



Summer 97

Hoya RTIR

Southerns

Rover Week

Sonata News

National Sonata Association Newsletter

Discovery of the French Canals

In 1492 Christopher Columbus stood at the helm of the Santa Maria and guided the cumbersome craft over the treacherous Atlantic ocean to grasp a place in history as the man who discovered the Americas.

Some 500 years later a somewhat less ambitious but equally hazardous voyage was undertaken by the crew of the Hunter Sonata C Sharp... discovery of the French canals !

The adventure began with a long, slow trip down the motorway from the sheltered waters of Windermere to the South coast. There, after a quick and completely uncontrolled launch down a near vertical slipway, the boat entered the briny waters of Chichester harbour. After rigging the boat and arranging hasty life assurance policies for the crew of four, C Sharp cautiously nosed her way into a world of salt water, tides, weather forecasts and other vessels considerably larger than herself. The usual manifest of sandwiches and coffee had been doubled during weeks of preparation with serious seagoing equipment. She now carried an inflatable dinghy, one paddle and to solve the mysteries of navigation, an out of date Almanac covering Ascension to St Helena !

With unfounded confidence in both themselves and the boat, the crew found their sea legs with several days of easy sailing and steering into the morning sun. Calls were made at the instantly forgettable Littlehampton, the flesh pots of Brighton and thence to Rye. At the Strand Quay in Rye the Sonata had to take to the ground. However, all efforts to balance her at low water against the wall proved completely unnecessary as she sunk deep in the mud and stuck solid as a rock. As the crew waited in the nearby dockside tavern there was some debate as to whether she would extricate herself from a swampy grave as the water returned, or fall victim to its power and join the forlorn hulks which adorned the river. It was with some euphoria that the crew returned having forgotten entirely about the peril their ship faced to find her floating merrily at the quay. The incident was erroneously logged as 'high and dry at Rye' !

The bows of the Sonata were then pointed into foreign and hopefully warmer waters. In fact, as Dungeness power station slipped below the misty horizon we said farewell to England and more significantly to the last indication of our position !

The recommended procedure for a channel crossing to Boulogne is not to 'follow a ferry' but after all they were going in the right direction! The real hazard is judging the pace of the endless lines of monsters in the shipping lanes and deciding where to skip across. However this was successfully accomplished without loss and the boys at Lloyds heaved a sigh of relief, locked away the Lutine bell and paid themselves a hefty bonus. There was a great deal of mutual backslapping, self congratulation and gratuitous drinking that night as the crew enjoyed a well earned run ashore with the boat safely alongside a pontoon in Boulogne harbour.

Forty miles from Boulogne in northern France lies St Valery-sur-Somme, a treacherous but pretty harbour entered via an eight mile shifting channel on the top two hours of the tide. The village stretches out along the harbour wall and echoes to the shrill whistles of the steam engines which haul trains of tourists to view the estuary. At breakfast time the waterside bars are surprisingly full of men enjoying the first pastis of the day.

The mast and rig were quickly left at an obliging marina from which we were assured they could be collected four weeks later, and we 'locked up' into the Canal de la Somme. Out came the trusty Seagull and with tyres all round, looking rather like a nasty corner on a racetrack, we chugged off into the depths of northern France.

Days on the canals were leisurely with frequent stops for fresh baguette, croissants, mouth watering brie and the kind of wine where the bottle is sealed with a metal cap rather than a cork. Locking is easy, for the French appear to reduce their unemployment levels by providing a keeper and a bicycle at every lock. These individuals are delighted at the company when a boat arrives and occasionally sell bread and vegetables to passers by. Despite the available labour many of the locks are electrically operated and present little problem to the competent yachtsman or indeed to ourselves. However an early lesson on roping the boat was learnt when the force of the water cascading from the sluices turned the Sonata right round and she was forced to emerge stern first !

The Canal de la Somme winds its way through a

Editorial

I never imagined I would be prompted to put together a newsletter by the arrival of unsolicited material. I am not only stunned, but extremely grateful.

I particularly enjoy reading the articles that describe some of the colour and drama of sailing. It is good that the Newsletter has room to publish accounts that move away from the rather sterile format demanded by Yachts & Yachting. I would encourage even more mention of boats all the way down the fleets, as well as some of the gossip. Please also include the full results of large events so everyone gets recognition for how they are doing.

Along a similar theme, I was reminded the other day about the system for dishing out the prizes that proved so popular at last September's Northerns. The race and overall winners got the perpetual prizes and mementos in the usual way, but the items that were raised from sponsorship, such as sail vouchers, hardware, clothing etc, were raffled between the entrants. This is not a namby pamby, wishy washy, pinko crusade against competition, but rather a way of recognising both the winners and the mass participation without which our events would be meaningless.

Recently the Sunday papers reported on the controversy surrounding the Sultan of Brunei's son's new megayacht. Apparently its rather tasteless name has caused disquiet in 'society'. The paper expressed surprise at this, as it claimed sailing has a tradition of bad taste boat names. To our shame, one of the examples quoted was 'Snot Rag'. I'm not quite sure what the punishment is for bringing the class into disrepute, but I'm sure it's severe. Let's have suitable suggestions on a postcard please.

Jim Downing

Canal Trip (cont)

low land of overhanging trees, reeds and marshy wetlands. The water is inky and still and in many places the overhanging trees meet overhead and cast dark but vivid reflections on the water. You almost wanted to smother the noise of the little engine as it disturbed the waterfowl and broke the silence of the early evening. It would be difficult not to be aware of a sense of beauty over a thinly veiled sadness throughout the Somme and the tragedy of the past is brought vividly to life by the rows of headstones, many unmarked, that surround the towns.

The crew of C Sharp agreed the Somme was a perfect place for boating in August but would probably be regarded differently from a muddy trench during a battle in the cold of

Committee Matters

The Association's Membership Database. Work has continued on trying to trace and encourage more Sonata owners to join the Association. Many thanks to all those people who have either given us leads or who have encouraged people to join. I hope both old and new members feel its worth belonging to the Association. If not, don't winge, either tell us about your concerns, or better still, join the committee and do something about it.

Despite all the work that has been done, its still possible that there are some errors with the membership records. By now, everyone who has paid should have received a membership certificate together with a boat sticker for the racing members. If this is not the case, please ring Cliff Fanshawe direct on 01524 761 097 to sort it out.

In the light of our experiences this year with the membership records, we believe some streamlining of the membership categories is in order. Details of what is proposed are found elsewhere in this newsletter. Any views you have about this can either be voiced at the AGM or before then to me by letter or phone.

And finally, please remember NSA membership is necessary before entering any races (including the RTIR), along with a current measurement certificate and measured sails. (I think he's talking to you Duncan-Ed.)

Adieu This is my final contribution to the Newsletter as Chairman. It has been a difficult time seeing the Association through the post 'Mike Owers' era.

January.

As we motored on, we entered the deeper, straighter Canal du Nord and then the Canal de l'Aisne where the Peniches or barges dwarfed us. The French had the foresight to build their canals on a rather larger scale than those at home and their economic viability has been retained. Whole families live on the barges which invariably sport a small Renault on deck which is easily craned ashore in a matter of minutes whenever Monsieur runs out of Gaulioses. The locks on the major canals are truly awesome with towering slimy, green walls and great, steel gates which disappear silently into invisible recesses. The use of water must have been enormous and the Sonata was tossed around

This period has also coincided with major changes within the keel boat world. Our rather comfortable position as **the** small one-design club keel boat has come under pressure from the dozens of new classes pouring onto the market. However, the past 18 months have seen the Association really promote the unique features that still make the Sonata a relevant and attractive class: We are the true cruiser / racer, we are highly competitive but affordable and the people who sail Sonatas top it all off. As a result, we have seen fleets begin to grow again, new faces are turning out to race and things are on the up.

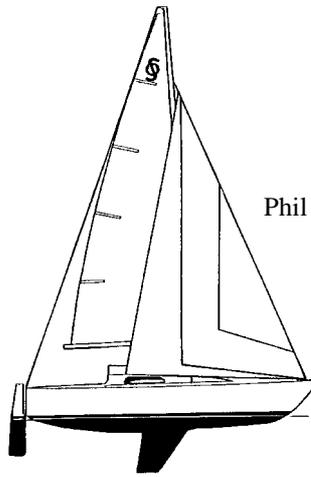
We now need someone new on the helm. You'll have great support from an active committee and things should go from strength to strength.

Thanks to everyone who has supported the class over the past couple of years

Kevin Marshall



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

like a cork in the bottom.

The farthest point reached was Reims in champagne country where after a crew change, we turned back for the coast. The return journey was a repeat of the outward passage except instead of 'following the ferry' across the channel, we took the Sonata 'on the ferry' and enjoyed an altogether more civilised crossing. Sadly, weather conditions had foiled the return journey under sail. Reassuringly, with the boat on the car deck and a bag of duty free to hand, when the ferry's tannoy announces that the sailing will be delayed due to worsening weather in the channel, you know you made the right decision!

Roger Saunders, C Sharp, Windermere. □

Race Reports

The Hoya Round The Island Race

The Round-the Island Race, sponsored by Hoya, is the biggest race in the world and attracts 1400 boats each year. It is 52 miles around the famous island and there are some difficult hazards to catch out the unwary, including the wreck of the Varvassi and Goose Rock at the Needles. The amazing diversity of boats and abilities makes it a unique race with old gaff riggers racing in the same event as modern, high-tech maxis, like Longobarda.

The Sonata entry this year was a little down with 18 boats on the line for the 7.10am start! This meant a very early start for boats leaving the Hamble to get across to the Royal Yacht Squadron on time, one of whom was Jim Dominy in Ey-Up who made the long trek down from Windermere to take part. It's great to see people making the effort travel to events as I believe it's

really exciting to sail at different venues and face new conditions and competition.

The wind was unusual as it was an easterly which meant that the start was a run straight down to the Needles. We started with several other classes and approximately 250 boats arrived on the line which, in anyone's book, is busy! It was a difficult call - which end - as the line was two miles long so get it wrong and you're struggling straight away! There was more tide in the middle but the line was very biased to the Squadron, though the wind looked light in there. Sonic got it absolutely right! On the buoy at the Squadron they carried the wind and had an advantage of 100 yards immediately. Rondo used the same tactics and also pulled out ahead of the fleet. The run down to the Needles was uneventful apart from the speed - 1 hour 50 minutes to do 18 nautical miles which is going some! Sonic lead the way and managed a very tight rounding with Rondo

second, half a boat length ahead of Steamy Windows. Gin Fizz and Spirit made excellent roundings inside Rondo and Steamy (I'm convinced that Steamy sailed over the Varvassi).

Once around the Needles it was a long beat against the tide where the name of the game

many ropes and sweating a little, but he got the final beat absolutely right and reached the turning mark at Bembridge well ahead, while Steamy and Gin Fizz over stood by a fair distance, but were still in sight.

A broad reach down to the Fort was exhilarating in 20-25 knots of wind and was

**FOR SONATA SAILS YOU CAN DEPEND ON,
TO PERFORM WHEREVER YOU SAIL,
WE THINK THERE IS ONLY ONE CHOICE:**



**NATIONAL
CHAMPIONSHIPS**

'96 WINDERMERE	1,2,3,4,5
'95 WEST MERSEA	1,2,3
'94 CLYDE	1,2,4,5
'93 COWES	1,2,3
'92 WINDERMERE	1,2,3

*For further information on sails or
tuning please call Steve at the loft*

Glebe Road
Bowness - on - Windermere
LA23 3HE
Tel / Fax 015394 88686

Sails Covers Accessories



Hoya	RTIR	
1	Sonic	09.32.31
2	Steamy Windows	09.33.22
3	Gin Fizz	09.38.36
4	A Sharp Exit	09.41.47
5	Rondo	09.41.55
6	Spirit	09.42.25
7	Andante	09.49.15
8	Cadenzza	09.49.20
9	Ey-Up	10.03.39
10	White Magic	10.07.21
11	Missred	10.24.11
12	Cygnnet	10.26.19
13	Spellbound	10.31.00
14	Fat Hen	10.41.40
15	Nimrod Of Cowes	Retired

was playing chicken with the rocks. How close in could you go without hitting the bottom? The rescue services were kept busy with those who pushed it too far! On Steamy we were tacking into the 2.5m line or dark shadows and did meet, very hard, with a rock, but nothing seemed to fall off!

By now Sonic had cleared off and couldn't be seen and an excellent tacking battle was being fought by Rondo, Gin Fizz, Spirit and Steamy. It was difficult as there were an awful lot of boats on starboard when you were on port but Steamy and Gin Fizz slowly pulled ahead of the rest of the group

as the tacking became more frenetic. (All I can say that the knuckles of Ian King, our cockpit man, now drag on the floor!!) Gin Fizz was doing a superb job of covering Steamy when it was suddenly noticed by Steamy's crew that one of Gin Fizz's crew was having a pee over the stern and a quick tack left Gin Fizz helpless!

Then, all of a sudden, just before St. Katherine's Point, out of the melee, there was Sonic with Steamy and Gin Fizz reeling her in! Mike Jaffe was seen to be pulling a good

well sailed by all the Sonatas. The same could not be said for the other boats around with vessels broaching all over the place. We were nearly cut in half by a Sunsail 36 which did a particularly violent broach beside us!

A gybe was in order at the Fort and head for the shore as yet again the tide was against us! It was uncanny to gybe to music, as 'Sailing' by Rod Stewart was blaring from the speakers on the fort! The ensuing run was uneventful bar Steamy catching up to within a hundred yards of Sonic and the wind building to 30 knots half a mile from the finish (even more carnage!). So Sonic won - just!

An interesting comment about how well the Sonata fleet did - if Sonic and Steamy had been entered in the Channel Handicap Class (by far the largest with 700-800 boats) on their CHS of 0.844 they would have finished 3rd and 4th respectively out of all the boats. An excellent result, well sailed Mike and Emma.

One other adventure worth noting was had by Duncan Paterson and his crew on Cygnnet. He carelessly managed to lose one of his crew over the side! Genie had a little swim, decided it was slightly too crowded and cold, they quickly picked her up and carried on. Well done! Duncan Morris

The Sonata Spring Cup

Hamble River SC hosted the Sonata Spring Cup on May 24-25, and a fleet of 9 Sonatas enjoyed a couple of days intensive racing. In Saturday's strong NE wind, the principal race officer Paul Gray set a windward / leeward course into Meon shore, and in the first race Duncan Morris with 'Steamy Windows' led from the start. He also won the second race, but this time from a poor starting position. The final race of the day was a battle between 'Rondo' (Ben Sharp) and 'Sonic' (Mike & Emma Jaffé). Sonic, having been second in both previous races, could not quite break the

pattern and Rondo regained the lead in the final round.

By Sunday morning the wind had eased but had become more erratic in direction. There were three races scheduled and in the first race, Sonic improved to win from the front, Steamy Windows second and Rondo third. The fifth and sixth races saw Steamy Windows get it together again with two more wins and hence the overall title. Mark and Liz Harrington were also very consistent with three thirds and a fourth to count.

Mike Jaffé, 'Sonic' □

Sonata Spring Cup									Total	2 Dis
1	Duncan Morris	Steamy Windows	1	1	4	2	1	1	10	4
2	Emma & Mike Jaffé	Sonic	2	2	2	1	2	4	13	7
3	Ben Sharpe	Rondo	4	10	1	4	3	2	24	10
4	Mark & Liz Harrington	Piccolo	3	4	3	3	4	6	23	13
5	Paul Mecklenburgh	Spellbound	5	3	5	5	6	7	31	18
6	David Franks	Spirit	8	6	7	7	5	3	36	21
7	Charles Stimpson	Gin Fizz	6	5	8	6	7	5	37	22
8	Robin & Caroline Nixon	Fat Hen	7	10	6	10	10	2	2	33
9	Duncan Paterson	Cygnat	9	7	9	10	10	10	55	35

Stop Press : The Lymington Open Meeting in September has been arranged to give a fair tide down from the Hamble on Saturday morning and back Sunday evening.

The Rover Series 1997

Rover Series took place this year from the 22nd to the 27th of May. On the Thursday 19 Sonatas started the offshore race from Gourock to Tarbert. the course was Brodick Bay, Hunterston and Portavadie to port, a distance of approximately 60 miles. The easterly breeze caused several boats to be early at the start with one racing all night only to find out at Tarbert that he was OCS. That same easterly never got to more than about 15 knots but with the course not containing any real beating the fleet were in Tarbert in time for breakfast. Murray Caldwell turned up on the start line with a ringer on board, Heath Gairns owner of Jammie Dodger, and his guidance helped Miss Moneypenny to set the early pace. Despite this, soon after Cloch, Eric the Boat took the lead having found more wind to leeward. The Eric boys extended their lead at the north end of Cumbræ when the chasing pack of Moneypenny, Snot Rag, Kooshtie and Moonlight suffered fitful breezes and saw Eric sail of into the distance, her spinnaker never seeming to collapse. The easterly reasserted itself and the fleet reached all the way to Brodick trying to find a large black mark, bigger than the boat, which was unlit. Most seemed to reach in to the mark on the correct heading and harden up when they realised that they were about to go up the beach. The next worry was not seeing the damn thing on the way out and hitting it.

Please CCC, put a much more powerful light on it next time. The fetch to HUN 14 provided no such problem, Clydeport know how to put lights on marks, and the reach and run to Portavadie were quite straight forward. Until just before Skate that is when a hole for the leaders saw the fleet all bunching up. There was quite a bit of place changing on the short run across Loch Fyne to Tarbert but Eric finished not only first Sonata but first boat from anywhere at 7.15am thus winning the Tarbert Shield. Nigel Harris took Moonlight over 13 minutes later and was followed four minutes after that by Miss Moneypenny and Kooshtie. The whole fleet had finished by quarter to eight. Thus it was time for one 'weel kent' Scots boat (not a Clyde boat with a scots sounding English owner) to collect the free beer, drink it, and fall down. It wouldn't really be Rover without this particular boat following their own well established tradition. In the meantime 12 Melges and 24 assorted other sportsboats came round to Tarbert on their trailers.

Saturdays Olympic triangle was a long one lasting about five hours with place changes again the story of the day. From the first round Alan Harper's Dark and Stormy led from Eric the Boat and Moonlight. The battle between these three went on all day whilst the pack tried to sort itself out three

minutes behind them. Eventually Moonlight got the better of Eric and Dark 'n' Stormy. That put paid to a possible Goacher whitewash and all of a sudden everyone else was taking notice of the highly competitive fleet.

Sunday's programme called for two windward/leewards and the first race had a very one sided beat by the time the Sonatas started giving along time on Starboard and about ten boat lengths on port. Moonlight's great start and full speed at the favoured windward end, gave her a good lead round the first mark. Down the run a wind shift turned the beat into a real one again and by this time there was a match race going on between Moonlight and Eric followed by a three way tussle between Jennyanydots, Snot Rag and Miss Moneypenny. Down the second run the Loch Fyne wind gods decided to have some fun of their own and turned off the fan. The breeze was alternatively offshore and inshore with the boats in the middle suffering most. Eric played a 'get out of jail' free card to keep what little breeze there was and finish over ten minutes ahead of Dave Tunnicliffe on Jennyanydots who went very wide offshore. She in turn beat George Reid's Off Quay by eighteen seconds. George had hit the shore so hard his boat must have wheels. Behind them the fleet was all mixed up again as the back markers brought the breeze in with them.

The Race Officer tried very hard to get the course right for the second race and with the windward mark boat reporting breeze from everywhere from 200 to 310 degrees he waited. When it did finally settle the course was set very quickly, however the breeze then started to recede. It became obvious that there was going to be very little, if any, breeze at the start, and the previous classes of Melges, Sportboats and Sigma 33s were all motionless. Being the wide awake bunch that we are, quite a few boats started rocking their way to the line, much to the chagrin of one particular sportsboat whose start had gone and then found he had Mssrs Campbell and Marshall rocking up his leeward side and Mssrs Goacher and Harris up his windward side. At about this time the windward mark boat reported 'zero windspeed' only to be asked 'from what direction?'.

As the only boats in clear air Ian Laidlaw's Rhythm Stick and James Pask's Osanta were able to work their way ahead of the fleet on the first leg. The remainder of the fleet had difficulty not only getting clear air from the few gusts that did visit the course but also getting clear of the other three fleets which by now were just one big wall of sail. Eric played their second get out of jail card (don't

The Rover Series (cont)

play monopoly with these guys) and rapidly made their way into third. On the second leg, after Rhythm Stick and Osanta had finished, a new breeze came in resulting in many boats all climbing above each other to the right of the line. The smart boats bore off early when they could to get across the line, whilst some were

seen, unable to get water from boats that could not give it, pirouetting at the windward end waiting for a gap. Perversely the fleet made its way back to Tarbert in the best breeze of the day.

Monday dawned dreich but with a good breeze. The first of the days windward/leewards started in a good force four however the race committee's penchant for putting marks close to the shore was to have an effect. As the fleet got two thirds up

the beat large holes appeared in the breeze whilst a few yards away it continued without let up. Time to hit the beach, flat water and huge port tack lifts. Eric, Kooshtie and Mark Bradshaw's Random FFD got away from the windward mark leaving everyone else in various stages of frustration as the fickle breezes at the mark let quite large gaps open up. The wind filled in for the second round and whilst Eric and Random tried working the middle before it really paid Kooshtie stuck to the favoured left shore to win by nearly two minutes from the other two.

This race was notable for the absence of Moonlight. Nigel, Peter & Co. were stuck for three hours in a traffic jam between Ardrishaig and Tarbert. What made matters even worse was that from their car they could see the fleet starting. When it became obvious that there was no way they could get redress through the use of the Racing Rules the fleet made an arrangement with the race officer, with which the jury agreed not to interfere. Thus Moonlight was given average points for the missed race. This proved to me what I'd always thought of the Sonata fleet, that they'd fight like demons on the water, using the rules to their maximum

but once ashore the camaraderie took over. Monday's second race was set along the Tarbert shore, and almost immediately after the start the wind veered leaving the course skewed to port on the beat and a starboard reach on the run. This placed a premium on mark roundings and clear air, any errors or

credit Miss Money Penny's crew decided that as the skipper was the one who had steered the boat on the rock, he should be the one who got out and pushed.

Having come round the final windward mark most boats took the port gybe which was closer to the mark, however the increasing breeze on the right of the run saw Snot Rag make out like a banshee to round the last mark in second. The breeze built and backed on the final leg. The bulk of the fleet had over stood and the leaders simply came over and tacked to leeward of them for a fetch to the finish. First was Eric, then Jennyanydots making sure of second overall whilst third gave Snot Rag fourth overall. The tightness of the racing was emphasised in the placings from 5th to 9th where 1 point separated five boats, a two way tie for 5th and a three way tie for 7th. Do you still want sail in a handicap fleet, or even another one-design?

Scottish Rover Series											Total
1	Steve Goacher	Eric The Boat	1	2	1	3	2	1	1	8	
2	David Tunnicliffe	Jennyanydots	5	5	2	17	5	2	2	21	
3	Peter Haworth	Moonlight	2	1	10	8	Av	3	8	26	
4	Kevin Marshall	Snot Rag	11	6	6	4	9	6	3	34	
5	Graham Cambell	Kooshtie	4	10	11	12	1	4	11	41	
6	Alan Harper	Dark'n'Stormy	12	3	5	10	7	14	4	41	
7	Murray Caldwell	Miss Money Penny	3	9	9	9	8	7	6	42	
8	Iain Laidlaw	Rhythm Stick	8	8	4	1	15	12	9	42	
9	M & S Bradshaw	Random FFD	9	4	18	11	3	5	10	42	
10	Flatman / Kilgore / Tindal	Peshwa 4	6	12	16	5	13	8	12	56	
11	George Reid	Off Quay	20	11	3	6	10	13	15	58	
12	Claude Legorious	Blazer	15	14	8	7	12	11	7	59	
13	Peter Booth	Firebird	16	7	15	13	4	10	14	63	
14	Will / McCreadie	Fiddlers Three	14	17	13	14	17	9	5	72	
15	James Pask	O'Santa	7	19	17	2	14	19	DNS	78	
16	Michael Lowe	Out of the Blue	10	13	14	15	16	15	13	80	
17	Robert Cornwell	Frank	13	16	7	19	11	16	DNS	82	
18	Andy & Stuart Gibson	Offbeat	OCS	15	12	18	6	18	16	85	
19	Neptune Sailing Club	Fiasco	17	18	19	16	18	17	DNS	105	

Results are also on our Webpage: <http://www.globalcafe.com.my/users/gnew/sailfix.htm>

lack of speed was punished immediately as in the early part of the race the fleet was very heavily bunched. As the race wore on the fleet tended to get dizzy as the course length was much shorter than is normally the case at this regatta. Having not won since Sunday morning Eric took this one by four minutes from Jennyanydots thus winning the series with a race to spare. Moonlight made up for their disastrous morning by getting third.

The final race on Tuesday was back to the large olympic triangle which started in a very variable northerly force 1-2. However down the first reach we saw the southerly fleet coming towards us under spinnaker. The course was turned inside out but as the next part was the sausage the laid course was left as is which led to a very interesting race. The pressure off, Eric led all the way round despite being challenged by different boats at various times. The beat seemed to be a matter of getting close to the Portavadie shore and benefiting from the port tack lifts to be found there. This had to be balanced against picking when to stay off for a while in the stronger gusts. One boat pushed the rock hopping a bit too far and ended up aground for about five minutes. To their

Things I liked about Rover 1997:

1. The efforts of my crew, Dan Seed, Phil Johnston and Kirsty MacDonald.
2. The social events.
3. The beer.
4. The new good looking crew on Moonlight
5. How noisy the class was at the prize giving (were we the only ones in the marquee?).

Things on the hate list

1. The race committee's judgment of the overall winner.
2. Loch Fyne's unpredictability.
3. Looking for the large unlit steel buoy in Brodick Bay during the pitch dark.
4. Andy Laurie's bucket of water throwing accuracy - a direct hit.
5. Losing my voice * on Sunday night (see 2 & 3 of previous list)

Kevin Marshall, Snot Rag. □

* According to reports from Kevin's crew, this 'loss of voice' was never apparent to them. His constant barrage of 'encouragement' appeared to be the same on Monday as it had been on the day before.

Southern Area Championships

With sixteen boats entered, the Southern Area Championships saw some close and highly competitive Solent racing. The event was hosted by The Royal Southern Yacht Club to coincide with the end of Hamble Week. The series consisted of three windward / leeward races on the first day, followed by one passage race on day two.

The light to moderate south westerly favoured 'Steamy Windows' in Race 1, where Duncan Morris lead from start to finish. Newcomer to The Solent, world match racing champion, Peter Izzat, sailing 'BD 2' soon mastered the local conditions and moved through the fleet to finish second, closely pursued by Simon Townsend and Tom White on Pizzicato.

As the conditions moderated the experience and talent of Simon Townsend shone through, dominating Races 2 and 3 and achieving clear victories over the fleet. Second and third places were a close battle between Mike and Emma Jaffe sailing Sonic and Peter Izzat, both securing places 2 and 3 in each race. A strong performance from David Franks from Spirit meant he was never far behind this leading group.

Southern Area Championships (12 & 13 July 1997)							Discards	Total
1	Simon Townsend & Tom White	Pizzicato	3	1	1	4	9	
2	Peter Izzat	BD Two	2	2	3	5	12	
3	Emma & Mike Jaffé	Sonic	8	3	2	1	14	
4	Duncan Morris	Steamy Windows	1	9	4	2	16	
5	David Franks	Spirit	7	5	5	3	20	
6	Mark & Liz Harrington	Piccolo	5	7	7	8	27	
7	Sheila & David Lippold	Dry Red	4	10	9	6	29	
8	GE Morris	Hobo	9	4	10	7	30	
9	Barry Dutton	Music maker	10	8	6	10	34	
10	J Woodward	Tiger Rag	11	6	8	11	36	
11	Robin & Caroline Nixon	Fat Hen	6	11	11	9	37	
12	Trenter & Debbie Ellis	Watersong	12	12	12	13	49	
13	Kite & Gill Spradbery	Impromptu	13	13	13	12	51	

Provisional Results

Prizes for the day were presented to the overnight leaders in the superb surroundings of the Thames Sailing Barge, 'Kitty', moored in the Hamble and giving all competitors a great view of the end of week fireworks.

The short passage race on the Sunday meant a good performance from Sonic and by the windward mark had established a comfortable lead over the fleet which was held until the

finish. Frequent position changes in the pack saw good tactical sailing from Duncan Morris and David Franks who finished second and third respectively.

Overall victory for the championship went to Simon Townsend, second place to Peter Izzat and third to Mike and Emma Jaffe.

Mark Harrington, Piccolo

Planning Information for Cowes and the Nationals

The Southern Area Committee has been working very hard to secure deals that will keep the costs down a little at both events. However it has been an uphill struggle as apparently the area is rather popular during August, especially in a Admirals Cup and

Whitbread year. Below are detailed the available options for launching and berthing. If you don't mind getting your trailer salty and taking a gamble on getting a pile mooring each night, it is very cheap indeed. Maybe of more interest is the use of the self

help crane at HYS. The Association is buying a set of proof tested lifting straps and spreader bars for use with it in time for both Cowes and the Nationals. Please phone Jim Dominy on 01524 733891 if you are interested in this option.

Launching Options for Cowes & the National Championships

Option	Location	Contact	Tel No	Cost	Comment
Slipway to Launch Yourself	Public hard in Hamble Village			Nil	Hard gravel area usable at top of the tide. Its in the middle of Hamble Village alongside the Royal Southern Yacht Club
Slipway to Launch Yourself	Hamble Yacht Services	Hamble Yacht Services	01703 454111	£13	Concrete slip but steeper than above. HW use only
Do it Yourself Electric Crane	Hamble Yacht Services	Hamble Yacht Services	01703 454111	£50 + VAT	The NSA is organising a set of slings and spreader bars. Phone Jim Dominy on 01524 733 891 for more details.
Travel Lift	Hamble Yacht Services	Hamble Yacht Services	01703 454111	£170 + VAT	At this price one wonders if HYS have overstepped the fine line between taking advantage of market forces and taking the 'rise' out of their customers.

Berthing Options for the National Championships

Option	Location	Contact	Tel No	Cost	Comment
Visitors Piles	Opposite Hamble Yacht Services	Harbour Master	01489 576387	£2.50 / night or £15 / week	Pile Moorings on a first come first serve basis each day. Remember it is August Bank Holiday Week
Marina	Mercury Marina	Paul Keast (say its for the Sonata Nationals)	01703 455994	£63.76 for week (incl. 10% discount)	Reasonable availability if booked now. The Marina is next to the Riverside caravan and camping site.

Annual General Meetings

Minutes of the AGM held on 20th June 1996, at the LDBC at Windermere, Cumbria.

1. Minute of the meeting of January 1995

Mike Owers confirmed that no minute was available. Kevin Marshall confirmed that apart from the Accounts for the Year ended 31 December 1994, which were adopted, the only matter of note was that the Association had presented Mike Owers with a half model in appreciation of all the work he had done on it's behalf.

2. Minutes of the meeting of April 1996

No minute had been prepared in view of the fact that this meeting was merely a 'bounce' meeting in order that the Association remain within it's constitution to hold a general meeting within fifteen months of the last one. All matters were deferred to this meeting.

3. Accounts for the Year ended 31 December 1995

In the absence of the treasurer Kevin Marshall presented the accounts for the Year ended 31 letter of explanation from Colin Taylor. Satisfactory explanations were received for all items. Colin Taylor's letter of resignation was read out and noted. Acceptance of the accounts was proposed by Mike Owers and seconded by Heath Gairns, there being no dissenting voice they were accepted.

4. Election of Committee

Kevin Marshall would continue in the meantime as Chairman / Secretary but thought it was perhaps better if someone else took over and he became treasurer if the vacancy could not be filled. Andy Mitchell and Steve Tribe had indicated their willingness to continue in office. Heath Gairns was elected as the representative for Scotland. David Clarke was elected as the Northern representative, taking over from Jack Seed whose efforts over the years on behalf of the class had been tremendous and for which the meeting thanked him. Duncan Morris and Mike Jaffe had effectively been organising the South Coast for some time and the meeting made this official with their election. Jim Dominy, whilst not wishing committee status, volunteered to edit the newsletter. This was gratefully accepted.

5. Nationals Venues 1997 and 1998

The venue for the 1997 Nationals was discussed. It was noted that by rotation it was scheduled for the South Coast. Duncan Morris reported that he had approached Hayling Island Sailing Club but they were charging class associations a large amount and it was then for the relevant association to meet the cost from entry fees. This was contrary to the NSA's policy of allowing the

organising club to get on with it with the support of local NSA committee members. The effect of this approach was that the organising club worked harder to promote the event and all agreed that this formula had worked very well and saw no reason to change it. With this in mind Duncan reported that Hamble River Sailing Club would not only be amenable to an approach on these lines but would be positively enthusiastic. Jack Seed proposed that Duncan and Mike be given authority to find out what was available and to proceed accordingly. The meeting unanimously agreed to this. 1998 should be in Scotland. This was noted and passed to Heath Gairns to report at the next AGM, although members who had been at the 1994 event remarked that a repeat performance would be welcomed.

6. Format of the Nationals

As regards the format, it was the general consensus that the 1996 mix of olympic triangles and windward / leewards was right. The one day of three windward / leewards replacing one of the distance races had been a success but one distance race should be retained to reflect the cruiser / racer nature of the class. It was the general opinion that the practise race was of dubious value and that the preferred format for the future would be: 1 distance race, 2 or 3 olympic triangles, 4 or more windward / leewards, with a maximum of 10 races making up the series.

7. AOCB

Robin Boardman pointed out that the class should try to get more publicity by sending in reports to Yachts & Yachting and the papers of all Sonata open meetings, and trying to get some editorial. This was taken on board by the committee members present and it was decided to make positive moves in this area. Jim Dominy asked for copy for

the newsletter to be sent to him. He would advise the preferred format to individuals but in the final analysis said that all contributions would be most welcome. □

The 1997 AGM

This years AGM will be held at the Hamble River Sailing Club at 6pm on Sunday 24th August. This is directly after the Skippers Briefing for the Nationals.

Agenda:

1. Minutes from last years AGM.
2. Association Chairman's Report and resignation.
3. Reports from any other Committee Members.
4. Consideration of accounts for year ending 31 Dec, 1996.
5. Election of Committee.
6. Discussion to decide the criteria for a National Championship venue?
7. The venue for the Nationals in 1998 and 1999.
8. Confirm the following Rule Changes:
 - a. To allow GPS's.
 - b. To specify the thickness of the font bunk cushions at 4".
 - c. To confirm the specifications of the galley unit for both Mk I & 2 Sonatas.
9. As most people say they do not want the engine storage rule changed, how can we enforce this rule?
10. Alternative ideas for AGM, including Area and Delegate Meetings.
11. Change in Categories of Membership to streamline Association Administration.
12. Any other Business.

Therefore, please inform Kevin of:

1. Nominations for Committee Members.
2. Any clubs interesting in hosting the Nationals in '98 & '99.
3. Details of any issues to be included in 'Any other Business' □

Proposed Changes to the Membership Categories

Having spent some time trying to sort out the Associations records, it's painfully obvious that the membership categories are unnecessary complex. It not only wastes lots of time in administration but also leads to a number of anomalies.

We have four joint members who all live at one address. They have paid £30 in subscriptions between them, but only receive one newsletter and other mailings. On the other hand where two joint members live at separate addresses, they pay only £15, receive two newsletters and it takes a lot of fiddling to try an ensure they don't get multiple membership

certificates etc. This year, in the interest of fairness, High & Dry will be getting half their money back.

So, we plan to have just two categories. If you race, the boat will be a member, with one mailing address and one vote. Additional addresses for newsletters will each be £2 extra. 'Non Racing Membership' will be available to everyone else. In addition we will keep a data base of clubs and organisations that we feel should be sent a free newsletter as a way of promoting the class. This would include the RYA and editors of all the sailing magazines.

Any comments to Kevin please. □

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

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

Apparently the Association has run out of third legs & oversize rudder pins. As an alternative, many people find a tensioned wire pulling the corner of the pushpit down as a lighter alternative to the third leg, and Steve Goacher uses two separate 10mm bolts in the upper and lower rudder fitting as an alternative to the single longer rudder pin.

As an aside, I was interested to see that Hunter have continued to use the same rudder mounting system on the new 707. Inspection of a number of these boats on the Hamble recently has shown that they also suffer from the same damage to the rudder stock and slop in the pins. I don't think that I would be too happy to see this design fault continuing after over twenty years, especially when the solution can be found on the pages of any good hardware catalogue. □

Orders with the Questionnaires

There has been an embarrassing hiccup with the processing of the orders for Association Wares that came in with the questionnaires. This has nothing to do with Kevin, and although we are keen to foster a 'no blame culture' within the administration, the guilty party has been taken out and beaten.

Hopefully he will take this feed back in the constructive and caring way it was intended and get on with sorting the problem out.

Until then we thank you for your understanding and patience. - Assistant Ed.

Who's Who on the Committee

Chairman / Secretary / Treasurer

Kevin Marshall 01475 636648

Technical

Andy Mitchell 01723 581729

Boats for Sale & Burnham Rep.

Steve Tribe 01277 654458

Scotland

Situation Vacant

Northern England

David Clarke 01325 730413

South Coast & Cowes Week

Duncan Morris 0181 9927309

Mike Jaffe 0171 7368645

Medway Rep

Mike Harrison 01233 850423

West Mersea

Roger Sydenham 01206 384619

Boats for sale

Steve Tribe continues to run the Association's 'Boat for Sale' list. Please help to keep it up to date and tell any prospective owners about it should you meet them. Steve is on 01277 654458. □

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.

**For further information phone:
01489 885335**

Second Hand Gear For Sale

Mast: Proctor tapered section complete with spreaders and foot. New in '96. Used for Scottish & Northern Championships only. Brand new condition. £950

Sails: All recent sails by Goacher No 1, '96. Used for Scottish & Northern Championships only. Brand new condition. £325

No 1, '94. Reasonable Condition. £100
No 2, '96, Used twice, in brand new condition. £275.

Main, '95, lightly used and in excellent condition. £300

Spinnaker '96 Used for Rover, Scottish & Northern Championships. As new. £300

Ring Grayden Dawson on

0191 510 9850 (W)

0191 529 4500 (H)

0468 634 724 (M) □

Up & Coming Events

Cowes Week - 2 / 9th August. Looks like there's going to be over 30 boats out this year!

National Championships - 25 / 29th Aug
Boats already entered from Scotland, the Lakes, Essex, Medway, South Coast.
Still time to get organised and join in.

Lymington Open Meeting - 13 / 14th Sept
Let's have massive support for this event so it's a fitting end to the 'Summer on the Solent'.

Northern Championships at Sunderland - 20 / 21st Sept & 27 / 28th Sept. David Clarke is working hard to better even last years superb event. Loads of sponsorship should make it cheap as well. Phone him on 01325 730413.

Scottish Championships - 6 / 7 Sept. Back at the RGYC on the Clyde as part of their Olympic Weekend. An opportunity for early practice for next years Nationals. Phone Kevin Marshall for details. □

Next Edition:

Thanks again for all the contributions to this edition.

Just a reminder to say that contributions on disk or by Email are so much easier to use. However, please still include a printout with the disk in case I have problems translating the various file formats.

The next edition is planned to be out soon after the Nationals. I'll need your round up of the summer's sailing by the **end of August**. I also need any good photographs, so we can have some pictures again in the next issue.

A few people mentioned in their questionnaire returns that they would be prepared to write something for the Newsletter. It all sounded interesting, so please take this as an official acceptance of your offers. Thank you

I have had several requests for information about check stays. I have recently fitted them to my boat, but there's not enough space in this newsletter to detail the set up here. I am also aware that other people have fitted them in different ways, so if your method works particularly well (or didn't work out at all) maybe you could let me know the details.

We also plan to have details of the modification John Boyce made to his chain plates that have made leaks into the bulkhead a thing of the past.

This doesn't mean I won't except anything else, especially cruising accounts!

See you on the water, Jim □

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

Tel: 01524 733891, **Fax:** 01524 733891, or 01524 762533

E Mail: 106163.3207@compuserve.com

