only perform well in their own waters. Come prove me wrong.

Barry Dutton, 'Music Maker' □

although I am expecting much larger turnouts! There will be two single handed races and hopefully we will be invited to join Upnor S.C. on Wednesday evenings. I am also hoping to arrange a cruise or two, one in August combined with the Easterns which will be held at Burnham, the other to be announced.

Please also note Medway Regatta will be from Thursday 16th July to Sunday 19th July plus Wednesday evening. It is anticipated that the regatta will also be part of the new inshore EAORA series so that we will be mixing it with the big boys!

It is also intended to organise some race training and boat tuning on Saturday mornings in the Spring.

Medway Area Diary Dates 1998

25th April - Saturday Afternoons Spring Series, 1st race

20th May - Wednesday evening series starts

16th - 19th Jul - Medway Regatta

1st August - Summer series starts

29th - 31st Aug - Easterns at Burnham

5th September - Autumn series starts

Here's wishing us all fair winds for 1998.

Mike Harrison, 'Musical Express'
Medway Rep, 01233 850423 □

Burnham on Crouch

The end of another year and some fond memories of 1997. Some old friends visited and promised to see us again next year.

The season finished with the Autumn series being won again by Scirocco, but taken to the last race by Malcolm Denham in 'If'. With regular attendance from Phil Draper with 'Bagatelle' and Peter Davidson in 'F Sharp'. We had unusual weather conditions this Autumn with racing cancelled on three weekends.

We are holding the 1998 Eastern Area Championships at Burnham on Crouch, to coincide with the first three days of Burnham Week. This is the long weekend of the 29, 30 and 31st August. We hope visitors will stay for the rest of the week as there is plenty going on. If you want any further information about accommodation or launching etc, please give me a call. We hope to have a good attendance and it would be good to see more Sonatas at Burnham week than 707's.

Steve Tribe
Burham Rep. □

More News from the Medway Fleet

The Medway Sonata Class is claiming the starting to run out with vengeance. But this record for the largest ever start of Sonatas in had been anticipated by Racing Captain, a normal club race anywhere in the world. Mike Harrison, (Neil's Dad) who set the Determined to mark the 21st birthday of the course, and all the crews were safely back in class in some style, class racing captain, the bar of the Medway Yacht club in time to Mike Harrison assembled 21 boats for an celebrate or commiserate over a pint or two, afternoon of superb racing from the Medway and get themselves ready for the evening Yacht Club line at Lower Upnor, Kent on party. Those brave, or fool hardy enough to Saturday 18th October.

The 21 Sonatas came to the start line in away until the wee small hours was more glorious sailing conditions. The sun shone, taxing than the racing, but at least Neil had a birthday he would never forget!

The wind blew gently and the competition to be first over the line after the gun was intense. In the end it was 'Chrysalis' helmed by Chris Bentley, sailing one of the oldest boats in the Medway fleet, who got pole position with a beautifully timed run to the line, crossing within a second of the start.

The fleet headed off down river towards Gillingham under full sail, most skippers sticking close to the Dockyard shore to avoid the worst of the fast flooding tide against them. The first tactical decision after the start was to decide exactly where to brave the foul stream and cross the river to the Hoo shore as the course led the fleet down to the first mark in Gillingham reach. David Townshend, pas Commodore of the Medway Yacht

Club, sailing 'Solution', got it exactly right with a neat tack to almost touch the Dockyard wall and pipped 'Chrysalis' to the first turn.

Meanwhile, 'Musical Express' helmed by Neil Harrison, who was also celebrating his 18th birthday, was wiggling his way through the middle of the fleet to challenge 'Capriccio' in third place. Several marks later, with all the crews executing some very slick sail handling as spinnakers and headsails went up and down at every turn on the very much 'round the cans' course, the leaders headed home. The MYC finish line is at the end of what is aptly known as 'Heartbreak reach', so called because many is the time an almost certain first place has been lost in fickle winds that beset this part of the river. Solution survived and hung on to her lead to take line honours and the victor's gun. Chrysalis was not so fortunate, first conceding her second position to 'Musical Express' and then being beaten in the last ten metres by 'Capriccio'. For them, Heartbreak Reach certainly lived up to its name!

The rest of the fleet struggled home against an ever increasing tide which was now

It was also the day that MYC race officer, Tim Weston, won't forget in a hurry either, as it was the largest single-class start in the recent history of the Club, and probably the largest number of Sonatas to race in a club race any where in the world. With twenty six boats in the fleet at the MYC, it is possible that this record will not stand for long either.

Chris Bentley
Medway Sonata Class Publicity Officer. □



The wide waters of the Medway.

A future venue for the Nationals?

Goacher Training Weekend.

Way back in November, Steve Goacher ran another of his annual coaching weekends in conjunction with the Windermere Cruising Association.

The weather cooperated perfectly, with the wind building from almost nothing on the first morning to a decent breeze by the second afternoon. This allowed people to learn and practice at a well paced progression.

One of the most informative bits for me was seeing the effect all the rig controls had on sail shape when viewed from off the boat. The controls were altered one at a time on a Sonata moored in a marina slip while we watched from a neighbouring finger pier. Everything was so much clearer than when you try and look from onboard. It would be a useful thing to do between a couple of boats at any time when there's very light airs.

There was an excellent turnout for the weekend, with local Sonata sailors being joined by others from Northern Ireland, Essex, the Hamble, Scotland and Kent.

We're grateful for the great team of instructors Steve arranged to join him, including Andy Lawrie, Hugh Haynes and Phil Evans. We were also grateful for the support from the Windermere Cruising Association members (Issy and Andrea Casoor, Neil Westbrook and Richard) who ran the short races and ferried the instructors from Sonata to Sonata in their rescue boat. (Recent news from Windermere is that Issy and Andrea have since bought their own Sonata and already have their names down for next years coaching weekend.)

In the evening we had the use of the Lake District Boat Club's premises for food and a social gathering.

It was another excellent weekend and there is talk of next year's training being split in two, with a repeat of this years program followed on a subsequent weekend by a more advanced course.

We're lucky in the Sonata class to have a National Champion who is so keen to share the secrets of his success. I wonder if we learnt enough. □

Hamble Winter Series, '97										Total	
1	Ben Sharp	Rondo	1	1	1	12	12	4	2	2	11
2	Sheila & David Lippold	Dry Red	2	3	2	1	12	1	3	3	12
3	Robin Nixon	Fat Hen	3	2	3	3	12	3	12	12	26
4	David Franks	Spirit	4	4	4	10	12	2	4	12	28
5	Gareth Morris	Hobo	5	5	11	5	12	5	6	4	30
6	C Hamel- Stewart	White Magic	6	6	6	4	12	6	7	5	33
7	D Riley	Fruesli	11	11	5	2	12	12	5	12	46
8	Emma & Mike Jaffé	Sonic	11	11	11	12	12	12	1	1	47
9	Pat North	High Note	11	11	11	6	12	7	8	6	49
10	Duncan Morris	Steamy Windows	9	11	11	12	12	12	12	12	67

Windermere Winter Series

Easter saw the end of another very successful winter series run by the Windermere Cruising Association. The twenty Sonatas that entered the series comprised by far the largest fleet in a total turnout of over 50 boats. The largest number of Sonatas in any one race was 19, which is still some way short of the record claimed by the Medway fleet, but the numbers are growing each year. It was good to see a number of new boats as well as old boats with new crews.

There was increasing evidence of the new sports boats, with a local 1720, Beneteau 25, Bull 7000, Elliott 6.5 & Hunter 707 showing up, but as there was only one of each, they did not seem to benefit greatly from buying a one-design.

The weather was mild for the most part with a predominance of moderate winds. Its surprising how rare it is, to get dreadful

The City of Sunderland Sonata Northern Championships.

Sunderland Yacht Club held the Sonata Northern Area Championships over two weekends at the end of September. Sixty visiting sailors from as far a field as the Solent, Scotland and the Lakes enjoyed the new marina and excellent race management by David Boatman.

The first race was a windward - leeward, sailed in a building SE F4/5 and a 1 metre swell. At the windward mark David Clarke in 'Saraband' held a small lead over Steve Goacher in 'Eric the Boat'. However, at the space mark, 'Eric' had gained an inside overlap on Saraband and went on to hold that position to the end of the race with Phil Evans in 'Irie Blue' third. For many crews the conditions proved challenging particularly for those who sail predominantly on lakes. The second race sailed back to back was an 'M' shaped course, after the beat the downwind leg is split into 4 reaches. With the building wind and sea the boats with good crews soon moved to the front of the fleet. The race was close with the first three places staying the same as the first race.

On the second day the continuing high pressure over the North Sea looked set to give light winds and with the highest tides for seventy years was going to give the competitors a difficult day. The race officer set a race in Roker Bay using club and Admiralty marks. Again at the first mark 'Saraband' held a slim lead over 'Eric the Boat', only to be passed on the run. Behind, David Tunnicliffe in 'Jennyanydots' and Nigel Harris in 'Moonlight' were very much in contention. After many miles of downwind sailing the fleet was faced with a beat back to Sunderland harbour with only five knots of wind and two knots of foul tide. The leading boats all headed for the rocks off Whitburn. Saraband passed 'Eric the Boat' and then Tony Woods in 'Minuet' passed 'Saraband' to take the lead. Once out of the tide and almost on the rocks it was difficult to identify a leader, but again 'Eric' found some extra speed at the finish to win ahead of 'Saraband', 'Moonlight' and 'Jennyanydots'.

The wind started to build for the fourth race, increasing to a steady force three from the SE, with the race officer setting a windward / leeward course. 'Eric' lead with 'Irie Blue' close behind, these positions not changing but the chasing pack had much place changing with 'Moonlight' holding off 'Jennyanydots' at the finish.

The following weekend, the static high pressure left Sunderland with no wind at all, leaving the race officer with no choice but to abandon the days racing.

For the final days racing the wind had settled to the SW and rose to a F4. Race five saw 'Saraband' lead from the start with 'Eric the Boat' chasing in second. Again in race six, 'Eric' was beaten into second place but this time by 'Irie Blue' with 'Jennyanydots' in third.

It was an excellent regatta with a total of 15 boats enjoying the hospitality of the new Sunderland Marina. We would like to thank all the sponsors, including the City of Sunderland itself, who made it possible at such good value.

David Clarke, Saraband
Northern Area Rep

Northern Area Championships, '97

6 races, 1 disc	1	2	3	4	5	6	Total
1 Eric the Boat	1	1	1	1	2	2	6
2 Saraband	2	2	2	5	1	4	11
3 Irie Blue	3	3	9	2	3	1	12
4 Jennyanydots	6	4	4	4	5	3	20
5 Moonlight	4	14	3	3	4	6	20
6 Pizzicato	5	5	6	7	7	10	30
7 Minuet	7	8	5	8	6	5	31

conditions, even in January and February.

The top 5 places were filled with sailors from either Burswain SC in Lancashire (3) or the Royal Windermere YC (2). Every one of them races dinghies extensively during the Summer. Perhaps the best 'go-fast' gadget for a Sonata is a Laser.

Thanks to John Atkinson, the WCA race officer and all those who man (and woman) the Committee boat throughout the long series.

Windermere Winter Series (Preliminary Results)

Race	1	2	3	4	5	6	7	8	9	10	11	Total
1 Eric the Boat	(4)	(20)	1	(3)	1	(2)	1	1	1	1	2	8
2 Minuet	1	(20)	4	2	2	4	(8)	2	(6)	(5)	3	18
3 Moonlight	3	3	(7)	(5)	4	(5)	2	3	3	(4)	4	22
4 Irie Blue	2	1	2	(6)	(5)	(13)	5	5	5	3	(7)	23
5 Jennyanydots	(9)	4	3	1	6	3	3	7	(7)	(9)	dns	27
6 High & Dry	(8)	2	6	7	(9)	(8)	(16)	6	2	2	6	31
7 Kooshtie	6	dns	(8)	dns	3	dns	7	4	8	6	1	35
8 Snot Rag	dns	dns	(9)	9	8	dns	6	8	4	8	9	52
9 Spin Off	7	9	(11)	(10)	(12)	7	(18)	9	9	7	8	56
10 Discord	(12)	5	(12)	11	10	6	12	11	(14)	(13)	12	67
11 Sonateigna	13	6	14	8	11	9	(16)	dns	11	dns	dns	72
11= Madrical	5	10	10	dns	12	11	14	(14)	dns	(16)	10	72
13 Bee Sharp	11	8	13	12	(13)	10	(19)	dns	(13)	11	11	76
14 Out of the Blue	(16)	7	(16)	13	(15)	12	11	13	12	12	dns	80
15 C Sharp	10	11	(17)	dns	(16)	14	(17)	12	15	15	14	91
16 CJ II	(17)	12	(15)	14	14	dns	(15)	15	(16)	14	13	97
17 B' Off	dns	dns	dns	dns	dns	1	4	10	dns	10	dns	105
18 Saraband	14	dns	5	4	dns	dns	dns	dns	dns	dns	dns	123
19 Jazz	15	dns	dns	dns	7	dns	9	dns	dns	dns	dns	131
20 'Ey-Up	dns	dns	dns	dns	dns	dns	13	dns	10	dns	5	131

Sonata Racing in 1998

Summer in Scotland

As you are all aware this year's Nationals are to be hosted by Royal Gourock Yacht Club on the Clyde. They will be during the week commencing 29 June. The last time we used this venue there were thirty eight entries and a tremendous time was had by all who came.

To give you an idea about the place the well travelled impresario Harry Lauder was once asked which was the best walk he'd even done. 'That's easy' he said 'Gourock to the Cloch'. And the second best? 'That's a sight more difficult, but I'd have to say the Cloch back to Gourock.'

However it's not just the Nationals that are on up here. Most of you will have heard of the Rover Series. The town of Tarbert is this year's sponsor and it will be called the Tarbert Scottish Series and runs from 21st to 26th May.

The Clyde Yacht Clubs Association celebrates it's centenary this year and, in conjunction with some of it's constituent clubs is running its Clyde Championship again. This is spread over seven regattas as follows: Kip Regatta, East Patch Regatta, Commodores Regatta, Ashton Regatta, Cove Edinburgh Crystal Regatta, West Patch Regatta and the Clyde Regatta. The dates of these are listed in this summers events list elsewhere in this newsletter.

The Clyde regatta is the weekend before the National Championships and incorporates the Scottish Championships.

The Notice of Race, Sailing Instructions, Entry Form and accommodation list will be sent out shortly.

Separate entry forms and sailing instructions will be issued for Clyde Regatta nearer the time. These will be available from CYCA

on 0141 887 8296 (Mon, Weds & Fri mornings)

As far as keeping your boat on the Clyde is concerned Kip Marina are offering the following:

1. Cranage £25 inc VAT per boat each way with owner in attendance.
2. Storage rate ashore £9.25 + VAT per metre, per month (or pro-rata) ie £76.08 per month inc VAT.
3. Nationals only package (In, out and berthage for the week) £100 inc VAT.

For further details please contact Duncan Chalmers at; Kip Marina, The Yacht Harbour, Inverkip, Renfrewshire, PA16 0AS
Tel: 01475 521485
Fax: 01475 521298

Kevin Marshall,
National Championships Organiser. □

Useful contacts for this summer:

Tarbert Scottish Series
Clyde Cruising Club
Suite 408, Pentagon Centre
36 Washington Street
Glasgow, G3 8AZ
Tel: 0141 221 2774
Fax: 0141 221 2775

Royal Gourock Yacht Club
The Club House
Ashton, Gourock
Renfrewshire, PA19 1DA
Tel: 01475 632983

Royal Northern & Clyde Yacht Club
The Club House,
Rhu,
Dunbartonshire, G84 8NG
Tel: 01436 820322
Fax: 01436 821296



Action at Cowes Week, '97

The 1998

RONSTAN

National Rankings

The Sonata National Championships, RGYC, Clyde.

* * *

Long Distance Race (Overnight), Tarbert Scottish Series
Round the Island Race, ISC, Cowes

* * *

The Scottish Series, Sat to Tues Races, Tarbert, CCC
Cowes Week, (Sun to Sat races, incl.) Cowes Combined Clubs

* * *

Southern Area Championships, Lymington, LTSC
Eastern Area Champs, Burnham Week
Northern Area Championships, Royal Windermere YC
Scottish Championships, Clyde Regatta
Irish Championships, Strangford Lough

The 1998 Ronstan National Rankings

There has been a small change to the events used to gain points for this years Ronstan National Rankings.

In addition to the range of events used last year, it seemed important to include the 'Round the Island Race' as it is so popular with Sonatas, including those who travel each year from Essex, Kent and Dorset, etc. To balance it with an event at the other end of the country, we have included the overnight race from the Scottish Series which will be scored separately from the day races held on the Saturday through Tuesday. To make sure there are the same number of races at Cowes and the Scottish Series (where there are multiple races each day) we will include results from the final race on the last Saturday.

In future years, it would also be good to include the results from a long series of club events, if comparable events can be identified around the country. Then it would 'merely' involve having the results sent in on time.

Southern Area Championships

Don't Forget: The Sonata Southern Area Championships will be held in the Western Solent this year. The Lymington Town Sailing Club has agreed to stage the event for the first time over the weekend of 6th & 7th June 1998. The LTSC will set courses especially for the Sonata to ensure challenging racing. They will also provide good food and entertainment on the Saturday evening. It should be an enjoyable event.

In the past, we at the LTSC have not had the pleasure of competing against the best Sonatas from the Eastern end of the Solent. Why not come along and show us what you can do? We won't eat you.

Entry forms and Notice of Race are included with this newsletter.

Barry Dutton, 'Music Maker'
(01590) 642296

An Offer for Cowes Week.

We've had a great offer from Jan and Guy Palin ('Crisis') to put on an extra social event during Cowes Week. They plan to hold an 'open house' on a 'non event' evening at their home. Their address is 31, Cross Street, which is conveniently located just behind the High Street.

They are planning it for Wednesday, 5th August, so it falls between the Sonata event evening (usually the Tuesday) and the Crew Ball, (again, usually the Thursday). It is a come and go as you please evening. If everybody turns up at once it will become a Street Party.

Sounds like a plan to me.

New Summer event for Solent

A new event for Sonatas that's worth thinking about is the East Solent Combined Clubs Regatta from Friday 14th to 17th August, run by the Bembridge Sailing Club and the Seaview Yacht Club.

It has many good points in its favour, including the fact its only a long weekend and not a whole week, the courses are well set olympics with committee boat starts and its a simple entry system with no forms to fill in or entry fee.

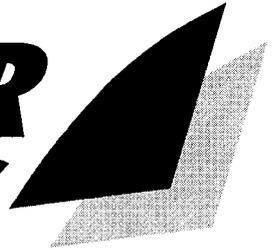
Deep water moorings are available through the Seaview YC Secretary on 01986 613268 for approximately £10 per night.

There is a good social evening on the Friday night known as the Mermaid Party with tickets available in advance from the clubs.

If you have any interest in doing this event and bolstering the two or three Sonatas that usually participate, give us a ring or see us during Cowes Week. The organising clubs are very amenable to giving the Sonatas their own class if we can get enough numbers. We should also be able to organise some trophies.

Guy and Jan Palin, 'Crisis'
01983 863719

GOACHER SAILS



PERFORMANCE WHEN IT COUNTS

CHOSEN BY MORE SONATA SAILORS

Goacher Sails, Glebe Road, Bowness -on- Windermere
Cumbria, LA23 3HE Phone: 015394 88686 Fax: 015395 88683
E Mail: GoacherSails@compuserve.com

Sonata Sailing Programme for 1998

South Coast:

15 / 22 / 29 Mar Spring Series
5 / 19 / 26 April Warsash Sailing Club, 01489 583575
23 / 24 May Spring Cup, Hamble River SC, 01703 452070
6 / 7 June Southern Champs, LT SC, 01590 674514
20 June Round the Island, Island Sailing Club
25 / 26 July Cowes Week Rehearsal Regatta' Cowes Combined Clubs
1 - 8 Aug Cowes Week, Cowes Combined Clubs
14 / 17 Aug East Solent Regatta - Bembridge SC & Seaview YC
26 / 27 Sept Autumn Cup, Cowes Corinthian YC
4 Oct Autumn Series, Cowes Corinthian YC
11/18/25 Oct CCYC Autumn Series
1/8/15/22/29 Nov Hayling Island SC & HRSC Winter Series
6 Dec Cowes Autumn Series

Windermere

Sept Northern Champs, Royal Windermere YC
Oct Windermere Winter Series, WCA

Scotland:

May 9/10 Kip Regatta - Royal Western Yacht Club
May 16 East Patch Regatta - Clyde Crinthian YC
May 21 / 26 Scottish (Ex Rover) Series, Clyde Cruising Club
May 30 Commodores Regatta, RN & CYC and Helensburgh SC
June 6 Aston Regatta - Royal Gourock Yacht Club
June 13 Cove Edinburgh Crystal Regatta - Cove SC
June 27 / 28 Clyde Regatta incl the Scottish Champs
June 29 - 4 July National Sonata Championships, RGYC

Essex:

August 29 / 31 Eastern Area Sonata Champs, Burnham Week

Medway:

April 25th Saturday afternoon Spring Series, 1st Race
May 20th Wednesday evening series starts
July 16 / 19 Medway Regatta
August 1 Summer Series starts
September 5 Autumn Series Starts



'A Sharp Exit' coming out after the Nationals

The Association's Lifting Gear

As was reported in last summer's Newsletters, the Association now owns a set of boat lifting straps for use at the various events. This gear includes a set of spreader bars that eliminates any side load on the gunwales. It is particularly helpful when the crane does not have much height and is therefore unable to use very long straps.

Originally, it was envisaged that this gear would only be of use with the self help electric crane at Hamble Yacht Services. It proved pretty successful there when it was used for launching boats for both last summer's Cowes Week and National Championships.

However since then, the gear has also been used at Sunderland for launching all the competitors at the Northerns and in late May, it will be going up to Scotland. Some Sonatas have arranged for a crane to be in Tarbert at the end of the Scottish Series so they can haul out there. This avoids the sail back to Kip

which can add an extra day to the end of the series.

It's good that Association members can get the most use out of this gear as it wasn't cheap. So I need to know where it would be needed most for the rest of the Summer. There is no problem getting it to the Hamble in time to be used by visitors for the Round the Island race and Cowes Week, if that's what people want. When used at Hamble Yacht Services, it allows Sonatas to launch for only about £50, which is under half the price of the travel-lift.

There are, however, a few administrative details to be sorted out, including; where are they going to be kept, who is going to look after them, etc ?

If you want to use this gear this summer, please let me know and we'll get something sorted out. Give me a ring on 01524 733891.

Jim Dominy, 'Ey-Up.

□

Letters

Dear Jim,

We much enjoyed the excellent Autumn Newsletter and while reading your comments on competition, money, sailmakers etc, I am reminded of the late Jock Stein's philosophy. His football team, 'Glasgow Celtic', had won everything on offer for the previous nine seasons and the opposition were whining on about 'monopoly of talent', 'killing off the sport' and so on. They were even advocating abolishing promotion and relegation. Jock's answer was 'it's up to you to look to yourselves and come and take us on.' Where is the satisfaction in winning against someone who does not have to try. Any victory that any of we Sonata sailors gain against someone like Steve and his crew is all the sweeter because it is very hard to get.

It's late October as I write this here in Gourrock. The sounds of scraping, sanding, painting etc are emanating from one corner of the winter lay up shed. Koostie is being prepared for the Windermere Winter Series. Everything I can think of is in place, (Family crew, sailmaker, overdraft on sailing fund). There used to be a time when sailing ended in September and we all went armchair sailing until the sun came out again in May. Now it pays to keep our hand in all winter.

Our foredeck man, Graeme Galbraith, (aka in Tarbert's pubs as; The Hun) has jumped

ship and has bought himself his very own Sonata. He intends to give us some serious competition, or as he put it; 'A is gonna whip yo ass boy! This should give you some idea of what we have had to put up with for the last five years. Good Luck Graeme.

Hugh, Graham & Douglas Campbell
'Kooshtie'

□

Dear Class

I have had my Sonata for 2 years and I bring it home at the end of each season. This means I have to lower the mast and raise it again in the Spring.

At present, I have to rely on my son and his freinds being around and willing to help. Can anyone tell me of a way to raise and lower the mast, then position it for transport, supported by the pulpit and pushpit on my own.

Please publish this in the newsletter so I get as many ideas as possible.

Many Thanks
Yours Sincerely
Jim Broad.

30, Burnt House Lane
Stubbington,
Fareham
Hants, PO14 2LT

□

Dear Editor,

It seems like joining the Sonata Class Association is as difficult as becoming a member of the Royal Yacht Squadron. I am not sure if the Association is simply poorly run or so exclusive to join.

The Association continues to advertise in Yachts & Yachting which seems pointless. I paid £15 to join in early August '97 and have still not recieved any confirmation of membership. (My cheque was cashed)

I have a Sonata and as you will see from the copies of the many letters I have sent to Kevin Marshall, (Received, but not published - Ed.) I was keen to receive any help possible in setting up my boat for racing. Eventually Duncan Morris provided me with the information for which I was most grateful.

I am a member of the Royal Southampton Yacht Club and have been racing in our handicap fleet, but would like to race with the Hamble fleet of Sonatas.

Hopefully through the class Association you can provide the answer as to why it is so difficult to join. Without confirmation of class association membership my RYA measurement certificate is not valid.

Perhaps printing my complaint in your magazine may be what is required.

Kind Regards

Harry King, Sonata 8899

□

GPS & Sonatas

On 1st January 1998, class rules changed to allow GPS on board whilst racing. Here are some tips on how to use the GPS (which stands for Global Positioning System), and which one to buy. These tips can apply for both racing and cruising.

What Sort of GPS

There are four possibilities:

1. GPS down below (with no cockpit repeater).
2. Same as (1), but with a repeater in the cockpit or on the mast.
3. GPS unit set into the cockpit itself.
4. A handheld.

Option 1 is useless for racing as there is nothing to see unless someone is sent down below. Option 2 will be expensive, probably well over £500. Option 3 is probably OK, as long as the unit is fully waterproof.

I would recommend option 4, the handheld. You can take it home to program the waypoints, use it on different boats or on walking holidays and they are very cheap. The only disadvantage is that they can eat up batteries quite quickly, although there can be a 'battery save' mode which lengthens the life of the batteries.

Wiring them into the boat's battery is likely to either leave it vulnerable to being knocked in the cockpit, or to be so protected that you can't see it.

The Garmin

My favourite is the Garmin. They have a good range of models and are very easy to use as one would expect from the world's largest GPS manufacturer. The current handheld models are: the Garmin 12, 12XL and 48.

The Garmin 12 has all of the facilities one would want and receives the satellite fixes very quickly. The extra features of the Garmin 12XL and Garmin 48 are unnecessary, in my view.

The Garmin 12 (and 12XL) has a built-in antenna, whereas the Garmin 48 has its antenna fixed to the side of the unit. All this means is that it is far easier to stuff the Garmin 12 into a pocket quickly, whereas the Garmin 48 is an awkward shape and more likely to be damaged. The Garmin 48's antenna is detachable and a cruising member may prefer this as he can rig the unit down below and locate the antenna somewhere up top.

The Garmin 48, has 'speed and course

filtering'. This means, I was told by Garmin, that under 5 knots the Garmin 12 *might* take up to 10 seconds, from time to time, to settle down with an accurate reading whereas the Garmin 48 will always show an accurate reading. Frankly, I've sailed with the old Garmin 45 which didn't have this new feature, and I've found it nearly always reliable at-a-glance, without having to wait.

The Garmin 12XL's and 48's added feature over the Garmin 12 is that you can attach an external antenna, they have an alarm, and you can wire them direct to the boat's battery (with the Garmin 12 you need an adapter before plugging in to the boat's battery). These features aren't worth nearly double the price, in my view.

The new Garmin 12 is far superior to its predecessor, the Garmin 40, since it will obtain the satellite signal even if the unit is upside down. (The old Garmin 40 had to be facing the sky at the correct angle before it responded, which was a pain). So, I recommend the Garmin 12.

The Garmin 12

This can store 500 waypoints, is

the current Garmin models, I am informed, are 'Year 2000' compliant.

Using it on Board

One of the problems with a handheld is keeping it safe during the inevitable panics and hectic activity whilst racing. I've decided to keep ours either in someone's jacket pocket (preferably with a zip!) or in the Spinnaker bag's plastic window along with the racing charts etc. Our bag slides forward under the hatch cover and so has sight of the satellites with the hatch cover open.

Remember not to keep it too near your compass as the GPS batteries will distort it.

Waypoints

A waypoint is any location, such as a buoy or a lighthouse etc. All of the racing buoys can be entered into the unit beforehand. *You must double check all entries.* The Garmins allows six letters for each buoy, and you can have up to 500 buoys pre-entered. You can then select the buoys very easily from the menu. The Garmin 12 has an internal rechargeable lithium battery as a memory back up so you don't lose all of your waypoints when the battery dies.

The Information

The information accessible is, as usual, more than you really need. For racing, the important information is:

- a. Bearing to the mark
- b. Distance to the mark
- c. Track over the ground
- d. Speed over the ground

These are all displayed on one screen on the Garmins. All of the headings can be automatically displayed as Compass headings, rather than True ones.

Comparing 'a' (bearing to the mark) to 'c' (track over the ground) shows you whether you're making the mark. Comparing 'd' (speed over the ground) to your speed through the water (from your speedo if you have one) will show you the tidal effect on boat speed. Comparing 'c' (track over the ground) to your compass heading will show you the tidal offset.

Visual Contact With Buoy

If you can see the mark, forget GPS. Your visual senses are likely to be much easier to use especially if you can see the mark against the land so that the helmsman can judge the tidal effect. Where this is not possible, the GPS can be very useful in judging the course. This is where an incorrect entry of the mark into your GPS unit will lose you the race, and is why its so important to double-check all entries so that you have 100% confidence in the bearing as



waterproof, has a light, and numerous easy-to-use features. Its rocker key pad design provides one-hand operation, leaving your other hand to hold onto the boat or whatever. The antenna is within the shell of the unit and less likely to be damaged. It is, I am informed, much better than its predecessor as it can find the signal much faster. (At this point I should admit that I still have an older model, the Garmin 45, and I'm relying on information from Garmin Europe Ltd about how the newer Garmin 12 operates. (However, I've always found the Garmin personnel to be reliable and knowledgeable).

Year 2000 Compliance

Whichever handheld you buy, check that it is 'Year 2000' compliant, otherwise come 1st January 2000 it will not function. All of

shown by GPS.

Handheld Compass

A handheld compass is very useful in finding the buoy. You cannot usually see a buoy more than 1 mile off without binoculars, so once it comes within range apply GPS's bearing to your handheld compass to find it.

Decision Making With the GPS

The key to decision making with the GPS is not to be snowed by all of the information available. For example, here's the total information which is potentially available:

From boat: Boat's tack (ie P or S)
Compass heading
Boat speed through water
Wind speed (Apparent)
Wind direction (Apparent)

From GPS: Course in relation to track
Track over ground
Bearing to mark
VMG (velocity made good)
Speed over ground
Time to mark
Distance to mark

So there are 12 pieces of information. In fact, only three are needed for most racing purposes assuming you cannot see the mark. What do you think they are?

The answer is:

- 1 Boat's heading: Port or Starboard (or alternatively compass heading)
- 2 Bearing to mark
- 3 Track over ground

With that information, you can advise the helmsman whether he or she should bear away or head up, and by how many degrees. See if you can work out what to do given the following information, and assuming that you can sail all compass courses:

Question	Boat's Heading	Bearing to mark	Track over Ground
1	P	90°	80°
2	S	150°	150°
3	P	230°	240°
4	P	10°	7°
5	S	75°	70°
6	S	189°	130°
7	S	172°	180°
8	P	31°	25°
9	P	0°	0°
10	S	355°	0°

Answers:

1. Bear away 10°
2. No change
3. Head up 10°
4. Bear away 3°
5. Head up 5°
6. Head up 59°

7. Bear away 8°
8. Bear away 6°
9. Head up 2°
10. Bear away 5°

You can also give the helmsman the course to steer. Remember that the course to steer is NOT the bearing to the mark unless there is no tide.

Clock

The GPS will also give you the exact time, so you needn't wait to hear it over the VHF from the Committee Boat (who themselves are usually receiving the information from their own GPS).

GPS is atomic time which means it will not lose more than one second in a million years!

The Satellites

Because the GPS obtains information from satellites, it needs an unobstructed view of the sky. If its view is interfered with, it usually regains the signal within about 20 seconds.

Tides

In the examples above, I've assumed that the speed and direction of the tide is constant for the time that it takes for the boat to reach the mark. If this is not the case, you must make adjustments to the instructions to the helmsman about the course to steer. See the last edition of the Sonata Association Newsletter for my article on tidal calculations.

Route Planning

A nifty way of very quickly working out the courses and distances between each mark of the course, is to use the GPS 12's route planner. It takes about 1 minute to work out the whole course.

Handbook

The instruction book which accompanies the Garmins is easy to read, with lots of screen pictures.

Batteries

Take spare ones, and I'd recommend using the long life variety, such as Duracell or equivalent. The Garmin 12 uses 4 AA batteries and Garmin claim they'd last up to 24 hours.

Map Datums

There is a wide choice of map datums, and your charts may vary. The common one for sailing is WGS 84, but note that your GPS positions may need adjusting before plotting on your chart. You need to read the information on your chart to see what adjustment needs to be made. This is especially so if you are trying to round submerged, but dangerous, rocks in an offshore race. For example, the chart might

say something like: 'Positions obtained from WGS Datum on satellite navigation systems should be moved approximately 0.03 minutes SOUTHWARD and 0.09 minutes EASTWARD to agree with this chart'. Very few sailors realise that these adjustments should be made, though usually they are insignificant except when trying to avoid a close encounter with a submerged rock.

In addition, the GPS can be out by as much as half a cable (about 100 metres) though this size of discrepancy would be rare. You should assume for safety purposes a margin of 100 metres. If you do need to go really close to the rock in order to save distance during the race then about 3 miles off plot your position every 3 minutes on a large scale chart and you'll build up a picture of your track on the chart and you'll have confidence that you are safe. If you then receive an incorrect position from GPS, it will stick out like a sore thumb. You'll also normally have various visual references to check your position, so that you can go very close to the submerged rock with confidence that you're safe. This assumes that the helmsman is sailing the course set by the navigator, and the boat isn't suddenly caught out by an unexpected current!

The choice of map grids includes Ordnance Survey, Irish, Swiss, Swedish, German, UTM, Maidenhead and others so its very useful for walking or mountaineering holidays.

Night Reading

The Garmin GPS, like most GPS's, has an in-built light for night sailing.

Accuracy

The GPS system consists of 24 satellites orbiting overhead at the distance of about 11,000 miles. At any point on earth, there are several satellites emitting a radio signal to your GPS. The GPS calculates its position from these signals. The USA military can distort the signal to confuse enemies, as they did during the Desert War with Iraq. Thus it is not always accurate.

Further Information

The Garmin's web site is www.garmin.com. Their office is Unit 5, The Quadrangle, Abbey Park Industrial Estate, Romsey, SO51 9AW. Tel: (01794) 519944, Fax: (01794) 519222.

David Franks, 'Spirit'



Some thoughts on the ISAF Racing Rules of Sailing

I thought Association members might find a use for my personal 'idiot's' guide to the new ISAF Rules. It is obviously no substitute for proper study of the rules themselves and the many 'interpretations' that are available. I have been conducting a private correspondence with members of the ISAF rules committee and this represents a summary of their advice, albeit after a great deal of to-ing and fro-ing and some continued disagreement over just how interactions between Rules 10, 14 and 16 should be interpreted in the simple, open water port vs starboard situation. They ended up telling me that 'a good protest committee will always decide in port's favour if firstly starboard changed course and secondly there is doubt about who did what and precisely when'. But they had no idea about what advice to give to less-than-good protest committees.

Nor had they any idea about how a counter-clockwise wind shift would alter ISAF Case 52.

However, its mostly about angels on a pinhead. The important thing for me is that I am now much clearer in my own mind

about the rights and wrongs. This solid legal backup gives me the confidence to engage with the more notorious Port / Starboard hassle makers when out racing this summer on the Solent.

Amongst the many curiosities I found along the way was that the whole basis for the Racing Rules rests on a lawsuit in 1894 (yes, 1894), known as the 'Dunraven' case. Lord Dunraven was an Irish politician and a keen sailor. He contested the America's Cup in 1893 and in 1897. In a yacht race in 1894, organised by the Mudhook Yacht Club, the yacht 'Satanita', infringed a rule and ran into the 'Valkyrie', which sunk.

The litigation was finally settled in the House of Lords in 1896 which confirmed a Court of Appeal decision of 1895. Before the race both yachts had signed undertakings, agreeing to be bound by the 'Sailing Rules of the Yacht Club Association'. These rules included; 'if a yacht, in consequence of her neglect of any of these rules, shall foul another yacht.....she shall pay damages'.

The key question was: 'Was the signed

undertaking a contract overriding the limitations of liability in the Merchant Shipping Act?' The Appeal Court's decision, upheld by the House of Lords, was that there can be a private contract which overrides and Act of Parliament, provided it is clear and specific, and in this case the two yachts had opted out of the MSA. On this basis alone, the ISAF Rules of Racing are permitted to override the 'International Rules for the Prevention of Collision at Sea (IRPC)'.

In asking my new friends in the ISAF rules committee whether a 103 year precedent seemed all that secure a foundation for today, they became a bit coy, and even more so when I queried the likely response of the European Courts. The view of the ISAF is that it is best left alone until the next case comes up, as racing under the IRPC would be hopeless. Actually, I'm not sure they're right, but it would certainly be interesting to try and it would mean that there was only one set of rules for the newcomer to learn.

Sandy Woodward,
'Tiger Rag'.

□

'Notes on the New rules'.

Sandy Woodward

- A. Before the Start: (after the preparatory signal)
There is 'no proper course', so there fore you can always luff up head to wind.
and... 'on approaching the line to start' you can luff people into the starting mark / committee vessel, or over the line.
- B. Immediately after the Start:
The only limitation on your luffing rights occurs when you established your overlap within 2 boat lengths..... You may only luff up to close hauled (proper course).
- C. On the Course, Clear of Marks, Opposite Tack:
If overtaking:
a. To windward: Keep clear of leeward boat, (who may luff head to wind) until clear ahead, (when leeward boat must resume proper course)
b. To leeward: You may not luff windward boat above your 'proper course'.
If being overtaken to leeward:
a. You may not sail below your proper course if the leeward boat is overlapping and with in 2 boat boat lengths.
- D. On the Course, Clear of Marks, Opposite Tacks.
1. Port gives way to Starboard.
2. Port will need to delay his avoidance manoeuvre until the last possible moment if Starboard is likely to have 'evil intent' towards him.
3. If Port tacks onto starboard, completing her tack 'clear ahead', then 'same tack' rules apply, with the original

Starboard boat now seen as the 'over taker'.

4. If Port tacks on to Starboard, completing her tack 'overlapped' by the original Starboard tack boat, the windward boat, which ever it may be, becomes the 'over taker' for luffing rights allowed to the leeward boat.

NB: The Port tack boat must get onto her new closehauled starboard tack before she has any rights of way.....so she can not hold herself head to wind to obstruct the other boat.

5. Downwind the same applies until the boats are 'about to round', when the Port tack boat can claim (if overlapped) 'Water at the mark I am about to round'.

NB: In strong winds this may be called more than 2 boat lengths from the leeward mark.

- E. On the Course, Within 2 Boat lengths of the Mark.
1. Port Gives way to Starboard
2. If Port ducks under Starboard, no problem.
3. If Port tacks on to Starboard, he must continue to avoid obstructing Starboard's approach to the mark, regardless of Port's position relative to Starboard on completing his tack. In addition, if Starboard has to luff above close hauled to avoid the old Port, the old Port has infringed the rules.
- F. Penalties:
1. 360° for touching a mark
2. 720° for a rule infringement
.....both to be completed before passing the next mark, unless modified by the Sailing Instructions.

Taffrail

Association Wares

The following are available from Kevin Marshall. 01475 636648

Association Ties - Navy, of woven satin polyester, with red and white stripes and a single Sonata motif in white. £8 inc P&P.

Car stickers, 6"x 4" - 50p - A new supply is being printed.

Ring Binders, A5, blue with association name, insignia and profile of boat embossed in gold on the front. £3 inc P&P

Efforts are being made to secure another supply of third legs & oversize rudder pins. Apparently Mike Owers is still the contact for these. 01621 892885

Boats for Sale

The 'Boats for Sale' list that Steve Tribe continues to run is by far the best way for people interested in buying a Sonata to find the boats of their dreams.

However, there is a shortage of Sonatas for sale at the moment and Steve is having a problem finding enough boats to put on the list to satisfy demand. So, if you know of a boat that hasn't moved for a while, find its owner and get them to sell it. There's no sign, as far as I can tell, that prices have started to rise as a result of this shortage, but it least it will get boats back out sailing.

But please remember to keep Steve informed when it does sell so he can remove it from the list and help ensure we offer the best service to all these people who want to join our class. Steve is on 01277 654458.

New Members

In addition please remember to give any prospective Sonata owner the telephone number of their nearest committee Area Representative. This way they get the most relevant information about Sonata sailing in their area, plus it stops a single member of the committee being overloaded with such requests.

Thanks again to all the people who made an effort to get news and articles to me. Sorry it took so long before some of them appeared in print.

I've invested in some more computer file conversion software, so I'm keener than ever to get stuff by disk or Email, especially as it saves me so much time. However, please still include a printout

Who's Who on the Committee

Chairman	
David Lippold	01489 581232
Treasurer	
Kevin Marshall	01475 636648
Technical	
Andy Mitchell	01723 581729
Boats for Sale	
Steve Tribe	01277 654458
Scotland	Situation Still Vacant!
Northern England	
David Clarke	01325 730413
South Coast & Cowes Week	
Duncan Morris	0181 9927309
Mike Jaffe	0171 7368645
Barry Dutton (Lymington)	01590 642296
Medway Rep	
Mike Harrison	01233 850423
West Mersea	
Roger Sydenham	01206 384619
Burham on Croach	
Steve Tribe	01277 654458
Northern Ireland	
Robbie Richardson	01247 872269

RONSTAN

From your local stockist

Discover the difference that free running, lightweight, high-load blocks make to your Sonata.

Comparing specifications and load ratings, you will see that Ronstan blocks are in a class of their own.

Further information:
01489 885335

Next Edition:

with the disk in case, as happened this time, the disks are damaged in the post and become unreadable.

I'll try and get the next newsletter out in the Summer, after Tarbert Scottish Series and the Nationals but before Cowes Week. So the deadline for material is the 30th June.

Thanks again, Jim

Second Hand Gear For Sale

No 1 Genoa, Goacher '97. Only used for Rover, Northern and Windermere Winter Series. £275.00 ono.

David Tunnicliffe, Jennyanydots
01422 202795 (day)

01422 201416 (evenings)

Second Hand Gear For Sale

Rudder with fittings (except tiller) £75
Hood Mylar No1 genoa. Some years old but little used. Suit Holt Luff Foil £100
Ulmar Kolius No1 genoa. (as above) £75
Ulmar Kolius Main. ('old rules', but would be excellent for cruising) £75
McWilliams spinnaker. £50

All gear is at Cowes, Isle of Wight.
All prices and carriage negotiable.

Michael Tennant, 'Xantz',
01794 323344

Big Problem

It's become my custom to fill out odd, and otherwise empty corners of the newsletter with gratuitous and completely unwarranted abuse of Duncan Morris. It's been a cheap ploy, but has proved an effective way of getting everything squared away for the printer. It's also kept my friend and I mildly amused.

So imagine my horror when I heard the bad news: Duncan is thinking of selling 'Steamy Windows', leaving the Association and effectively resigning as my fall guy.

I immediately assumed that it had something to do with him getting a new baby, a new job and a new house all the period of the last few months.

The Assistant Editor says its more likely that my heartless jibes have penetrated the armour of a caring sensitive guy who, as a result, has chosen to spend his leisure time elsewhere. She may be right.

So if it's any consolation Duncan, you can be assured that when the urge to sail overwhelms you, Rose will always be welcome on our boat.

Post: Jim Dominy, 19 Church Hill Ave, Warton, Carnforth, Lancs, LA5 9NU

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