



Mid Winter

Medway

Windermere

Hamble

Sonata News

National Sonata Association Newsletter

Excellent Year for Medway Fleet

Now that all the Medway Sonatas have been laid up for the winter, it is time to reflect on the past season and to plan events for the New Year.

At home the Medway fleet has enjoyed excellent competitive sailing with up to 19 boats competing for the Spring and Autumn series and with the final positions only being decided in the last races. In the final race of the Autumn series the two series leaders were in hot contention with Cock-a-Hoop just ahead of Solution. Unfortunately due to a mistake at the gybe mark Cock-a-Hoop wiped out with a chinese gybe allowing Solution to take the lead and the series.

We have welcomed several new boats to the the fleet this year, namely Exposition, Silver Lining, Layla, Obsession, Anmeeto and Musical Express and we wish them every success in 1997. If every boat on the Medway competed in a race we could see 30 boats on the line!

We held the East Coast championships as part of the Medway regatta and whilst there

were mainly light winds the competitors enjoyed themselves. The turnout was a little disappointing especially in view of the amount of effort put in by the organisers. We were pleased to see two visitors (Scirrocco and Parody) from Burnham with the latter winning the event.

In 1997 we aim to run a similar programme to 1996 with a separate Spring, Summer and Autumn series races held on Saturday afternoons, class start in the Medway regatta, and a long

distance race. Hopefully Sonatas will also be welcome to race in the cruiser 'B' class on a Sunday morning.

We are also looking at the possibility of a Wednesday evening series, some match racing and a cruise in class. In addition there will be a full supporting social programme.



Marimba leads Silver Lining and Goodbye Mickey Mouse.

There will be moorings available on the Medway, so if all of this sounds attractive and you would like to join us, please let me know.

As usual over the past year we have enjoyed a excellent social programme and our thanks go to Julie and Roger Griffiths for their efforts in organising the different events. Our season ended with a Dinner Dance and prize giving. The prizes were presented by our retiring race officer, Margaret Townsend who has provided a excellent service to us all over the years.

A summary of all the results from the year is given overleaf. It was good to see a wide range of different boats getting amongst the prizes. Maybe some more visitors will feature next year.

All the best for the 1997 season

Mike Harrison
(Musical Express)
Medway Rep.
01233 850423

□

Editorial

The Coming Year

The New Year is traditionally the time to look around, take stock of times past and think to the future. And from where I'm sitting, things are looking pretty good.

In fact, they are looking very good, as at this moment I am actually sat on the shores of Findhorn Bay with a laptop computer and someone's laid up Sonata for company. It's a beautiful, still, bright day with the low afternoon sun glinting on the huge sheets of ice that are being carried out on the ebb tide. The mountains way to the north of the Moray Firth are crystal clear and the skiing and winter ice climbing have been quite superb. But I digress.

One advantage of being your Newsletter editor (and I think it's the only one), is that I get some sense of what is happening throughout the class. And the more I hear about what's going on, the more optimistic I become. We've had some excellent events over the last year; enthusiastic sailers are buying into class, fleets are consolidating and thriving, articles are arriving unsolicited for the newsletter and excellent work is already being done to ensure it all continues to improve next year. Well done everyone.

If only we could fill those positions on the committee....

Jim Dominy

Area Reports

Winter on Windermere

January sees us half way through the Winter Series, with six races completed. There seems to have been alot more wind than last year, although the last 2 races have been held in almost ideal conditions.

John Atkinson's race committee has been doing a superb job, even though many of them are new to the job. They have even proved themselves adept at ice breaking as they try to help some of the boats get out of the marina. The competitors are very grateful to all those who give up their Sundays to make the racing such a success. We're also like to thank the sponsors for donating all the race prizes.

Coaching Day: Following the success of the coaching Steve Goacher did last winter, he has agreed to repeat the day this year. It will be on Saturday 22 February at a cost of £8 per boat. All the competitors in the Windermere winter series have been contacted seperately, but if any other sailors are interested in seeing whether there are crewing vacancies on any boats, phone Steve at the loft, or me at home on 01200 423689. The following day is a normal Sunday

The Committee Matters

National Class Status. Preliminary discussions with the RYA have gone well. It now looks like there will be no significant changes to the way they administer our class. However, this does not guarantee this issue will not return in the future. Considering the various options should be part of any strategy we adopt for securing the long term future of the class.

New Rules. This is the year of the racing rule change. The ISAF hopes to have them published by mid January for use this coming season.

The RYA will be organising a program of training and seminars to help participants and race officials adjust to the changes. In particular there will be a major lecture program during the National Dinghy Show at Alexandra Palace on the 1 - 2 March.

The Sonata Associations' secretarial sponsor distributes a excellent computer based version of the rules (complete with appeals), which are particularly easy to understand. They are reasonably priced and run on PCs and laptops of modest performance, making them ideal for use at events by both competitors and officials alike. Details from 'Fanshawe Robinson' on 01524 762533.

Membership. The committee has increased the membership fee for the coming year. It

has remained unchanged for quite a while, and there was little surplus to cover the costs of any new initiatives. Whilst we have been successful attracting sponsorship on many occasions, revenue from membership fees is still the bulk of our money. Its also why we need to trace the many Sonata owners who are not currently members. Please check the enclosed membership lists and let us know of anyone you think are missing.

Membership Questionnaire. We hope that this will provide a snapshot of the class. We are aware the Association should address the needs of the wider membership, and not just those who attend the same events as ourselves. I hope you think its worth completing, and please feel free to add your comments on anything else.

Vacancies. If you perhaps thought you had missed the opportunity to join the committee, don't worry. There are still a choice of positions available. As we approach a possible change of government, its worth remembering that none of the benefits of being a committee member will increase your tax burden.

May I wish you all a successful sailing year in 1997.

Kevin Marshal, Acting Chairman / Treasurer / Scottish Rep, etc.

Windermere Winter Series Results - Half way with 1 discard

	Race	1	2	3	4	5	6	Total
1	Eric the Boat Steve Goacher	1	1	1	1	1	1	3.75
2	Saraband David Clarke	2	(4)	2	2	4	3	13
3	Irie Blue Andrew Lysser	3	2	(8)	4	2	2	13
4	Jennyanydots David Tunnicliffe	4	(5)	3	3	6	5	21
5	Moonlight Nigel Harris	(20)	3	5	7	3	4	22
6	High & Dry Bernard Price	5	6	4	(15)	7	7	29
7	Snot Rag Kevin Marshall	6	(20)	9	6	5	6	32
8	Spin Off Trevor Roberts	8	9	(15)	9	11	12	49
9	Pint Size David Lyons	11	7	11	(20)	14	8	51
10	Shockwave Jim Starkie	10	10	(12)	12	8	13	53
11	Ey Up Jim Dominy	7	(20)	16	13	9	9	54
12	CJ2 Clive Yarwood	(20)	8	13	10	13	14	58
13	Bee Sharp	12	(20)	10	17	15	10	64
14	Bee Off Robin Boardman	20	(20)	7	5	12	20	64
15	Madrical	13	11	14	11	16	(20)	65
16	Out of the Blue Michael Low	9	(20)	20	16	10	11	66
17	Minuet	(20)	20	6	8	18	20	72
18	Jazz	(20)	12	17	14	17	15	75
19	C Sharp Roger Saunders	14	(20)	18	18	19	16	85
20	Firebird	(20)	20	20	20	20	20	100

Winter Series race we can put all we have learnt into practice.

Northern Area Dinner: Andrew Lysser who owns Irie Blue, is putting on a social evening at his resturant on the evening after the coaching day. (Sat, Feb 22). There is live music and a huge buffet all for £12 or so. The restaurant is the Yew Tree in

Borrowdale.

People who have eaten there say the food is fantastic. Phil Evans has even been back many times. If you are interested in joining us, please phone me for more details.

Trevor Roberts, 'Spin Off' 01200 423689.

Hamble River Winter Series

Sonatas had their own class start for the first time in the HRSC Winter series this year. Interestingly we shared a start time with the Hunter 707s. There were 8 races which start in mid October and finish at the end of November with an entry of nearly 300 boats. It has to be said that starting in amongst 300 boats that are sailing up and down the line is quite interesting. My crew did go a little pale one race when I was busy doing a line check (the way you do) twenty seconds from the start of the CHS class 2. I managed to duck a few 35 footers and not cause too much hassle as they started.

With 10 Sonatas entered it proved to be a very competitive series and an extremely windy one. One of the races was cancelled in the end leaving only seven sailed. One was started in 30kts of wind with gusts to 40kts. Surprisingly the Melges class decided not to start that day. This race was won by Simon Townsend (of Laser 5000 and Wayfarer World Champion fame) who sailed Pizzicato magnificently around the course. The only other Sonata to complete the course was Dry Red, which was well helmed by David Lippold and supported by Sheila. Dry Red were in fact the overall winners and well

Hamble River Winter Series Results

1	Dry Red	DLippold	12.75
2	Steamy Windows	D & R Morris	16.00
3	Pizzicato	T White	20.75
4	Piccola	M Harrington	23.75
5	Hobo	G Morris	29.00
6	Fat Man	R Nixon	40.00
7	Cygnat	D Paterson	60.00
8	Impromptu	T Spadbury	64.00

deserved too; being the model of consistency with 1 win, 4 seconds and a fourth.

Steamy Windows managed second place but lacked the overall consistency despite 4 wins. One poor result was because they started 20 minutes behind the fleet through waiting for a crew member who was late. He had been out on the town the night before and then proceeded to feed the fish the rest of the way round the course from the leeward side.

Piccolo with Mark Harrington had some good results including winning the opening race.

Fat Man improved throughout the series and Robin and his crew put a great deal of effort into developing the boat. He did have a slight incident in the last race where he broached and lost his wife Caroline over the side with the spinnaker sheet around her neck. Fortunately she lived to tell the tale and is fine and raring to go next season.

Impromptu joined half way through the season and the crew showed a great deal of potential. There are five owners, four of whom own roughly a quarter, and one who owns the remaining eighth. They are all students and half purchased the boat on a student loan. (Damn good use I say) They have all competed a great deal in Laser IIs and I am sure they will be a force to be reckoned with next year.

Paul Grey who was the principal race officer did an excellent job with the mainly windward / leewards. He is our race officer for the Nationals next year and I am sure he will do a great job.

Overall a great series with some very competitive and enjoyable racing.

Duncan Morris, 'Steamy Windows'.

The 1997 Scottish (Rover) Series

The Clyde Cruising Club has already published the 'Notice of Race' for this years series to be held at the end of May.

This is the second largest regatta in the UK after Cowes week. It's very well run, and over 25 Sonatas enjoy their own class start.

Apart from the excellent sailing (which I'm told is more serious than at Cowes), it also has many other attractions.

Most of the event is based out of Tarbert in Loch Fyne. It's a stunningly beautiful area surrounded by classic Scottish mountains and coastline.

It includes one of the few opportunities for Sonatas to do an overnight distance race. Completing this is guaranteed to leave some sort of impression on you.

Less importantly, but still fun, is that it's one of the only places you can watch the race committee make minute adjustments to the windward mark that has been laid in over 200ft of water. You also have the chance to visit the cafe with the poorest customer focus still left trading in the western world.

Even if you don't think you want to haul your boat up there this summer, there may be crew slots available on other boats entering. This would be an ideal introduction to the event, and good preparation for 1998, when it will be a perfect combination along with the National Championships which will be in Scotland that year.

Clyde CC - (0141) 221 2774

Warsash Spring Series, 97

Sonatas will have their own class start in the Warsash Spring Series for the first time. This is an excellent series with around 350 boats normally competing. There are six races which are on the following dates.

The entry fee is £75 with a £10 discount if you enter before the 1st March, which is very reasonable.

Warsash Spring Series

March	16, 23
April	6, 13, 20, 27

We achieved 10 boats at the Winter Series, so let's try to make

it 15 entries for this series and show everyone we are alive and kicking in the Solent area. So whether you are from Lymington, Cowes, Poole or Chichester let's see if we can develop the fleet and demonstrate where good value high quality racing really exists.

Southern Area Meeting

I have also organised a meeting for all interested in Sonatas on the 26th April at the Hamble River Sailing Club. The idea is to discuss the forthcoming season and how to develop the class on the South Coast. This is going to be a great year for us in the south with a lot of other boats travelling down for the National Championships etc. It should last only one to one and half hours, and if you would like to come along please ring me on 0181 992 7309.

Duncan Morris
Steamy Windows.

Last Years Medway Results

Spring Series

1	Marimba	J Gyngell / M Heath
2	Pianissimo	R Wallis
3	Blew Biyou	M Harrison
4	Cappriccio	E Worraker / J Collingwood

Summer Series

1	Cappriccio	E Worraker / J Collingwood
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Long Distance Race

1	Exposition	T Townsend / M Lee
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Autumn Series

1	Solution	D Townsend
2	Cock-a-Hoop	Q Strauss
3	Musical Express	M Harrison
4	Pianissimo	R Wallis

Overall Results

1	Pianissimo	R Wallis
2	Cappriccio	E Worraker / J Collingwood
3	Marimba	J Gyngell / M Heath
4	Cock-a-Hoop	Q Strauss
5	Chrysalis	C Bentley
6	Exposition	T Townsend / M Lee
7	Aeolian	R Griffiths

Improvers Cup

Simple Minds	T Gorman / D Sussman
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'Rudolph' returns to Fowey Regatta

This was our fourth year competing in the Fowey regatta with hopefully many more to come. The first two years were in Dad's friend's Sadler 32 or Sigma 35, but this year, with much encouragement from myself, we finally got the Snotty out from its 5 years sabbatical sitting in a field. No matter that the boat is 14 years old and still has the original sails!

After much effort from both of us we managed to get her ship shape and slapped some antifoul on. We were ready to go. Because we have had so much fun at Fowey in the past, we thought we would stop sailing other peoples big boats and show them you can win races and have fun in our Sonata!

The sail from Plymouth was uneventful except for the shear pin breaking but more about that later! Anyway, you can't really blame it was the Yamaha engine's original. The racing started on the Sunday with a 20 mile race to Falmouth. We thought we were doing pretty well until we were passed by a Ballard that had 4 kids on board, a screaming baby and towing a toy boat! This was confirmed when we finished a pretty disappointing 17th out of 46, but we hoped for better results in the week to come. Dad blamed it on the extra weight of the sleeping bags.

The next day started with no wind, not even a breath on the start line. After a lucky start (but that's not what Dad said) we got round the first mark 4th, ahead of those 707's! But as the wind died completely many boats retired. We were determined to continue to the last moment so we could make it home before the finishing time. However after five hours this was not to be and we motored home. Monday night is the 'Mount Gay Rum night'. Dad decides to pretend he's still a 505 sailor and plays silly games to the embarrassment of me and my mate Olly.

Tuesday, and our trusty 'sweaty Betty' (the 4hp Yamaha) decides to lose its drive again. So while Dad changes the shear pin again (yes he does have two spares!) a 200ft china clay freighter decided to leave as we were in the mouth of the estuary with no sails up and no power! The friendly harbour master assisted us out of trouble (the same one who booked my dad's mate for speeding in his dory the day before!) Anyway it wasn't the shear pin this time the drive shaft had snapped. Looks like we'll be using the egg whisk (2hp) tomorrow. We got off to a great start and the wind was blowing about a force 3-4. Our ideal conditions. We kept up with

the big boys at the front of the fleet for quite a while. That was until the 14 year old spinnaker was launched and then we watched them fly off into the distance. But we knew we get them back on the beat. Anyway the result was a very satisfying 4th for us and 3rd for the other snotty, but the 707 won it. Never mind we thought, we'll get the back when it blows a bit. Usual few pints in the club after the race lasted a bit too long for Mums liking, so Olly and I went down the town quay to listen to a brilliant band.

Wednesday was a bit of a uneventful race the wind was very fluky and a result of 7th was not quite the result we wanted. I think mums now cottoned on to dad's excuse for a beer: "I'm going to check the results at the club". A great fireworks display that night was

Stroll on next summer.....



enjoyed by all from the yacht club balcony.

Our wish of wanting it to blow sure worked on the Thursday. As we made our way out of harbour we heard stories of Force 7-8. My friend and I both began to get excited as this was the windiest we had ever been out in (deep down we were both pretty worried but we tried not to let it on!)

When we got out there it was blowing about 35 knots. As we headed for the start line there seemed to be an unusual amount of boats coming in but we didn't let this put us off. On the 10 minute gun I pointed out to dad that the wind was not straight, without hesitation he put the bosun's chair on and was ready to go up the mast! I think he regretted this once he was up there but he said it had to be done. I tell you what though, I never ever seen anyone hold onto something quite as tight as Dad held onto the mast that day! After having a blast for around an hour with a couple of crash tacks we thought we would call it a day and go

back in. As it was, out of the 40 something who could have raced that day only 8 finished, and there was no sign of the 707's even coming out. That'll teach them to buy light weather boats! In the afternoon there was the Fowey carnival, this is what the younger kids look forward to all week so they really enjoyed it. Following that, the giant pasty paraded through the town with Fowey town band who had even more to drink than Dad!

Friday, the last day was for the Lloyds Bank cup. This brought us more heavy weather, getting used to it now! We had another cracking start (that once again Dad took all the credit for!) By the first mark we were in the first 4 so we were feeling fairly chuffed. Next followed a brilliant reach then a really hard beat to the third mark with the main fully reefed with me dumping constantly (the main that is!) On the run Dad wanted the spinnaker up (for insurance purposes only) but the rest of us didn't want to play so we took the reefs out of the main instead. Bit of a problem reefing for the next beat (must get Dad to replace those reefing cleats for next year). There were signs of the clew just about to rip out of the main so we were forced to retire. What a bummer!

Going back into Fowey we were followed by a Sigma 38 with its kite up, who amused us with a classic demonstration of a broach! We had visions of them clambering over the side! Luckily they were all O. K.

Saturday night was fireworks night, an incredible extravaganza. Our rented house was full to the brim with visitors as the view from our water side house is one of the best around. Dad says the view from the yacht club is just as good and they can buy their own beer there! The perfect ending to the perfect week and I'm sure we'll be back for more next year. Maybe some of you would like to join us? If you enjoy great sailing and a wonderful social atmosphere contact The Royal Fowey Yacht club on 01726 833573

For those of you who don't know Fowey and its whereabouts, Fowey is a beautiful Cornish seaside village, extremely quiet except for the regatta week when it is buzzing. People describe it as Salcombe but without the commercialism. We usually rent a house for the week but there are plenty of hotels, B&B's and camping. There is a slip at Fowey, or you can crane in at Falmouth or Plymouth which are about 4 hours sail away.

Jon Siddall (son of Peter)
'Rudolph'



Letters

Alternative Trailers

Dear Editor,

Thank you for the excellent article on trailers. We have found an alternative and very satisfactory arrangement for moving the local Sonatas, twice a year around Lymington. The Brenderup car transporting trailer (in our case hired from the Hampshire Trailer Centre in Southampton, who are very helpful and have sensible prices) has a hydraulic jacked tilting bed and a winch. With its 2 tonne capacity and plywood on the ramps to reduce the point loads from the Sonata cradle wheels, it makes an excellent road trailer, not only for local (4 boats moved in three hours) but also for long distance use. A pair of long ratchet webbing straps come free with the hire.

Not all the dismastings at Cowes were only due to the wind. Mine had more to do with the antics of a Beneteau 42. I'll write an article with the full details when it's no longer *sub judice*.

Yours sincerely

Ken Hay, Zebedee

01590 679898

Dear Sir

As a relatively new addition to the Sonata fleet I have not come into contact with many other owners. However there is one man I feel I should warn you about

It may have escaped the notice of more established owners in the fleet that the southern area rep is developing some very strange habits.* Here is the account of my dealings with him and the conclusions I have drawn:

Having purchased our snotty we got in touch with the Southern Rep who kindly (or so it seemed) offered to come and help us set up our rig. We duly met him at the Hamble Point Marina where long tape measures, tension gauges, wives, girlfriends,



small farm yard animals etc were produced. In due course it was decided the only tuning we had time to do before the bar opened was to increase the mast rake by adjusting the forestay. With this duly done, we retired to the bar, full of anticipation to see what difference this adjustment would make during the following days race.

Imagine my surprise, when on the first beat of the next days race, our expertly adjusted forestay came undone, leaving us no option but to retire.

'So what?' I hear you cry, that could have happened to anyone. Well fair enough, but

Dear Jim

Firstly may I thank you for the kind things you said in the last Newsletter about my stewardship of the Association. Yes it was a fair amount of work but after 6 years, Mary and I had the workload cracked. As a glutton for punishment I have just taken on the Vice (sailing) at the Royal Corinthian YC at Burnham, which looks like even more work!

One of the big problems I did have when in charge, was the newsletter editors who promised the world but produced nothing. I must congratulate you on a magnificent effort on your first two issues.

I have now sold 'Quiet Airs' to my old pal Tommy Mills who has come back to Sonatas, having previously owned Marimba, which won the National Championships twice in the hands of Peter Marchany. Selling Quiet Airs to Tommy has eased the pain of parting with a boat that gave me enormous enjoyment and made me many lasting friendships.

I must thank Rose Morris for being very

the following weekend Duncan revealed more of his true colours: On the Friday night he phoned to inquire if I knew anyone who could crew for him on the Sunday. As captain of my University sailing club, I did indeed know a number of potential crews, and eventually sent him a very nice, perfectly healthy young lass.

Imagine then my horror when on Monday morning she turned up at college looking dazed and wearing a neck brace. Her GP had diagnosed severe whiplash, and banned her from sailing for two months, and all because of a wild tack by the aforementioned Mr Morris.

So we have the situation where a new owner's early sail has been sabotaged and a wonderfully keen possible recruit to the class has been maliciously injured.

The question therefore has to be asked, 'Is Duncan Morris really the Southern Area Rep, or does he actually work for a secret group of sports boats manufacturers trying to give Sonata sailors a hard time?'

The truth is out there....

Chas Spradbery, 'Impromptu'

* no they have not escaped our notice. In fact we have collated a large dossier on his strange habits. It seems that Duncan and strange habits go together like cheese and pickle. Unfortunately in his case it's a combination found in a less savoury world. (allegedly)

Interport 1997 and Other Issues

tactful in not mentioning the name of 'another UK boat' which lost its mast in an incident with her boat in the Interport event in Victoria, Vancouver Island. Yes, it was me, and we really fell about during the whole series, which was very disappointing having won the previous event in Hong Kong.

We are looking for a venue for the next Interport which is due to be held in the UK in 1997. It would require 15 to 20 Sonatas, each with an owner's rep on board. Has anyone any suggestions?

My new boat is a projection 762 called Quiet Tango, sail number 7125, please give me a wave as I come past you.

Kind Regards

Mike Owers

Lymington Sonata Regatta

Dear Sir

I note with interest, comments in the Solent section of the last edition of the Sonata Newsletter, especially the thought that the Lymington Town Sailing Club may like to run the Southern Area Championships in 1998. We at the LTSC would be pleased to organise such an event.

What we would like to do though, is to test the water, so to speak, to see if we get the necessary from visiting boats.

We are already running an open meeting for the Contessa 32 class on the 13th and 14th of September 97, complete with all the necessary back up, and we could easily run a Sonata event at the same time.

I have spoken to Mike Jaffe about the above event, and he thinks it is an excellent idea. To make it a success, and help us plan a more prestigious event for 98, we need to encourage as many southern sailers as possible to make an effort and come and sail in the western Solent for a change. I'm sure you will enjoy the less congested waters and we at the LTSC will do our best to put on an enjoyable event. which we hope will make your trip worthwhile.

Barry Dutton, 'Music Maker'

Greetings from Kooshtie

Dear Jim,

Thank you indeed for the pleasure we derived from the Autumn Issue. We had a lot of fun winning the Scottish Championships and seeing off Dave (Saraband) and his sassenach invaders.

All of us on 'Kooshtie' would like to wish all Sonata sailors the very best for 1997.

Yours sincerely

The Campbells

Taffrail

Boats for sale

Please remember to keep Mike Tribe informed when boats are sold so he can keep the list up to date. He doesn't like being phoned by irate ex-owners asking why they are being bothered by potential customers still trying to buy their boats. Mike is on 01277 654458. □

Next Summer

Dates

Sonata Spring Cup	24 / 25th May
Round the Island Race	31st May
Hamble Summer Regatta	7 / 8th June
Southern Championships	12 / 13th July
Cowes Week	2 / 9th Aug
National Championships	25 / 29th Aug
Lymington Open Meeting	13 / 14th Sept
Northern Championships	20 / 21st Sept
&	27 / 28th Sept

Second Hand Gear For sale

- Minifoil, Holt, complete except for foil itself £10
- Fenders, 18" dia x 31" long, new, (£28.17) £12 ea, £20 both
- Forestay, 2 x lowers, 1 x capshroud, good condition £8 ea or £20 the lot
- Holt mast / IYE boom, various bits incl heel fitting, 2 position mast foot etc, Negotiable.
- Rudder, original equipment, but in good condition, £50

I will send any of the above on approval and pay the carriage. If they are not suitable, please return, you paying the carriage. Mike Owers, 01621 892885 □

Next Edition:

We've obviously arrived at a format for sending in letters and articles to the Newsletter that works. There was an excellent response for this edition, and I ended up writing very little of it myself.

So please continue. Just send it in any old how, and I'll sort it out. Having said that, material on computer disks or 'E-Mail' is so much easier to compile. But don't be put off if you only have a stubby pencil and the back of a recycled envelope. If it was good enough for Shipton, it's good enough for me.

Ian Dodsworth and John Skulczak's Newsletters are always returned by the Post Office as address unknown. The Association database is severely wanting, so check around with your sailing friends. If they were paid up members, but have not now received three Newsletters,

Who's Who on the Committee

Chairman / Secretary / Treasurer

Kevin Marshall 01475 636648

Technical

Andy Mitchell 01723 581729

Boats for Sale & Burnham

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

Useful Contacts

Nationals and Southern

Camping, Static Caravans etc.

Riverside Park, Hamble 01703 453220

Duncan & Rose Morris 0181 9927309

Cowes Week

Cowes Accom Agency 01590 616216

JAC Accommodation Ag'cy 01983 280632

Cowes Tourist Office 01983 291914

Cowes Yacht Haven 01983 299975

Fax 01983 200332

Cowes Marina (East Cowes) 01983 293983

Shepherds Wharf 01983 297821

Harbour Master (Moorings) 01983 293952

South'pton / Cowes Ferries 01703 330333

Cowes Corinthian YC 01983 296333

Island SC 01983 296621

Royal Corinthian YC 01983 293581

Royal London YC 01983 299727

Royal Yacht Squadron 01983 292743

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

Additionally these are still available from Mike Owers, 0162 1892885

3rd legs for pushpits, 2 legs in 3/4" marine grade s/s, with all fixings, fitting and instructions. £35 inc P&P

Rudder Pins, When your 3/8 pins wear, careful drilling out to 10mm, and use of these 10mm stainless steel replacement pins should take up the slack. £18 inc P&P □

Second Hand Gear For sale

Cetrek C-net Digital Compass.

There is the compass sender unit complete with both of the read out heads available.

• Head 1: 930 - 383. The standard digital readout.

• Head 2: 930 - 535. The digital readout and programme for average course to show headers and lifts.

• Customised Mast Bracket: This is slightly bent as Rose likes to swing on it when she'd gybing.

All are in excellent working order.

Price: Sender plus 1 head £220

Sender plus both heads £260

Phone Duncan or Rose Morris

0181 992 7309 □

then the Associations records are incorrect. Please include their details with the questionnaire or phone me.

I'm promised that the next editions 'Cruising Corner' will definitely contain an article about C #'s trip across the English Channel and into the canals. Apparently, like all good yarns it's improving with age.

The next edition will need to be out in the early Spring if it is to have full details of the Summer's events. It will also be a good time to advertise for any extra crew you may need, or for available crew to advertise their services for any of the summer's events. Therefore, **last date** for material should be the **end of March**.

Thank you

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

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