



Spring 97

Summer Events

Windermere

Questionnaire

Sonata News

National Sonata Association Newsletter

Happy Birthday Sonata, 21 years young

It was good to see the Clyde Cruising Club joining in our Birthday celebrations by using a picture of 'Braveheart' on all of its publicity material for this year's Rover Scottish Series.

Birthdays are not only celebrations but can also be a time for reflection. In this issue we have reproduced some of the adverts and boat reviews that appeared in the yachting press when the Sonata was a hot selling number. They all make fascinating reading and I was struck by the timelessness of them. If you change IOR for CHS and update the Class Secretary's name, we could use them to publicise the class today. Even the price of a basic boat has stayed much the same.

But what of the today? In an article in 'Channel Handicap 97', David Pelly (who's a former sailing correspondent with Yachting World and the Sunday Telegraph) looks at the current sailing scene and tries to analyse why events like Rover, Cork and Cowes are proving so popular.

He writes:

" Today most people like to race on one day of the weekend and then to take one or two complete weeks holiday away. Of course everyone would like to do Antigua Week, but failing that most people look for somewhere interesting and different with good sailing waters.

In addition, the multi-class events offer lots of advantages. In the packed bars at Cowes or Tarbert you can be sure to bump into an old friend you used to sail dinghies with years ago. Furthermore it's fun to see other classes - Wow! did you see the maxis planing down the West Solent this

afternoon! - and the general melee of different boats is invigorating and mind expanding.

In addition, when busy people take a weeks holiday, they want to enjoy it to the full and this is where the big regattas have cottoned on to what I consider to be the ski resort formulae: very energetic sport followed by equally energetic entertainment during the evening.

Furthermore, variety is the spice of life. The attraction of a week of nothing but Olympic triangles soon fades. Different types of racing, crisply and efficiently run by experienced race teams has the greatest appeal.

You notice that I have said very little about the types of boats as I don't think it is the most important factor. People who believe you must have the latest super-doope ziparoo from the Antipodean designer of the moment are really missing the point. All that is needed is a group of fairly equal boats, keenly sailed by enthusiastic people thing, the rest is just equipment. "

The competition is the

Perhaps though, he might have added that it helps if the boats are affordable, both to purchase and to campaign.

So even after 21 years, with our class starts at Cowes, Rover and Burnham Weeks, varied championships, the flexibility of a true cruiser / racer, trailerability, large fleet numbers and all for under £8000, we would still seem to be right on the money. And I'm sure if we could manage a sneak preview of the future, we would find it's still flying code flag 'F'.

Happy Birthday Sonata.



Editorial

Questionnaire: The overwhelming message from all the returns is that there's not a lot wrong with the Sonata. Most owners believe it fulfils its dual cruiser / racer role pretty well and it's this that makes it so attractive as a class. So when it comes to rule changes, the message is clear; 'if it's not broken, don't try and fix it.'

Cruising Members: About 20% of the Association Members who have rejoined this year are cruising only sailors. As is repeatedly pointed out to me, this newsletter does not fairly represent this ratio. Whilst I accept this, there is not a lot more I can do about it. I have published everything that has been submitted, with the exception of one rather dubious joke from Kevin. If you want to read more about cruising, people who go cruising will have to write more.

Having said that, there is more the Association could do if the demand is there. A cruising representative on the committee could be the catalyst for cruising based events and regular articles. How about a cruising rally held at the same time as the Nationals up in Scotland next year and sharing the same social events? Lots of things are possible. All it takes is someone, (with imagination, perseverance, hard work and the skin of a rhino), who's well supported by the cruising sailors.

The Flip Side: The flip side is that I'm continually impressed with all the great things that are happening in the Class at the moment: Masses of volunteers stepped forward to help organise the events in the south this summer, I've had lots of offers of future articles, ten boats have sold off the club list this year (which have already begun to appear back in the fleets in Essex, the Solent and Medway) and even 'Yachts & Yachting' have taken an interest in us. (Yes in us, an old non-sports boat class! I think I must be on the road to Damascus).

And finally Cyril:

Dear Sailmaking Maestro,

It's the start of a new season and I was wondering if you had any tips for trimming my new sails.

Yours Sincerely,
Ernest.

Dear Ernest,

Never trim your sails. I have made them just the right size and any trimming will make them too small to fit your mast and boom.

Yours,
The Sailmaking Maestro.

See you on the water,

Jim Dowling

The Committee Matters

National Class Funding

The RYA's Technical Committee has deferred consideration of this matter to a later meeting.

A paper giving the various suggestions from the classes would be circulated to all the National Classes for their written comments. If these are in line with some of the proposals which came forth at the Keelboat Committee meeting that I attended in November, then I am confident of a satisfactory outcome. By that I mean the retention of National Status at a reasonable cost.

My resignation

My own situation is now at the stage where I must hand over the Chairmanship to someone else. I am quite willing to serve as Treasurer but I find I have less time to answer queries from members old, new and potential. This leads to time delays in posting information out and in dealing with organisational matters which not only frustrates everyone but also creates a bad impression..

For these reasons I am giving everyone notice that I shall be resigning as Chairman at the AGM in August. The class is very active with a lot of keen members. We all

get a lot out of the sport but we do need people who are willing to put something back in. I look forward to hearing from people who would be willing to lead the class onwards from September.

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

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
West Mersea	
Roger Sydenham	01206 384619

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 and hopefully will be in a quiet, private room.

Although the Questionnaire returns indicated this was the preferred time for a meeting at the Nationals, there was a greater feeling that the AGM needed to be altogether more accessible. It was felt that holding it during the Nationals resulted in only one section of the Association membership being represented.

There was no clear consensus about a better venue or time. Anywhere is a long way from someone. Fixing it at Southampton or London is always going to ensure the North, Scotland and Ireland etc. are under represented.

One helpful suggestion was that an agenda of issues should be published in the autumn, 'Area Meetings' should then be held during the winter with an AGM in the early spring. Nominated delegates from each of the areas would ensure the views of their members are properly represented.

I'm not sure of the detailed mechanics of how this would work, but it may be an idea that's worth exploring.

Provisional 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. What are the criteria for a National Championship venue?
7. Decide on venue for the Nationals in 1998 and 1999.
8. Confirm 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. Any other Business.

Therefore, Kevin must be informed of:

1. Nominations for Committee Members.
2. Any clubs interesting in hosting the Nationals in '97 & '98.
3. Details of any other issues to be included in the Agenda.

Area Reports

Winter on Windermere

The Windermere Winter Series concluded on the weekend before Easter. It had been an excellent series with some of the best conditions reserved for the last couple of races. This is always helpful as it ensures people go away with good memories and are therefore more inclined to sign up again next year.

The early part of the series was dominated by some very strong winds and (luckily) these continued during the **Goacher Sails Coaching Day** to allow limitless practice of heavy air spinnaker work. Thanks must go to Steve Goacher for organising it and talking Mike Hart, Andy Laurie and Hugh Haynes into giving up their time and knowledge as coaches.

It was good to see John Boyce at the coaching day who made the effort to travel up from the Dabchicks Club at West Mersea. I hope it was worth the effort.

News of Mike Hart (Ex National Champion with Jabiru) is that he has just been appointed as Chief Sailing Instructor at the National Centre at Plas Menai. He sees

Windermere Winter Series Results			
Points for 7 from 11 races			
1	Eric the Boat	Steve Goacher	5.25
2	Irie Blue	Andrew Lysser	18
3	Saraband	David Clarke	23
4	Jennyanydots	David Tunnicliffe	29
5	Moonlight	Nigel Harris	37
6	Snot Rag	Kevin Marshall	51
7	High & Dry	Bernard Price	57
8	B Off	Robin Boardman	91
9	Minuet		93
10	Ey Up	Jim Dominy	106
11	Shockwave	Jim Starkie	115
12	Pint Size	David Lyons	117
13	Spin Off	Trevor Roberts	128
14	Bee Sharp		139
15	Out of the Blue	Michael Low	141
16	CJ2		148
17	Madrical		159
18	Jazz		175
19	C Sharp	Roger Saunders	207
20	Firebird		

Plas-Menai being a centre of excellence for Keel Boat racing coaching. A course there might be one way to improve.

Northern Area Dinner: Over 40 people

people gathered on a wild and stormy night at the head of Borrowdale for a dinner at Andrew (Irie Blue) Lysser's Restaurant. There was a superb meal, some great singing, a very indifferent group of costumed backing singers and the usual ritual abuse of poor old Phil Evans. On this occasion it was done in song, a copy which is reproduced elsewhere in this newsletter.

Northern Championships: Don't forget that this years Northern Area Championships will again be run over two weekends. David Clarke is organising them at Sunderland on the 20 / 21st & 27 / 28th September. He has already secured sponsorship from the local marina and Environment Agency. Last years event at Ullswater was extremely successful and hopefully this years event will be as well supported.

Saraband: Family commitments have prevented David Clarke from travelling south with Saraband this summer. Although he will be missed, it does mean a new name will appear on the Ronstan Annual Rankings Trophy. □

Medway Sonata Fleet

Our season starts with an invitation to join the MYC Cruiser class Spring series which is being held on Sunday 20th and 27th April.

Our first Saturday afternoon race starts on Saturday 26th April at 14.20 and visitors are welcome.

If you are considering purchasing a Sonata or joining us on the Medway then there has never been a better time.

There are one or two Medway boats up for sale and you will not only be joining the largest fleet on the Medway but a class that has a reputation for excellent competitive sailing and superb social events. There are also moorings available on the Medway or berths in the Gillingham Marina if you prefer.

During last season up to 19 boats were competing in our Saturday afternoon series

with the final positions only being decided in the last race and we are expecting to improve our turnouts this season.

As is often the case at this time of year one or two of the boats are changing hands and we say farewell and thank you to the owners and crews who have supported us in the past and we welcome the new owners and crews to our expanding fleet.

We are hoping to see Blew Biyou, Cry Havoc, Obsession and Silver Lining competing regularly this season and we wish them every success.

We also extend a warm welcome to Corrinaz Bambridge and Robin Pharooh who will be joining us in Stiffy.

We aim to run a similar programme to last year with separate Spring, Summer and Autumn series races on Saturday afternoons. In addition there will the Wednesday evening

series starting at Upnor SC, a long distance race, a single handed race, match racing and our usual social programme.

Please come and join us for the Medway regatta from Thursday 10th to Sunday 13th July where we will have our own class start.

The Easterns are being held at West Mersea on the 31st May to 1st June and we are intending to send several boats. (Details from Roger Sydenham 01206 384619). Roger is also looking for other Sonatas to join him at Ramsgate Week. Again contact him for details.

If you require any more information or if you are interested in a sail or regular crewing please let me know or even just turn up on Saturday afternoons or Wednesday evenings, and I am sure we can fit you in, especially if it is breezy.

Mike Harrison, Musical Express □

East Coast and Medway Programme

Medway Programme

Cruiser Spring Series	20th & 27th April (11 races, 3 discards)
Sonata Spring Series	26th April / 5th July
Summer Series	19th July / 16th August (4 races, no discards)
Medway Regatta	10 / 13th July
Long Distance Race	12th July
Match Racing	TBA
Autumn Series	23rd August / 25th October (10 races, 3 discards)
Wednesday evening series	TBA

East Coast Programme

Eastern Champs.	31st May / 1st June	West Mersea
Medway Regatta	10th / 13th July	Medway
Ramsgate Week	9th / 16th August	Ramsgate
Burnham Week	23rd / 30th August	Burnham
Harwich Regatta	23 / 26 May	Harwich

South Coast

Minutes of the South Coast Meeting:

A preseason meeting was held at Hamble River Sailing Club on 8th February 1997 to discuss, among other things, the sailing programme for the year. Around 30 people attended the meeting before adjourning to the Last Viceroy Tandoori to discuss 'Any Other Business'.

The season's programme begins with the Warsash Spring Series on 16th March. Of the boats represented at the meeting, some 4 or 5 have committed to take part so far. Total Sonata entry should be in the 6 to 10 range. Entry forms from Warsash S.C. (tel 01489 583575).

The Sonata Spring Cup will be run by HRSC on 24/25 May. The format of racing for this event (and others later in the year) was discussed at length and most were in favour of including both short windward/leeward (or Olympic) courses and longer round the cans races, rather than setting all courses of just one type. A request was made for the use of spreader marks for all windward/leeward courses. One or more days of match racing would also be welcome at some stage. It was noted that the availability of the organising clubs resources is likely to influence the final format of events.

It was explained that the Southern Area Championship (12/13 July) has been scheduled for a later date than usual to allow

more visiting boats (who, it is hoped, may be tempted by the Southern / Cowes Week / Nationals combination to spend much of their summer on the south coast) to take part. The format will probably include at least one round the cans race as a gentle introduction to the delights of sailing in some of the more interesting parts of the Solent.

The format for the Sonata Class Cowes Week social event was discussed, and it was agreed to go with a barbecue again this year. David Lippold agreed to look into possible locations.

A request was made for volunteers to help with the organisation of the Nationals (Hamble, 25/29 August). The Southern Area Reps were pleasantly surprised with the obvious enthusiasm among those present, and a list of the position taken up is in Duncan's bit about the Nationals.

The proposed race training weekend on 10/11 May was the next item on the agenda. Judging by the response at the meeting this will be a very well attended event, with participants happy to pay the estimated £20 per boat cost. It was agreed to hold the event at Hamble, with a mix of on and off the water activities. These will include an individual assessment of each boat's set-up, short practice races (which will be recorded on video) and lectures on sail trim and tactics. Christian Brewer of Hyde Sails agreed to help run the event, and he will be

trying to enlist the services of Stuart Jardine (ex International, and current National, J24 champion).

It was noted that there are probably more Sonatas on the south coast than in any other region, and the question of how to encourage greater participation in this year's events was raised. Several good ideas were put forward, and it was agreed that we should try to adopt them all if we can:

1. A weekend Sonata rally, possibly with an informal passage race to the chosen destination;
2. Organisation of an informal team event as part of Cowes Week, with three boats of mixed ability in each team;
3. Special prizes at Cowes and the Nationals for boats taking part for the first time, or for boats using older sails.

On the subject of prizes, most expressed the view that they would happily accept a slightly higher entry fee for most events to provide for a larger prize fund. It was also agreed to use some of the South Coast Fleet's funds to purchase new trophies for the Spring Cup and / or Southern Area Championship.

NB: A second meeting has been arranged for 7pm on Saturday 26th April, also at Hamble River Sailing Club. Please let Duncan Morris (0181 992 7309) know if you wish to attend.

Mike Jaffe.

The

RONSTAN

National Rankings

These are the **Ronstan National Rankings** events for this year. Points have to be scored at 3 events. These are the National Championships, then either Rover or Cowes Week plus one of the Area Championships. Boats will be ranked that compete in at least two events. This should be the year for a Southern boat to get their hands on the trophy as the three required events can all be done in home waters. Good Luck.

The National Championships	25 / 29th Aug * * *	Hamble River SC Club
The Rover Series	22 / 27 May	Clyde Cruising Club
Cowes Week	2 / 9th Aug * * *	Combined Cowes Clubs
Southern Championships	12 / 13th July	Royal Southern YC
Eastern Area Champs	31st May / 1st June	Dabchicks SC
Northern Championships	20 / 21st Sept	
&	27 / 28th Sept	Sunderland
Scottish Championships	6th / 7th Sept	Royal Gourock YC

Burnham

The season approaches with all the usual unpreparedness, planning to do the jobs we forgot to do last year.

The Burnham fleet is determined to keep the Sonata 'F' flag flying. We welcome to Burnham a new boat with Tony Bryne and his crew. We look forward to crossing swords with him and showing him round the Crouch.

We are disappointed that the Nationals have been arranged for the same time as Burnham Week. Any one finds the Hamble too far, will always be welcome at Burnham.

Boat sales have picked up now with ten boats being sold off the list this year alone. If you have not tried the 'For Sale' list, please give it a try. For £10 it is very good value. But please phone me direct once you have sold your boat so I can keep the list up to date. My number is 01277 654458. Please do not send corrections for the list to the Chairman, Membership people or the Newsletter Editor.

Steve Tribe. 01277 654458

Cowes Week 97

If you have ever considered taking part in this ultimate sailing/social event but have yet to take the plunge, then **this is the year!** We are looking for a record turn-out to mark our 21st anniversary and things are shaping up very nicely.

Entry forms for Cowes Week will be sent out towards the end of April to all boats based in the Solent area, and to Class Association members who registered their interest in their replies to the recent questionnaire. If you would like to receive a form and do not fall into either of these categories, please call Mike Jaffe on 0171 736 8645 and I will send the relevant details to you. Procedures are described in detail on the entry forms, but please note that all forms need to be sent back to me for validation before submission to Cowes Combined Clubs. Closing date for entries is usually early June if you want to avoid paying late entry fees.

There will be one race a day for all 8 days (Saturday 2nd to Saturday 9th August), but to help those boats travelling from afar the

Lending Boats: Its been suggested by Sandy Woodward that Sonata Owners who live locally, but are not doing the Nationals may be prepared to lend their boats to people from other areas. This may encourage people marooned without trailers to come and see just how much fun sailing on new waters can be. If you think their is any mileage in this, please give me a call.

Duncan Morris
Steamy Windows. □

two Saturday races will not count towards the series, although there will be prizes to race for.

David Lippold has kindly agreed to arrange the Week's social event on the Monday evening - to include barbecue, perhaps a drink or two, and remote control model yacht racing in a swimming pool (!) for those eager to prove their tactical ability in tide free waters - details to follow with the entry forms. Thursday evening has been designated as an unofficial Sonata evening at the Ocean World Crew Ball, an essential social event for those of you who are not too concerned with their performance for the last race of the series.

See you in Cowes!
Mike Jaffe

Useful Contacts 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

The National Championships

At our first meeting of the Sonata South Coast owners/crew we elected an organising committee for all of the events this year to ensure co-ordination and high quality events with damn good socials! The committee is as follows:

Chairman:
Duncan Morris Steamy Windows

Entertainments:
David Lippold Dry Red

Press Officer
Mark Harrington Piccolo

Logistics
Robin Nixon Fat Hen

Sailing Programme
Mike Jaffe Sonic

Race Director
Paul Grey H.R.S.C.

Secretary of H.R.S.C.
Eddie Mays H.R.S.C.

Sponsorship
Tom White Pizzicato

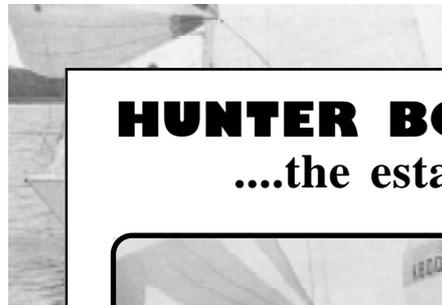
We have had two meetings to date and organisation is going well. With this newsletter you will also have received Notice of Race for the Nationals, Southern and Spring Cup so I implore as many of you as possible to head south for these - they are going to be great events with great parties!

We are trying to obtain overall sponsorship for the class and will use this money to offset the cost of boats travelling to the Nationals. (For those organising the

SONATA & IMPALA...simply the best!!



SONATA 7 OD Y. World Rally
....What the Judges said.
"Why does the Sonata have such an appeal? The answer is probably that she is simple and straightforward but nevertheless a good performer."
"She is well built, well finished and is a true little cruising boat in many ways."
"A remarkable little boat' was how one judge described the Sonata."



IMPALA
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roles.
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was th

HUNTER BOATS one~designs ...the established market leader



Hunter SONATA 7 O.D.

- Class numbers over 300
- Over 220 UK owners
- Superb accommodation
- Top quality construction
- Happy and active Association
- Extensive OD Race Calendar
- Numerous large fleets
- 1979 IOR rating 16' 0"

HUNTER BOATS LTD

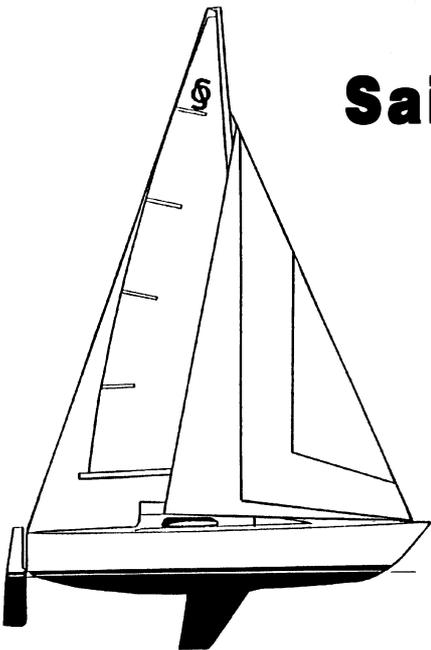
Nationals in Scotland next year - one thing that we have found is many budgets are agreed in September the year before so I would suggest you start looking soon!)

We are also 21 years old as a class this year, with Sonata in C the first Sonata to come off the production line. We are going to have a birthday party at the Nationals and use it as an angle to attract sponsors.

There will also be Sheriff Sessions - those who know what this is give the sheriff your dirt, those who don't watch out! Photographs will be available, taken by Eddie Mays, Y&Y professional photographer and HRSC sailing secretary. T-shirts will be on sale with 21st birthday logo and facility to add boat/crew names.

Mark Harrington is doing an excellent job in publicising the class and many of you will have seen the recent article in Yachts and Yachting. Mark has also sent press releases out to Yachting World, The Times, Daily Telegraph, Independent and Ocean FM a Solent radio station. We are trying to talk up the class, increase interest and get as many entries as possible! Mark has also designed a new Sonata advert which will appear for at least four issues of Yachts and Yachting. It has the full programme and encourages lapsed Sonata Association members to get in their boats and race! The headline is 'You don't have to spend the world to feel on top of it! '.

As you can tell from the length of this article we aim to put on an event to be remembered as the Sonata 21st Party. Let's celebrate in style and encourage as many boats as possible to participate. There will be excellent sailing, close racing and great socials and parties to top it off. Incidentally,



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

all of the rock stars will be around as a couple of weeks later the Whitbread Race starts and all the Whitbread 60's will be based at Hamble Yacht Services - which is where we are hoping to be!

Warsash Spring Series

The Royal Air Force Club have a function on the Saturday evening and we are welcome to attend. Final details will be issued at the meeting on the 26th April in Hamble River Sailing Club.

A total of seven boats have so far raced in the Spring Series with the probability of several more joining the fleet in the later races. Four of the six races have been

completed and conditions have varied from sunny with very little wind to twenty-five knot survival races!

We welcome two new boats to the South Coast fleet. Spirit, which is owned by David Franks and White Magic, owned by Charles Hamill-Stewart. David has the services of a rather well known Sonata sailor, Heath Cairns (of Jammy Dodger fame). In their first race, after a two mile beat, they judged the tide absolutely right and were first round the windward mark, an excellent performance - they stayed ahead in a four mile dead down wind death roll run in 25-30 knots of wind, but unfortunately David had a brush with one of the rather substantial racing marks and retired. They have a great deal of potential and speed and I'm sure will be a force to be reckoned with.

Charles, I believe, is an ex-Etchell sailor and has had one or two breakages on White Magic which have hindered his racing, but in the fourth race he had a third and is moving up the fleet.

We welcome both you and your crews and the additional competition and enthusiasm you've brought to the fleet.

The results so far - Steamy Windows has three wins and Dry Red is close behind with one win and two seconds. Impromptu and Fat Hen (who Ed. previously referred to as Fat Man!!) have both improved since last year, having done a great deal of work on their boats. (Impromptu definitely goes faster when they remember to attach their forestay - but, hell, it only holds the mast

Hyde Sonata Training Weekend - 10/11th May 97

We are running a training session over the whole weekend which has also been publicised in Yachts and Yachting. The event will be held at the Royal Air Force Club in the Hamble and will include the services of Christian Brewer and Stuart Jardine.

The format will be as follows:

- | | | |
|----------|----|--|
| Saturday | am | Boat Preparation |
| | | Lecture and look at all boats with recommendations for improvements |
| | pm | On the Water (with crew) 10-15 very short windward/leeward races which will be videoed |
| | | Debrief using the videos in the club |
| | | Lecture by Stuart Jardine on 'Winning in One Designs' |
| Sunday | am | On the Water, with Stuart Jardine spending time on each boat for individual coaching video of racing |
| | pm | Video debrief |

There will be a cost of £20.00 per boat to cover expenses and start time will be 10.30 Saturday and 10.00 on the Sunday, so get the dates in your diary and we'll see you down there.

up and there is all that beer to drink!)

The social side is buzzing too. Last week Rose and I were in the Square Rigger in Hamble for a few scoops and the place was full of Sonata sailors, with seven of eight boats represented - great fun! If you're around the Southampton area then this is the place to be!

Reminder: Saturday 26th April **Sonata South Coast Get Together:** Hamble River Sailing Club, 6.30 for 7.00pm. We will be discussing the 1997 Sonata programme, the Hyde Sonata Race Training day and the future of the class followed by a curry and a few beers. Come along - bring your family, friends and crew. We had 26 people last time - lets make it even more. The minutes of that meeting are published elsewhere in this fantastic* magazine!

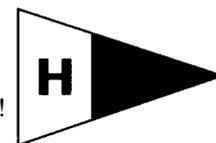
Duncan Morris
Steamy Windows

P.S. We on the South coast are very much looking forward to the hike north next year and taking part in Rover Week and the Nationals. (We've bought a new trailer just for the trip!)

P.P.S. We also want as many entries for the Spring Cup as possible and I hear that the competition will be hotting up with BD2 making the journey south-west to tune up. We look forward to your arrival Peter!

* Creeping might earn you forgiveness from your wife, but to me you're still the bloke who sent his contribution in late. Again. - Ed.

A brief overview of the Nationals: Sailing Programme



N.B. There will be no practice race - straight into the first race!

Monday	2	Windward / Leewards
Tuesday	2	Olympic Triangles
Wednesday	3	Windward / Leewards
Thursday		Long Distance Race
Friday	2	Windward / Leewards
	10	races with only one discard.

Provisional Social / Organisational Programme

Sunday	5.00pm	Skippers Briefing at Hamble River Sailing Club
	6.00pm	Annual General Meeting
	7.30pm	Food available at HRSC
Monday	7.30pm	Daily prize giving at HRSC Video of days racing Bar
Tuesday	7.30pm	Daily prize giving at HRSC Video of days racing Inter-boat 'fun' match racing in Foxer dinghies at HRSC Food available at HRSC
Wednesday	7.00pm	Daily prize giving at HRSC Video of days racing Bar
Thursday	6.30pm	Daily prize giving at HRSC Video of days racing Inter-boat Games Challenge! Bar-B-Q at HRSC
Friday	TBA	Sonata 21st Birthday Party - Hamble Village Hall Overall Prize Giving

Sonata Nationals 25 / 29th August - Accommodation List

Warning: Book early to avoid disappointment as there is limited supply and high demand due to Cowes Week, Admirals Cup and Whitbread RTW race.

1. Mrs Noel Barker, 01703 453106
The Moorings, Rope Walk,
Hamble, Hants, SO31 4HD

Three double / Twin rooms. Excellent B&B located in the centre of Hamble, overlooking the river and close to all facilities. Cost £30/35 per room . Some mattresses available to increase numbers at a reduced cost.

2. Mrs June Cooke, 01703 455823
9 Mariners Close, Hamble, SO3 5PD.

1 Twin. 1 Double, can be increased to 4 .
1 Small Double. 1 Single. Friendly B&B in a private house, approximately 1/2 a mile from the centre of Hamble. Cost £17 per person.

3. Tim & Sally Rowe, 01703 453249
Porthole Cottage, 89 Satchell Lane,
Hamble, Hants, SO31 4HL.

1 Double. 1 Double, can be increased to 4.

1 Room with 2 Bunks. Fairly centrally located B&B. Cost £30 for 2, £20 for a single.

4. Braymar, 01703 453831
35 Westfield Close, Hamble, Hants.

1 Double. 2 Twins. 1 single. Basic B&B in private house located approx 1 mile outside Hamble on an estate, with limited parking. Cost £14 per person.

5. The Victoria Park Hotel, 01703 453480
75 Station Road, Netley Abbey,
Hants, SO31 5 AE

21 Rooms with mixed facilities. Basic Hotel located 3 miles from Hamble. Cost £45 per Double for B&B.

6. Riverside Caravan Park, 01703 453220
Satchell Lane, Hamble, Hants.
Camping and Caravans. Mobile Home hire.
Excellent location 1 mile outside Hamble.

7. Henley & Val Howard, 01703 406074
Dodwell Cottage, Dodwell Lane, Bursledon,
Hants. S031 1AD.

2 Double. 1 Twin. Caravan. Superb B&B, with En suite facilities. Located approx 3 miles from Hamble. Cost £44 per Double for B&B.

8. Nigel & Jane Poole, 01703 453718
La Casa Blanca, 48 Victoria Road,
Netley Abbey, Southampton, Hants.
S031 5DQ.

10 Rooms with mixed facilities. Basic Hotel located 3 miles from Hamble. Cost £46 per Double for B&B.

Please give me a call if you have any queries
Robin Nixon, 'Fat Hen'
01703 457630

Mersea Island

The end of last season looked rather bleak as nearly 50% of our boats came on the market. By the beginning of this season only one boat had departed the flock, the rest having been sold to local helms. Even a long lost boat has returned, so as we start the season we have 9 boats wanting to race.

On the week end of 31 May / 1st June we are hosting the East Coast Area Championships. We are hoping that the Medway, Burnham and Harwich Sonatas will give us support. It would also be nice if those other helms that attended our Nationals a few years ago could be tempted back to race on the Blackwater again.

The weekend also includes a sportsboat race for Projections, Melges and 707's, so it should be a fun weekend and we look forward to seeing you there.

Roger Sydenham
West Mersea Rep.

National Sonata Eastern Area Championships

at the Dabchicks Sailing Club between 31st May / 1st June 1997

Notice of Race

Races will be governed by the RRS (1997-2000), the prescriptions of the RYA, Sonata class rules and the sailing instructions which will be issued on the day.

There will be three races with all results to count. It is intended that courses will be different for each race. The first, short race, will be over a traditional Olympic course. The second Saturday, medium distance race, will be over a more reaching style course, and the final race on the Sunday will be a 4-5 hour tour round the local racing and navigational marks. We might possibly venture out beyond the Bench Head Buoy, known locally as the edge of the known Sonata World.

The DSC bar will be open on Friday night and there will be food available on Saturday night.

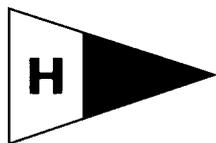
Registration is from 6pm on Friday.

Moorings and launching can be arranged through West Mersea Marine (01206 382244)

HW times: Friday: 06.56 & 19.10, Saturday: 08.09 & 20.27, Sunday: 09.24 & 21.45.

There will be a briefing for all competitors at 8am in the DSC clubhouse on Saturday morning. The warning signal for the first race is provisionally scheduled for 10.50am.

The entry fee is £15. Cheques made payable to Dabchicks Sailing Club. Any queries to the DSC Sonata Captain, Roger Sydenham on 01206 384619.



HAMBLE RIVER SAILING CLUB
THE FERRY HARD, HAMBLE, SOUTHAMPTON SO31 4JB
Tel: 01703 452070 Fax: 01703 45201



Sonata National Championships 1997

Monday 25th - Friday 29th August

Notice of Race

Racing will be governed by the racing rules of Sailing (RRS), the prescriptions of the RYA, the rules of the National Sonata Class and the Sailing Instructions.

All entries must be members of the National Sonata Association

Racing will consist of a variety of Windward / Leewards, Olympic Triangles, and one distance race. They will all be set in the central Solent.

The time of the warning signal will be 10.50 each day.

Entries will be accepted up to Monday preceding the event, after this late entries will be accepted up until 12.00 on Friday 22nd August, but will be subject to a 25% surcharge.

Race entry fees will be £100 for the series or £20 per day.

Sailing instructions will be sent out to all entries on the Monday preceding the event. However, late entries must be collected from the HRSC clubhouse on arrival.

There will be a skippers briefing at 17.00 on Sunday 24th August in the HRSC clubhouse.

Sonata Spring Cup 1997

Saturday 24th - Sunday 25th May

Notice of Race

Racing will be governed by the racing rules of Sailing (RRS), the prescriptions of the RYA, the rules of the National Sonata Class and the Sailing Instructions.

All entries must be members of the National Sonata Association

Racing will consist of six Windward / Leewards, with four to count.

The time of the warning signal will be 10.55 on Saturday and 10.25 on Sunday.

Entries will be accepted up to Monday preceding the event, after this late entries will be accepted up until 12.00 on the Friday preceding the event, but will be subject to a 25% surcharge.

Race entry fees will be £37.50 for the weekend or £20 per day.

Sailing instructions will be sent out to all entries on the Monday preceding the event. However, late entries must be collected from the HRSC clubhouse on Friday 23rd May between 19.00 & 21.00 or on Saturday between 08.00 & 09.00.



**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

Hayling Island Sailing Club Winter Series 1997

Why not try Chichester Harbour / Hayling Bay for your Sonata Winter Series this year?

Hayling Island Sailing Club does give you the best value for money. It is actually slightly cheaper than any of the other areas, the facilities provided are as good over all as any of the others, moorings are cheap and convenient and the sailing areas, inside and outside the harbour are arguably better than anywhere else in the Solent. Being the Winter Series, the road access on and off the Island does not get jammed as it does in Summer.

Race entry is £50 for the 8 race Winter series plus £20 for the Sparkes Trophy race, the Nabs Cup race and the Christmas Box, making 11 races in all for £70. Alternatively the entry is £10 per race. Prices are awarded for the series and for each of the last three named races. First race is Sunday 12th October, then every Sunday until the last race on 21st December. Sonatas race in class 2, but if more than 4 boats enter we get our own results and competition.

Racing is organised out in Hayling Bay if the weather is less than F6, or in Chichester Harbour if over that. Racing tends to be abandoned once it hits F9+! For those who may worry about it, Race control ensures that the Chichester Harbour bar is NOT a

problem. Race timings are arranged so that there is plenty of time for a full breakfast in the clubhouse at 0800 and for an excellent late lunch after racing.

Entry fee includes

- Full use of the club facilities, eg (showers & changing rooms)
- Frequent free ferry service to all moorings.
- Ample free car parking.
- Bar and inexpensive restaurant.
- Overnight Accommodation.

Swinging berths are available on good fairway moorings belonging to HISC for £10 per week or £45 for full 11 races. Berths alongside at Sparkes Marina cost £22.23 per week. If at least 6 boats turn up and want to go to Sparkes we could arrange a small discount for a block booking. (All prices quoted include VAT)

Ring HISC on 01705 463766 for details and/or booking. Sparkes Marina is on 01705 463572

Sandy Woodward, 0181 891 2208



Harwich Haven Regatta

The Harwich Haven Regatta will be on of the UK's premier keelboat racing events run on four consecutive days over the Spring Bank Holiday Weekend.

The event is sailed in the clear expanse of Dovercourt Bay off Harwich where weak tides and fair winds combine to create one of the best sailing areas in the country.

East Coast Sailing Week, 97 Royal Tay Yacht Club

This is a large regatta for all sorts of boats, and includes the Keel Boat and Squib Week running from 20 / 25th July. There are feeder races prior to it starting on Friday, 18th July from the Forth, Blyth and Peterhead.

The week is well supported and the generous sponsorship of Dundee City Council, Low & Bonar Plc, Michelin Tyres and XM Services have allowed us to offer free moorings (with a ferry service running till the early hours), and free crannage. Accommodation packs are available and there are camping and caravan spaces close to the club.

An excellent programme of receptions and social events have been arranged, all of which will be free. You only have to pay for your food and drink.

The cost of the Week is £40. For more details call the Chairman, Ron Lorrimer on 01382 477426.



The regatta will make a special effort to set windward starts for a combination of round the cans, Olympic Triangle and Windward / Leeward type courses. The Sonatas will have their own class.

There is an extensive social programme throughout the event. More details from Ken Wheeler, 01353 662838



Questionnaire Results

So far there have been about 130 replies to the questionnaire. Thanks to everyone who not only made the effort to complete it, but has also sent a cheque and rejoined the Association. However it still leaves a similar number of people who we have yet to hear from. This summary obviously only covers these first returns.

As the map shows, the biggest fleet is on the Medway with the winter gathering of Windermere a close second. There is also a big club at Helensborough on the Clyde with other boats across at Gourock. The fleets growing the fastest at the moment appear to be on the Solent and at West Mersea. All good news.

Apologies to all the members in the various parts of Ireland. Leaving you off the map is not a personal

slight but rather a limitation of the maps available on this computer. There are over a dozen boats there in total but we know little of the sailing scene. Any chance of a letter sometime? Could you all get together for an Irish Championship?

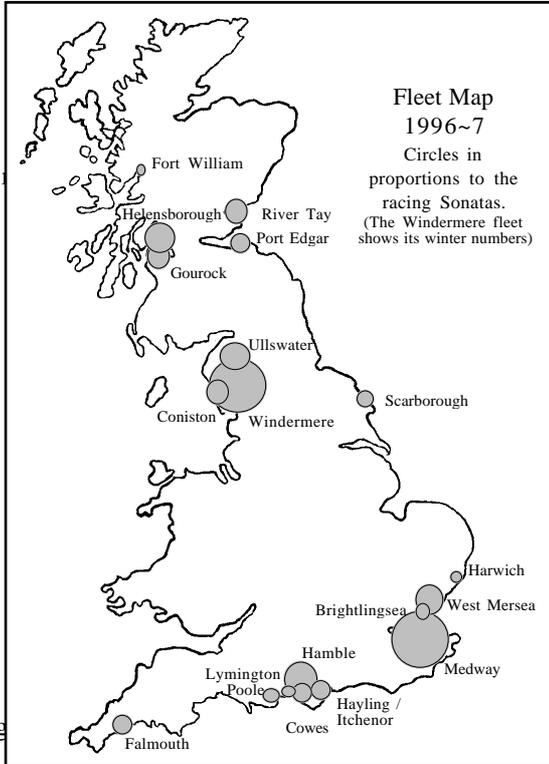
Most people have been owners for less than 6 years. Some are still starry eyed about it, most are comfortable together, with only two looking around at other boats. However 20% of people do wander off and sail other boats, but claim their Sonata understand their need to play the field. Perhaps Sonatas hang on to the Hippy values of 21 years ago.

Over half the racing members usually sail in one design fleets. Only 30% claim handicap racing as their major use. Unfortunately we left 'competing in major regattas' off the list, but many people added it. It was however not a mistake to leave 'sordid nocturnal adventures' off the list as well. That didn't stop Steve Goacher filling us in on some rather interesting antics by his crew. They will be published as soon as we're given the OK by the lawyers.

Cowes and Rover Week consistently attract the largest fleets and the Nationals at West Mersea (Dabchicks SC) considered the most

enjoyable recent championships by far. A lot of people enjoyed the quality of the sailing, organisation, socials, catering, wind and weather.

Most people said they like a variety of races. The least popular were the Olympic triangles where the reaching legs are a



it fitted the nature of the boats quite well. The medium distance race however, was seen as being neither one thing or the other. It is only included to allow visiting boats to crane out on the Friday evening. It was felt that this could still be accomplished if a number of shorter races were held on that day instead.

As to rule changes, the overwhelming view was that the rules should only be changed when absolutely necessary and that the cruiser / racer nature of the boats should never be compromised. However having said that, there were a number of suggestions that the committee will have to consider. No one seemed bothered about GPS's. They offer no real tactical advantage, they're cheap, its impossible to enforce a ban, so why not allow them. Engine stowage was a different matter. Most people still want to keep the requirement for the engine to be stored under the cockpit when racing. That leaves us with the problem of how to enforce the rule. Some other changes that have been under consideration for some time have been included in the Agenda for this years AGM. Finally, there was also a suggestion that the class should ban all boat names that are an unpleasant colloquialism

for a handkerchief. I can't imagine anyone objecting to this, so the ban should go through the AGM on the nod.

Early indications are that there is going to be a great turn out for this summer's events. There seems to be an increase in the number of people who are prepared to tow their boats around. It's understandable that those people with the largest domestic fleets see the least reasons for travelling. The most important factor when deciding to travel to an event (amongst those who do travel) was the anticipated quality of the sailing. Over twenty five boats claimed they would travel to a venue like Abersoch for a quality event. That's about it so far. Thanks for all your efforts. If only we could find a Chairman make use of it all. □



Sonatas win again - and again and again.....

Just a few of the 1980 results

- Ist Solent Points Class 6 production Boat
 - Ist EAORA Class 4 Production Boat
 - Ist BLRA Championships, production Boats
 - Ist in class, Bridlington Week
 - Ist in class, Falmouth Week
 - Ist in class, Menai Straits Week
 - Ist in class, Clyde Points Series
 - Ist in class, CCRC Points Series
 - Ist in class, RTYC Regatta
 - Ist Tobermoray Lord Macdonald Bowl
 - Ist Brid. Passage Trophy, Coastal Series
 - Ist Forth Inshore Series
 - Ist Commodores Bowl Brid. Week
 - Ist in class Bass Rock Race
 - Ist RWYC Round Anglesey
 - Ist in class Dowling Trophy
 - Ist RGYC King George Cup
-and a lot more as well.

Sonata is the only National Status Cruiser Racer Class and is still by far the outstanding IOR production boat of her size. If you buy any other production Cruiser Racer of Sonata size, you will soon get accustomed to her pretty transom!

Full Details from

HUNTERBOATS

SONATA

Already established as the most successful of the new one-design classes in Britain, the Sonata has had a growth rate which would be the envy of some dinghy classes. There are now around 300 Sonatas sailing around the world, all built by Hunter Boats. Why does the Sonata have such appeal? The answer is probably that she is simple and straightforward, but nevertheless an good performer.

She is well built, well finished and is really a true little cruising yacht in many ways. She is fun to sail yet seaworthy enough for short cruises. As the Sonata has already shown herself capable of out-sailing larger boats, she is worth racing in handicap events where there is no one-design class.

Handling

The Sonata makes an interesting contrast to the E Boat. Round bilge rather than hard chine, with fractional rather than masthead rigged, she is almost identical in performance.

Raced with a regular crew of three or four, the Sonata can be equally cruised by a couple with children. The three-quarter rig places the emphasis strongly on mainsail trim, with the advantage of having smaller headsails than on a masthead rigged boat. Moving straight from such a boat to the Sonata, it takes awhile to readjust to the rig.

Like earlier designs by David Thomas, the Sonata has a foredeck well covered by "bomb-doors" which can house a jib, hanked on ready to be hoisted, or the anchor and warp when cruising. It also forms the mouth of the spinnaker chute, with the spinnaker being led through the specially shaped pulpit which acts as a launcher.

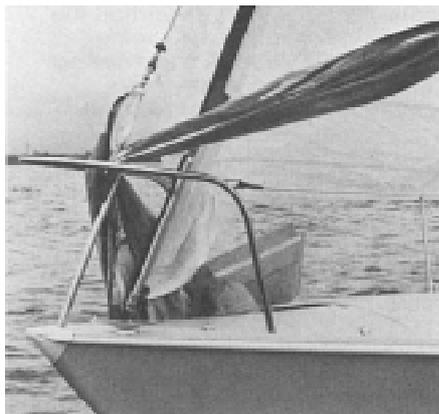
Accommodation and cruising

"A remarkable little boat" was how one



judge described the Sonata. She has everything which you would look for on a cruising boat, but some times on a smaller scale.

Galley facilities are limited but adequate, with a plastic bowl for the sink and water pumped straight from a 25



Spinnaker handling can be a problem on a small bot, but not for the Sonata, with its chute and pulpit launcher

Although galley space is necessarily limited, the layout is ingenious, with fresh water

gallon container.

The pilot berth arrangement, whilst not being totally satisfactory for a large adult, would probably be fine for the average crew. The engine "installation" is particularly interesting, for the outboard is stowed on the bracket which spans the space between the settees and slides away underneath the cockpit. In use, the outboard is clamped to a transom bracket, with the fuel can simply sitting on the cockpit sole.

The cockpit itself is large enough to take all the crew comfortably although, like so many others, it could be improved by having somewhere for the helmsman to brace his feet when sitting out.

One of the Sonata's greatest strengths is the thing that makes or breaks a racing class - the class Association. It has the best produced handbook of any class, the widest series of meetings, and what seems to be the liveliest exchange of views. In the early days of many classes, the Association is, of necessity, looked after by a benevolent builder. The Sonata Association, thought it still has strong links with Hunter Boats, has shown how the next step should be taken towards an independent class, perhaps with greater international status.



SONATA

LOA	6.9m	22' 7"
LWL	5.6m	18' 5"
Beam	2.6m	8' 6"
Draught	1.4m	4' 6"
Displacement	1115kg	2460lbs
Sail Area		
(inc genoa)	19.2m ²	207 ft ²

Price: £5207 ex VAT

Designed By: David Thomas

Built By : Hunter Boats, Essex

Class Sec: P Hornbrook, Tyle House, Loves Green, Highwood, Chelmsford CM1 3QH

RONSTAN things that work.....

A boat that is easy to sail, where everything works and nothing breaks is essential to achieving consistency.

It's when the wind begins to pick up that short falls in deck hardware and layout become painfully obvious.

The tests are;

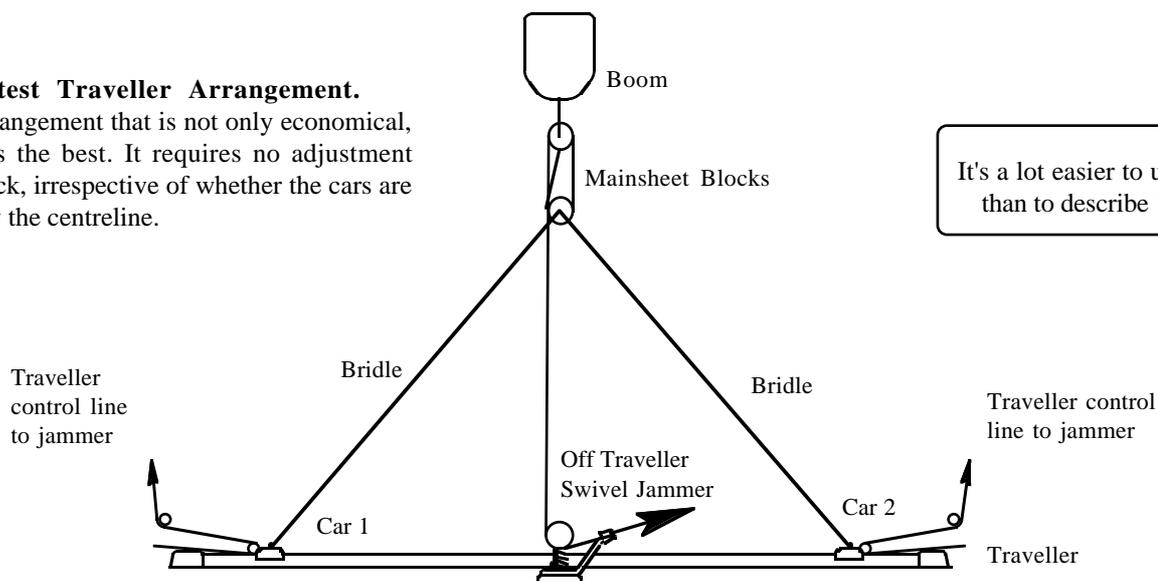
- can you adjust any halyard, sheet or other control lines when necessary, whatever the wind strength ?
- can all the adjustments be made without anyone having to either leave the weather rail when going to windward, or to go forward when running ?
- when racing in heavy airs, do you worry more about the gear failing than you do about the tactics ?

Some ideas that have proved helpful:

- Use ball bearing blocks of the correct size along with ropes of the smallest acceptable diameter for the job.
- Link the forestay to the pulpit with shock cord to stop spinnaker sheets dropping over the mooring cleats.
- Clear coach roof of all redundant cleats.
- Fit a mainsheet swivel jammer on bracket off main traveller. Incorporate a foot rest for the helmsman into the structure.
- Lead backstay (8:1) and main traveller to helm's normal position.
- Link genoa tack strap to forestay with shackle to stop tack pulling back from forestay. Tape it up to stop it falling down into bow well (faster for sail changes).
- A 16:1 cascade of wire or Spectra for the kicker, with a double ended control line coming aft and out to either side. Convenient for the helmsman or crew to operate upwind, and the middleman to dump downwind.
- Twinning line anchorages should be midway between the stanchions at mast end of coachroof. This, plus ideally the use of Spectra spinnaker sheets, will allow you to do away with pole downhaul.
- Spinnaker halyard should cleat high on starboard side of mast.
- Genoa and main halyards (of either wire or Spectra) can be led aft to metal cams aft of forward winches.
- Outhaul should be on boom with cleat mounted between mast and kicker take off. A pulley mounted a hands width behind the cleat allows the pull to be taken from any angle.
- Its worth using a companionway mounted bag for spinnaker stowage. This has lots of advantages over the pulpit turtle.
 - Less disturbance to genoa airflow
 - Less likelihood of broach due to foredeck man up at the bow.
 - Faster drops as there is a more even distribution of jobs. The poor foredeck man is not expected to do it all !

The Fastest Traveller Arrangement.

This is an arrangement that is not only economical, but also works the best. It requires no adjustment from tack to tack, irrespective of whether the cars are above or below the centreline.



There are two small cars on the track, joined up to the mainsheet blocks by the fixed rope bridle. Each car can be adjusted individually from their respective sides in the same way as a conventional traveller. Its so simple and effective in practice. Once you've seen it, you'll be convinced.

Finally, check the obvious;

- are all sharp edges taped up?
- is all excess equipment off the boat. (Imagine walking the distance of the race course with it strapped to your back). The only sure fire way of controlling clutter on board is to take **every last thing** off the boat at least twice a season, and only put back on what is absolutely necessary.
- have all your ropes been cut back to exactly what you need and no more to reduce tangles ?
- have you checked the crew haven't smuggled excess weight on board ? (eg water proofs, lunch etc)

STEVE GOACHER
SAILS

Letters

Dual Purpose Sonatas

Dear Kevin,

A short note in reply to the questionnaire.

The Sonata has proved to be a very good compromise: It is an excellent (and economic) round the buoys racer that also has the ability to race or cruise further afield using the boat for accommodation. Any changes to the rules affecting this 'duality' would reduce the number of people who would be interested in buying a Sonata.

If people are interested in just sailing a 'round the cans racer' they can buy one of the many sports boats already on the market.

Please don't mess around with the proven appeal of a class that is keeping a broad range of punters satisfied.

Frank Ellwood
Sandpiper

□

More News from Fort William

Dear Kevin,

I am a relatively inactive NSA member and do appreciate the work that is being done by the committee in keeping the Association so very much alive.

I suspect there are a lot of Sonata owners like myself: I am the original owner of Serendipity having bought her as a kit boat back in 1979 and have always been a paid up member of the Association. My racing is limited to my local club and although I have never had my boat measured I like to think that it is still within class. I still enjoy cruising the Sonata and have yet to see another boat that I could both afford and is still so versatile.

The questionnaire mentioned 'optimised deck layout' and I wonder if any of the experts could be persuaded to write something for the newsletter that shows how this might differ from the original Hunter layout.

I just hope the increase in subscriptions is not going to be counter productive in raising revenue, by causing other none active class members to opt out of the Association.

Keep up the Good Work

Yours faithfully

PB Lister,
Serendipity.

This contribution means that every member of the Loch Linnhe Fleet has now written something for the newsletter. Its an accomplishment I trust those fleets on the Clyde, Medway, Solent etc. will try and emulate. - Ed.

□

Proper Yachting Dress

Trawling through some old copies of sailing magazines looking for Sonata advertisements I came across this article which I thought might be helpful for those of us planning to attend Cowes Week for the first time.

"There are social usages in this world which a great many of us are apt to slight. This is especially so with the yachtsman. How often have we seen the sailor in togs that would disgrace his butler when back at home. It is a pernicious habit this putting on of overalls and rags when you go yachting. Remember that you have your social duties to perform when afloat, and a man should always appear in proper togs when lying in harbour or sailing about a resort that is populated with people of refinement and good breeding.

This article will treat only the small boat owner with a crew of four. The yacht owner's uniform for social dress should be the double breasted blue reefer, closing with black buttons. This wearing of brass and

bouillon is passe and the well dressed yachtsman of today wears all his ornamentation upon his cap. The trousers should be of blue or white flannel while the cap should be of the same colours. The generally accepted mark or insignia for a boat owner is two fouled anchors on the cap. You should be careful to appear as clean and gentlemanly as the limited boudoir arrangements of your boat will permit.

For evening hops and receptions ashore the regular full dress suit generally worn on such occasions is the only proper dress, though yachtsmen with small boats may be excused for appearing in the dress described in the first part of this article.

When racing, especially in small boats, amateurs have more latitude in their dress. However they should all dress alike as there is no sight so pretty as a properly and uniformly dressed crew working a boat in a thrashing good wind."

'Rudder' magazine, February 1891.

□

Classic Boats

David Townsend and Dick Owens (who have Pianissimo on the Medway) took this shot of their MGA 1666 MkII just before departing on the Monte Carlo Classic Rallye.

Unfortunately they didn't send us any details of what it was like or even how they got on.

But it got me thinking about what makes a car like this 'classic'. Do the same criteria apply to boats? If so, how long after the Sonata's 21st birthday will it be before they are deemed classic? How long before we can have a class start at La Nioulargue week?

The criteria for cars seem to be quite straightforward: Apart from being more than about 25 years old with styling to match, they all seem to be constructed with rather rudimentary engineering, possess hardly contemporary performance and have some rather quirky handling characteristics. The

true measure however, is that they all exude a certain something that everyone recognises but no one can define.

Well, give the Sonata a few more years and



they would certainly prove to be a classic by those criteria.

Unfortunately, the measure of when a boat can be called a classic must be somewhat different. I fear it will be a very long time before the baggy wrinkle and polished bumpkin brigade invite the Sonata along to any of their classic boat rallies.

□

News from Coniston

Dear Kevin

I enclose a cheque for the renewal of my membership. I am pleased to see the Sonata Association is coming together again and would like to congratulate all those involved.

I am the recently appointed Honorary Secretary of Coniston Sailing Club, and a few years ago we had a very active Sonata fleet here, but as with all things, times change. At present, Ian and I in Cadenza and Footnote are the only regularly racing Sonatas. However we have high hopes that this will increase again this year, and if it does I will encourage them to join the Association.

I am heavily involved with the administration for Coniston Sailing Club and consequently we don't travel with Footnote. However we are always interested in news and stories involving other Sonatas and look forward to the next Newsletter. If our fleet increases in 1997 and there are more than the two of us regularly racing then I will forward you an article for the Newsletter.

Yours Sincerely

Judy Leese,

Footnote

No Thank you

Dear Mr Harrison

Thank you for your letter. I have completed the questionnaire as best I can, where relevant. But like the Newsletter it has little bearing or interest for a cruising Sonata. (The Sonata is superb for cruising, and have been to Holland twice and done numerous Channel crossings). Should the Association widen its interests I shall reconsider joining.

I know being a committee member is a difficult and sometimes thankless task and I wish you the best of luck in your endeavours. However the Association is not one I wish to join at this moment.

Yours Faithfully

Ian Tredwen

Soloist

I'll Be Back! (maybe)

Dear Kevin

I have now sold White Magic to Charlie Stewart who plans to sail the boat in the Solent area. Please accept this as my resignation from the Association.

I think the Sonata is an excellent boat with a good future and may well rejoin the class after a break doing other things. It has happened before!

Yours in Sport

David Draper

Duncan Morris Saboteur

Its interesting to note there has not been one word of denial from Duncan to counter the accusation that he is in fact a secret mole from the Sportsboat world.

So in the spirit of the modern criminal justice system, I would suggest his silence is an explicit admission of guilt and we should string him up from the nearest yard arm. Or perhaps a more caring approach would be to make him do hours and hours of community service for the Association as part of his rehabilitation. Oh, he seems to be doing that already, so 'Release the prisoner! His time's already served.'



After one year with a Sonata

Dear Jim,

First of all we would like to congratulate you for the recent issues of Sonata News which were a great read. We are aware that you are desperate for contributions, so desperate in fact that you will be happy to accept this contribution from the crew of GBR 8116N, "B Off"

Our decision to enter the world of Sonata racing came about after a period of weighing the pros and cons of all the keel boats around. (in our previous life we were all dinghy sailors). Our first (and main) consideration was that we wanted something that gave us good one design racing. This meant that the class had to have recognised fleets (one being local) and as we would want to compete at various venues round the country, it would have to be trailable by something other than a Pickfords low loader. We wanted a boat that was not too big or complicated and could be sailed by a small crew of four (or even three which proved useful to let us compete and finish in fourth place overall at the Nationals). Lastly it had to be affordable. This lists dismisses boats such as Dragon, Soling, Hunter 707, Melges 24, J24.....the Sonata was the only option. Such thinking must apply to a large proportion of first time keel boat

buyers and we think that such points should be used to promote the fleet whenever possible.

Having bought the boat we are very pleased with our decision (although not our results!) finding the racing competitive and the fleet to be very friendly and helpful. There are however some aspects we feel could be changed to make the racing better and would like to suggest a couple of them here.

i) The Rover/Scottish series is a great event (and if you have not competed at it do so). But we do feel that the first race of the event, the overnight race is wholly unsuited to the Sonata. Firstly to compete in the race you need to have a lot of extras such as an emergency tiller, radar reflector, nav lights, liferaft etc. - such equipment only being required to be purchased for this one race. Secondly most of the competing boats have offshore facilities on board such as proper bunks, plenty of crew to allow a number of watches, some even have TV's on board for when the wind dies as it always does. This year we did not compete in the race but chose to trail the boat round to Crinan where it was quickly and cheaply craned in (and out) for us. Whilst this meant we did not have a series discard (we believe this

was the first year the race could be discarded), we feel we saved ourselves a lot of hassle doing it this way and intend to do the same this year.

ii) Reaching legs in Sonata racing seem to us to be out of date. As the boats don't plane (well ours doesn't) such legs become follow my leader with all boats displacement sailing in an unchanging line. Far better windward/leeward races which allow tactics/place changing on all legs of the course as well as more races in the same time (gosh, we could even suggest finishing at the leeward mark to allow the next race to start straight away). Our female foredeck crew would like this as she continually complains about long races where she cannot have a pee (unlike the rest of us off loading weight over the side during the race).

Despite such grumbles, we are looking forward to this years racing, especially the Nationals and other events down South. Our main objective is to close down on Steve Goacher bit by bit.

Good Sailing,

The Boys and Girl of 'B OFF'

Robin Boardman,

robin@yelmorb.demon.co.uk

National Sonata Southern Area Championships

Royal Southern Yacht Club

26-27 July 1997

Notice of Race

1. Organisation

The championship is organised by the Royal Southern Yacht Club. All enquiries and correspondence should be addressed to:- Mrs Sarah Norton, Sailing Secretary, Royal Southern Yacht Club, Hamble, Southampton, SO31 4HB
Tel: (01703) 452231 Fax: 456903 Email: racing@royal-southern.org.uk.

2. Rules

The Race will be governed by the current ISAF Racing Rules of Sailing 1997-2000 (RRS), the prescriptions of the RYA, the National Sonata Class rules, this notice of race and the sailing instructions. In the event of conflict the Sailing Instructions shall prevail.

3. Eligibility

National Sonata Class Yachts whose owners are current members of the National Sonata Class Association.

4. Entries

Entries will only be accepted on the Official Entry Form. The closing date for entries is 27th June 1997. The Entry Fee for the Championship is £45.00

5. Scoring

The Low Point Scoring System, Appendix A2.2 of the racing rules will apply.

6. Starting Times

There will be 3 windward leeward races on the Saturday and 2 round the cans races on Sunday. The Start time on Saturday will be 10.50. Race 2 and 3 will continue as soon as possible after the finish of the preceding race.

7.0 Protests

Protests in accordance with RRS Rules 60-68 shall be lodged within two hours of finishing the race, or where two several races are to be sailed without coming ashore within two hours of finishing the final race of the day.

8.0 Disclaimer of Liability

8.1 The Royal Southern Yacht Club is providing these races only on the understanding that the Club or its representatives bear no responsibility for any loss, damage or inconvenience to yachts, competitor, skipper or crew howsoever arising directly or indirectly from its rules, policy, courses or rulings during the races or related activities. In particular owners:

- a) shall accept full responsibility for their crews and for their seaworthiness and safe navigation of their yachts and shall use their own judgment whether to start, continue or retire from a race in the existing or forecast conditions (RRS Fundamental Rule 4).
- b) shall draw the attention of their crews to this Disclaimer before the start of any race.
- c) shall acknowledge their responsibilities on the official entry form.

8.2 Except as to protests and requests for redress under the relevant paragraph of the Sailing Instructions, any dispute or difference in connection with the Notice of Race and Sailing Instructions and or any agreement between an entrant and the Club, shall be referred to and determined by a sole arbitrator ('the arbitrator'), such arbitration to be held in London and the arbitrator to be appointed by agreement between the parties or in default of agreement by the President for the time being of the Law Society of England and Wales or his appointee. The procedure to be followed shall be agreed by the parties or in default by the arbitrator. In the event of default by either party in respect of a procedural order made by the arbitrator, the arbitrator shall have the power to proceed with the arbitration in the absence of that party and deliver his award.

Save for any protests and requests for redress made under the Sailing Instructions regarding protests, any dispute or difference in connection with any agreement between an entrant, a crew member and the Club shall be decided according to the Law of England and Wales.

I sail with Philip Evans.....

Song by Andrew Lysser, Northern Dinner in February.

I sail with Philip Evans, it gets right up my nose,
Cause he shouts until he's horse, and we nearly get to blows,
I was sick the other morning, so to the doc's did go,
To tell him my helm Evans was shouting like, you know?

Chorus;

It's Phil, It's Phil, you can here him coming still,
I can't take any more, until you stop your shouting Phil.

He went to put a mast up for the woman at 24,
He found her rigging wanting, so he tweaked it on the floor,
Up went the mast to music, a foxtrot but in vain,
Five minutes later they were on the floor again.

Chorus:

He called upon experience, I'd never done a three,
I looked up at the rigging, but it made no sense to me,
We pushed and pulled till daybreak, we were getting on just fine,
I saw the flag go up the mast and Phil was over the line.

Chorus:

He thought he'd been pushed over, he gave us both the look!
But I wasn't going to tell him, that his shackle key was stuck,
He was red and blowing bubbles, a typical lager lout,
It was the only time I really felt, he had the right to shout.

Now for the moral, for;

It is a sad, sad story, as it is very sore,
To over tension your rigging, like the woman at 24,
Just call on Phil to sort it, he'll do his best you'll see,
But if it's experience that you really want, you'd better call for me.

Chorus:

Taffrail

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

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 £190
 Sender plus both heads £220 (ono)

Phone Duncan or Rose Morris
0181 992 7309

Second Hand Gear - For Sale

- Steve Goacher Main & Genoa, 2 seasons use, £350 incl carriage
 - Hood Spinnaker scarcely used & therefore in as new condition, £250
 - Two rudders, one original condition, the other custom made, both in good condition. Price negotiable.
- John Edwards 01723 360001
- Goacher Main & Genoa, one season's use, £450 (no offers)
- John Collingwood 01580 240277

Second Hand Gear, Wanted.

- Any one have a spare Main Boom in good condition ?
- John Edwards 01723 360001
- Anyone know of a secondhand Cradle going for less than the £500 been quoted for a new one?
- Robin Nixon 01703 457630

Second Hand Gear, Wanted.

- Baby Bouncer that fits in the main hatch in place of Spinnaker Bag. Won't be needing spinnaker bag after retirement from racing in late August.
- Phone Duncan or Rose Morris
0181 992 7309

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

Boats for sale

Please remember to keep Steve 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. Steve is on 01277 654458.

Next Edition

Thanks to everyone for their contributions this time. Long may it continue.

Perhaps I was too easy going about how to submit material for publication. Even people who had reliably sent articles in on disk up to now suddenly went back to just sending written copy. Although I will accept anything, material on computer disks or 'E-Mail' is just so much easier. There are other advantages as well. Last time Duncan sent his stuff in as a barely legible scrawl and as a result, Robin Nixon was said to sail a boat called 'Fat Man'. This time Duncan's stuff came in on disk, (more thanks to Rose than Duncan), and hey presto, Robin now sails 'Fat Hen'.

We continue to look forward to the article about C#'s trip across the English Channel and into the canals. It's continuing to improve with age and is now beginning to take on the look of a well laid down vintage port.

I can not see myself having any time to do another Newsletter during the summer. What free time I have I plan to spend sailing. I may get a chance in early September, which will be a good time to report on all the events up to then. Therefore I must have stuff by the end **end of August**. That means Duncan, that I need the results and report from the Nationals before I leave the Hamble. You can't come to the last night party till it's done.

Missing Persons (Still)

We've found Ian Dodsworth and several others, thank you. Although John Skulczak lives in Higham Rd, Wainscott, it's not at number 62. As he is ex-directory, BT refuse to help us. The Post Office also say that Malcolm Denham of St Albans has gone away, as has Michael Tennant from Romsey and Norman Mitchell from East Kilbride. Have they really done a Lord Lucan or does someone know where they now are ?

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

