



Autumn 1996

Rankings

Northerns

Cowes

Western Isles

Trailers

# Sonata News

*National Sonata Association Newsletter*

## The Ronstan Annual Rankings Saraband snatches top spot with win at Northerns

Victory at the Northern Championships enabled David Clarke and crew on Saraband to snatch the top place in this year's Ronstan Annual Rankings.

This is the first year that the overall national rankings have been computed, and the complete results are later in this issue.

The Northern Championships themselves were held over two consecutive weekends on Ullswater, with a total of 5 races from 6 to count. It was a

100 of us sat down to a superb meal. It really made the championships quite an 'event'.

Over 30 knots of wind and an island race greeted the 21 boat fleet on day one. After an exiting 18 mile race with boats exceeding nine knots down wind, local boat, Saraband took first place from Irie Blue (Phil Evans). Race two started in 10 knots of wind and a small Olympic course with legs of 600 metres giving tight racing. Jammie Dodger (Heath Gairns) sailed an excellent tactical

race to work up to first place from Moonlight (Nigel Harris). Race three, a windward / leeward race became memorable as the wind gusted from calm to whipping up spray around boats. Alan Harper crewing on Miss Moneypenny suffered head injuries and was rushed to hospital when the boom knocked him unconscious. (He was OK). The race was eventually won by Irie Blue from High & Dry (Bernard Price).

The weather was still boisterous on the following weekend. Race four was again an island race sailed in 25 knots of wind. Steve Goacher was back on Eric The Boat after returning from the Melges European's in Barcelona, and they managed to beat Saraband by seconds. Race five saw Eric The Boat lead from the start leaving Irie Blue, Saraband and Jennyanydots (David Tunnicliffe) to finish in that order after much place changing. The championship was now between Saraband and Irie Blue. At the

start of the last race Saraband forced Irie Blue on to the buoy, Irie Blue was unable to recover her position and the championship went to Saraband.

A great event was rounded off with short prize giving. Here, whilst the silverware went to the winners, all the items donated by the sponsors were raffled off to the entrants. With only 21 entries chasing 7 substantial prizes, there was keen interest in the draw. The 'Thank You' speech was from Irie Blue, as the highest finishing visitor. It was truly classic, and is 'reproduced' inside.



popular format with 21 boats turning out, more than half of which trailed there from Scotland, the NE coast or elsewhere in the Lakes and Lancashire.

Central to the success of the championships was the hospitality and hard work of the Ullswater Yacht Club, and the support of Steve Goacher Sails, and the other sponsors. In addition to running some excellent racing, the club did much to ease the lot of the visiting boats, helping with launchings, moorings and a water taxi service. Their club members also proved themselves pretty talented chefs, and on the final Saturday night over

# Editorial

## The RYA and Money

This newsletter was slightly delayed by the arrival of a document from the RYA looking at measures they could take to lessen the financial burden they claim that we, and the other national classes, exert on their coffers. They claim it is an unacceptable situation that can't be allowed to go on any longer, and they plan to take action at a committee meeting in early February. Kevin, your Chairman, felt it was important for members to be informed about this as soon as possible, to allow ourselves time to react in a measured and effective way. Kevin has tried to summarise some of the areas of concern he has, and copies of the original document are also enclosed.

There are serious implications for the class in what is proposed, and its vital you let Kevin know your view. (ideally before Christmas).

## Situations Vacant

Earlier in the year the Treasurer resigned when he sold his boat and left the Association. At the AGM, Kevin Marshall said he would like to relinquish the Chairman's job and take over as Treasurer, because as an accountant he felt this was a job for which he was more suited. More recently, Heath Gairns, the Scotland area rep has been moved by his company down to Southampton. Good news for the Hamble fleet, but not so good for reporting on, and organising things in Scotland.

Therefore we need a Scottish Representative and a Chairman, or a Treasurer and a Scottish rep (when Kevin would stay as Chairman), or a Treasurer and Chairman, to allow Kevin to return to being Scottish Rep. To make any of these options work, we need 2 more people on the committee, neither whom needs to come from Scotland necessarily. Kevin is prepared to be pretty flexible, but it would be totally unfair to expect him to pick up all the jobs.

One problem with recruiting someone to be Chairman, is that we all remember Mike Owers in the job. His work load for the Association must have been horrendous. He handled so much, including the Chairman's role, the secretariat, the boats for sale, and editing the Newsletter. How he managed it I'm not sure, but we're grateful. However the situation is a very different now. The job has been broken down, and the Chairman's role is as it should be; someone just to steer the Association along.

## Professional Help

The Association has always paid for some assistance with the secretarial work. We have been able to do this again with the offer of help from Fanshawe Robinson, a firm of

computer database consultants. For a reasonable fee, they have agreed to do a very specific number of tasks for the Association, including managing the association database, organising mailings of the newsletters and renewal notices, providing address labels to help area reps organise events, keep the WWW page up to date with results, and provide a copy typist to help produce the newsletter. What they haven't agreed to do is run the Association for us. We, collectively, are responsible for that.

## Lost members

There are over 200 Sonata owners about who are not members of the Association. Aside from the loss of income to the class, it more importantly means that they don't benefit from being members. So let's get out and try and find them. Its not that hard, and in fact, we've found nearly 20 in the last month. If you think giving them a copy of this news letter might entice them to join, I've printed some spares. They're also available if you would like a copy to place in your, (or your neighbouring) sailing club. If you send me a stamped addressed (C5) envelope, I will send them by return. In addition, their names will be added to the mailing list so it happens automatically in the future.

## Slogan Competition

There wasn't a single entry for the Slogan competition, so by default I must be the winner. Quite what I'm going to do with yet another £90s worth of Harken Hexaratchets on my boat I don't yet know. It reminds me of one of the basic tenants of competing in any sport, that 'just by entering a competition, you radically improve your chances of winning'. Which brings us neatly to the annual rankings.

## The Ronstan Annual Rankings

These have been instigated to try and encourage participation in events away from home. The top four places this year were boats from around the country, (Ullswater, Windermere, the Clyde and the Hamble). Lets hope even more boats move around next year pursuing the top slot, and the chance to get their name on the handsome new trophy. We are grateful for the support we have had for this from Ronstan.

## Trailers

The article on trailers contains my best shot at fathoming the depths of the trailer towing regulations. Although it can not be quoted as gospel, drafts of it were shown to the Police, Trading Standards, Ministry Inspectors and members of the Trailer Manufacturing Association. So far none of them have said it's way off the mark.

We also have details of some makes of

Sonata trailers available at the moment. With each is the contact number of an association member who is prepared to share their experiences of owning that particularly model. This way if you want to do some comparative shopping, you can get the low down on each one from the people who have actually used them. But please remember, these people have agreed to share their knowledge, **not** lend their trailers.

As many of the trailer manufacturers are offering discounts to association members this winter, it could be the time to get mobile.

## The Summer of 1997

The place to be is the south coast, and Duncan and Mike have already done a lot of work to ensure that it is going to be well worth using your new trailer to get down there for at least the Nationals. They have also tried to pack other events close together, so a trip that includes the Southern and Cowes Week looks very attractive.

## Picking your brains

The next newsletter will be out after Christmas. It's going to contain, not only the association membership renewal forms, but also a questionnaire to help sound out members views on a whole range of Sonata sailing matters. We hope to build up a clearer picture of all your views on a host of topics including your views on the rules, best time for the Nationals, your needs from the committee etc. It should help manage the class better, and generate a relevant agenda for the next AGM. So if there are any questions you think we should ask, let me know sometime in the next month.

## Sponsors

Scattered throughout the newsletters are the logos of the firms that sponsored either the Scottish or the Northern Championships. Those who attended the events know what a difference this support made. The best way to show our gratitude and ensure their continuing help, is to buy their products.

## Discounts

You will notice that some of the trailer manufacturers, as well as the race sailing schools are offering discounts to us this winter. In addition, Ocean World gives the Association funds 10% credit on all purchases from members, and there is a 25% discount available on orders of 12 items or more for fleets or race officers organising prizes. Give me a call if you want to take advantage of this last offer.

Jim Dowling

# The Committee Matters

## National Classes & the RYA

In the last few days we have received a discussion document from the RYA that could have profound implications for the class. A copy is enclosed with this Newsletter, and I would urge you all to consider it most carefully.

The committee will be making a powerful submission to the meeting in February, hoping to ensure a favourable outcome for Sonata sailors. To achieve this we need to know your reactions. Time is short, so please let me know as soon as possible, and certainly before the middle of December. Together with the other committee members, I can then work on preparing our submission over the Christmas holiday.

It seems to me that there are many issues raised by this document.

The first centres around whether we accept the magnitude of the problem as set out by the RYA. Are the figures quoted convincing, or are they a smoke screen to mask another agenda? There would certainly seem to be some weird figures quoted on both the income and expenditure sides of the 'accounts'. How is it, that they make only £1 from each certificate issued when they charge a minimum of £6 for each one? Why is no money from our class and yacht club affiliation fees (or the individual memberships paid by a great many of our members), not available to help administer our class? Surely the days work (at £50 per hour) on our rules, during each and every year, is a bit of a generalisation?

If we do accept their problem, but we want the RYA to continue administering our class, what changes can be made to increase the income they receive from us, or what can we do to lessen their costs. Should we administer the class rules for ourselves or should we use the certification system more, (ie more people paying to have their certificates updated, to show their, and their boats, current name). Should we pay the measurers more? A higher affiliation fee?

Alternatively, how important is it to remain as a National class? What would be the impact on our standing? Could there be any advantages in administering the class rules ourselves? Is this logistical possibility given the difficulty we have filling the posts on the regular committee, let alone a new rules sub-group? Would the rule be as stable and well written if we did it ourselves?

Finally, there is the broader question about the role of the RYA. What service it is supposed to provide for sailing? Does (or should) it evaluate all its functions on a similar simplistic profit and loss basis? What

is the present role of the national classes? Does the Sonata still have a role to play?

I need to hear from you. My address is, Kevin Marshall, 31 Carnoustie Ave, Gourrock, Renfrewshire, PA19 1HS. (01475) 636648.

## Other business

Has this editor no shame. The phone call asking me for this piece went as follows.:

JD: Kevin, I need your piece for the newsletter, something upbeat please.

KM: How soon do you need it?

JD: This weekend please, and by the way my crew have hidden your boat and it won't be returned until I've got your piece.

KM: I guess that's one form of motivation Jim, I'll get it sorted for you. \*

At the time of writing, I don't know whether Jim was joking or not, but whatever methods he's employing there is absolutely no doubt that the last newsletter was the best that I've ever seen produced by the class. More power to his elbow, and please send him any articles, news, letters etc that you might have.

Following on from where I left off in the last issue, the publicity drive has already started. I note that we already feature on the internet in such company as the Mumm 36 and the Melges 24's. Nice one Cliff and what an example to the rest of us to push the class.

Another fine example was the recently held Northerns at Ullswater Yacht Club organised by David Clarke. He generated a lot of interest in the event from both competitors and sponsors, and then had the cheek to win the thing himself. It was a very successful event and perhaps we can get David to put pen to paper to tell us how he did it in order to help the rest of us organise our events more successfully.

## Who's Who on the Committee

Chairman / Secretary	
Kevin Marshall	01475 636648
Technical	
Andy Mitchell	01723 581729
Boats for Sale & Burnham	
Steve Tribe	01277 654458
Scotland	
Heath Gairns	01475 520434
Northern England	
David Clarke	01325 730413
South Coast & Cowes Week	
Duncan Morris	0181 9927309
Mike Jaffe	0171 7368645
Medway Rep	
Mike Harrison	01233 850423

I was recently asked by one enquirer about the future of the class and the reply I gave is printed below. I hope that you all agree with the sentiments expressed, and will continue to spread the gospel.

On a more serious note, we are still looking for a treasurer and this matter is becoming more urgent. If no one out there is willing to do that job, would anyone consider taking over as Chairman and I'll take over the treasury function, a position which is rather more suited to my talents (as I am an accountant).

Kevin Marshall, Chairman.

\* Its different strokes for different folks. Most people, I'm glad to say, just need asking nicely, and 'hey presto', the stuff arrives. Others need a little more coaxing. So with the next copy deadline already looming at the end of December, this might be a good moment to mention to Duncan, that I know the route his children take to school. Nuff said. - Ed

## Part of a reply given by Kevin to an enquiry about the class

As a class we are obviously well aware of the current surge of interest in the new sports boats. However, the challenge to our position as an established National Class would so far, appear to be more publicity and hype, than reality. The two boats which so far are the most numeric are the Melges 24 and the Hunter 707.

Neither of these has any cruising capability what so ever, which immediately rules them out for anyone looking for a dual purpose boat, and makes the 'living on board option' when away at regattas even more difficult. It would also be nigh on impossible to equip these boats to RORC Category 3, thereby precluding any short offshore races.

The Melges costs in the region of £30,000 and the 707 around £17,000. These prices have to be compared the the maximum of £8,500 it should take to get a Sonata, with a trailer to the top competitive level.

As regards the standard of racing, there is no doubt that the Melges attracts top class sailors, and is in fact turning into a fully fledged professional circuit. Although the standard of their racing is very high, I do not envy them the battle of the chequebooks that is currently being waged in that class.

We read in the press that the 707 racing is also very close. However the only place the fleet has really established sufficient numbers is on the Solent. At the recent Scottish Championships there were only

## Committee Matters (cont)

four boats, one of whom was the demonstrator. This to my mind explains the term Recognised One Design; there is not enough of them, sufficiently spread, to be a national class.

As for the Sonata, well, we have very close and high standard racing. There is an increasing number of boats vying for the top spot. Some of these such as David Clarke and Mike Jaffe concentrate on the class, whilst others chose to race Sonatas in addition to competing at the highest levels in other fleets. These include Steve Goacher (Melges and World Champion in Flying Fifteens) Robin Boardman (505s), Nigel Harris (Merlin Rockets) Peter Iszatt (match racing), and Chris Owen. An endearing feature of the class is the willingness of the top sailors to help others improve. The people at the top relish the chance to have more competition, which is the very essence of one design racing.

Turnouts for most area championships (Scotland, Easterns, Northern and Southern) are usually around 20 boats, and the attendance at the Nationals, Cowes and Rover Weeks ranges from 25 to 35 boats. The Nationals travels around the five basic

geographical areas of South Coast, Scotland, East Coast, North East and North West, and unlike in some classes, the area championships are actually held in the areas to which they relate. There is also a class start and good turn out at Cowes Week, The Rover Series and Burnham Week. The class is also the most numerous amongst those who gather in November on Windermere to race in their Winter Series, that lasts right through to Easter. When the weathers a bit grim, its hard to imagine a more powerful testament to competitive sailing within the class than this.

A great feature of the class which is developing strongly at the moment, is the number of sailors who are prepared to trail their boats to venues all over the country. Not only is this great for competition, but the social scene that this engenders is also extremely friendly.

In conclusion it seems to me that if we emphasise the reasonable costs and the competitiveness of the class, the future is assured. Perhaps our newsletter editor got it right when he suggested the following slogans; 'All the competition, only a fraction of the cost' and 'Sonata Sailors, more skill than money'.

Yours etc, Kevin

## Area Reports

### Cowes Week

With over 20 boats competing, the south Coast fleet is back to stay! An excellent weeks racing saw Mike and Emma Jaffe on Sonic securing the top position on 6 of the 7 days, having sailed well in both strong and lighter conditions. The competitive nature and the close racing of the fleet, meant that many different boats got second or third places on the different days. On Sunday, following a good start, Tom White on Pizzicato out sailed the pack to finish 2nd, and on the Monday Rondo, helmed by Ben Sharp, flew down the first run to reach 2nd position which he maintained to the finish. Tuesday was survival day, particularly on a 22 footer. Gusts of 55 knots were recorded by some boats out that day. Sonic, and Guy Palin on Crisis finished 1st and 2nd respectively. 90 minutes later, the battling David and Sheila Lippold on Dry Red were the only other boat to complete the course. Day 5 was considerably lighter and Bob Sharp on Rhythm & Blue started in hot pursuit of Sonic, until running aground on

the Brambles delayed them by some 10 minutes. A steady race from Richard and Jonathan Wheeler on Andante saw them finish 2nd. An off wind start on the Thursday meant the sternest competition of the Week for Sonic: Mark Harrington on Piccolo reached the first mark ahead, and during the race the lead changed no fewer than 3 times between the 2 boats. On the final fetch, Piccolo extended their lead to win. The final two races saw good performances from both Dry Red and Crisis. Having sailed a consistent series Dry Red finished 2nd overall, behind Sonic, with Piccolo finishing 3rd.

Mark Harrington

### Mast breakages at Cowes

As reported elsewhere, there were a number of mast breakages in Cowes this year caused by the very strong winds on the Tuesday. Twenty one boats started in a 25 knot breeze which soon increased to 40 plus. Four boats lost their rigs, a lot of sailcloth was shredded and 18 boats retired. If you have seen the picture on the cover of Yachting World of

the 41 foot IMS boat Silk doing a vertical nose dive then please remember; there were Sonatas out there too!

Many people have shown concern about the possible impact of

these events on Sonata insurance. However, it seems that the relevant insurance companies have dealt with the claims fairly and have not tried to avoid liability. A combination of (i) violent weather (well reported by the press), and (ii) specific events , eg clash of masts or parting of a shroud, appear to have helped things along.

Mike Jaffe

### Sonata Rose Bowl

The Autumn event organised by Itchenor Sailing Club was held on Saturday 21st September in Hayling Bay. Yet another windy forecast and perhaps an unpopular location resulted in a rather small fleet of only four boats, but those that took part were well rewarded, although some competitors did experience some difficulty in finding the starting line!

The committee set three back-to-back races and with the weather turning out to be much better than expected, all boats enjoyed some very exciting racing. The last race proved to be particularly interesting with the lead changing a number of times as various tactical errors were made, with Andante taking the gun. The racing was followed by a dinner at Itchenor, and a prize giving for Cowes Week and the Sonata Rosebowl itself. This event has always been sailed from Chichester Harbour but we do need more support for this event or we may be forced to move it to a new location.

Mike Jaffe

### Rose Bowl Results

1	Sonic	Mike & Emma Jaffe
2	Andante	R & J Wheeler
3	Tiger Rag	Sandy Woodward
4	Cygnat	Duncan Paterson

### Hamble River Sailing Club - Winter Series

I'm please to confirm we currently have 9 Sonatas in this prestigious series, which at the time of going to press still has 4 races to go. We have our own class and start with the Folk Boats and CHS Class 5. We have had some excellent racing although it has been a somewhat windy affair! No one person has dominated yet with different winners in all 5 races to date. I will do a full report with results for the next edition of the news letter, honest Jim. (But will it be in before the deadline? - Ed) I do believe we have the basis of an excellent fleet at the HRSC and would really like to encourage all southern based Sonatas to come and check us out; we've good sailing, good club and great boozing....you know who to contact.

Duncan Morris

## Area Reports (cont.)

### Medway

The Autumn Series, which is now drawing to an end, started well with 17 boats on the line. There was a welcome return to the fleet of David Townsend in Solution. Racing throughout the series has been close with five boats taking at least one first place.

We are also averaging 17 boats on the line in our Saturday afternoon series. Mike Harrison has also returned to the fleet after a short break between selling Bleu Biyou and buying Patricia from Burnham, now renamed Musical Express. As the Series draws to a close it is still unclear who will come out on top, as there are still 7 boats in contention.

Two Medway Sonatas travelled to Burnham to take part in Burnham Week 96. A great time was had by all crew members on and off the water. In the series, Melody helmed by Paul Fisk swept the board taking all 8 first places. Scirocco finished 2nd, with the first Medway boat, Patricia in third, just 1 point behind. Silver lining helmed by David Appleton also had a good battle in the middle of the fleet finishing well up the field by the end of the last day.

Only one Medway Sonata travelled to Cowes this year. Goodbye Mickey Mouse enjoyed a great week in the windy conditions, and picked up a third place in one of the races.

Some of the Sonata fleet will be representing the class in the MYC Autumn cruiser series on Sundays. We wish them Good Luck and every success.

Neil Harrison, (Musical Express)



### Scottish Area

For the second edition running I have failed to receive anything from the Scottish Area. So instead we have the above picture. I fear it paints rather less than a 1000 words about quite how much fun some people had at the Scottish Championships.

### Cowes Results

	Sun	Mon	Tue	Wed	Thur	Fri	Sat	Total
1 Sonic	0.75	0.75	0.75	0.75	(4)	0.75	0.75	4.5
2 Dry Red	4	5	3	4	(11)	2	8	26
3 Piccolo	7	4	(22)	6	0.75	4	7	28.75
4 Crisis	10	(20)	2	12	7	8	2	41
5 Zebedee	6	9	7.2	7.2	(9)	6	6	41.4
6 Andante	5	8	(22)	2	5	17	5	42
7 Pizzicato	2	7	(22)	3	15	17	3	47
8 Rythm & Blue	20	3	22	5	2	3	(24)	55
9 Xantz	(29)	10	22	11	6	5	4	58
10 G'bye M- Mouse	12	12	(22)	9	3	10	13	59
11 Nimrod of Cowes	11	13	(22)	10	10	9	10	63
12 Afterthought	13	14	(22)	7	12	13	11	70
13 Gin Fizz	15	11	22	8	8	7	(24)	71
14 Minuet	17	17	(22)	13	13	12	12	84
15 Miss Red	18	29	22	14	14	11	9	88
16 Rondo	3	2	22	26	20	(26)	24	97
17 Cygnet	16	15	22	15	16	17	(24)	101
18 Hobo	8	6	22	26	(29)	26	24	112
19 Fruesli II	9	29	22	26	20	(26)	24	127
20 Tiger Rag	14	16	22	26	(29)	26	24	128
21 Woodstock	(29)	20	22	26	20	26	15	129
22 Samurai	29	29	(31)	26	29	26	24	163

### Burnham on Crouch

Burnham Week was a success after all, with 11 boats turning out, including 3 visitors. The winner and first in every race was Melody (Paul Fisk), second was Scirocco (Steve Tribe) and third was Patricia with her new owner Mick Harrison from the Medway.

There was some keen racing throughout the week with many place changes. The closest finish was between Scirocco over Patricia by

one second after 3 hours of racing. But nobody could compete with Melody with their first in every race.

We had good winds on all days except Thursday, which had to be cancelled due to gales, and the last race on Saturday when all boats ran out of time. Parody (Mike Iszatt) managed to let his mast fall down, but undaunted, he put it back up and still didn't finish last.

Some Sonata helms and ex Sonata helms had a trip to Vancouver Island during August this year. There were three teams from Burnham and the east coast, and three teams from the south coast. A photo of the Sonata fleet was presented to the club in Canada together with a half Sonata plaque. We all had a most enjoyable and successful time racing against teams from New Zealand, Victoria (BC) Japan, Hong Kong and Vancouver in the Interport Regatta 1996. Mike Tribe

### Results from Burnham Week

1 Melody	P Fisk
2 Scirocco	S Tribe
3 Patricia	M Harrison
4 Parody	M Iszatt
5 Sonata in C	P Hornbrook
6 Bagatelle	P Draper
7 Silver Lining	D Appleton
8 Harvest Moon	D Hill
9 F Sharp	P Davidson
10 Arpeggio	D Oddy
11 Sea Sharp	S Prudence

### West Mersea

A lot of us have fond memories of the Dabchicks Sailing Club and the 1995 National Championships. I hear their fleet of nine or so Sonatas is still going strong, and have enjoyed some great racing this summer.

## Area Reports (cont.)

### Northern England

Sonata sailing in the north has been on a high this season. A challenging National Championship on Lake Windermere during July, was very well run by the Windermere Cruising Association giving excellent racing and socialising.

At Ullswater a new fleet of Sonatas is growing, we now have 10 boats in the club, and it is possible that next year will see a Sonata class start. For nine of the boats the season finished with the Northern's and their first taste of one design keel boat racing. A report from this championship is on the front cover, and the full results below. In particular we would like to thank all the sponsors for their support.

Over on the north east coast Sonatas sailing in the NECRA race program have been winning regattas. At Sunderland a new marina promoted by the Tyne and Wear Development Corporation will give first class facilities to the yacht club. We are going to hold the Northern's here at Sunderland next year. We plan to repeat the two weekend format, on the 20 / 21 & 27 / 28 September. Sponsorship is lined up from the Tyne and Wear Development Corporation

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and the Environment Agency. Get it in your diaries.

The north east fleet will soon lose Graydon Dawson and his boat Cheechako. He has just bought a hot quarter tonner and we wish him the best of luck. We will certainly miss one of the most active travelling competitors.

Usually at this time of the year sailors talk about the end of the sailing season. However, for those of us within travelling distance of the Lake District the best is yet to come! See you at Ferry Nab on every alternating Sunday, starting on 3rd November for the Windermere winter series. David Clarke

### Northern Lights - 1

"The key to sailing down wind on Ullswater is to keep the shiny side down" - A locally recruited sailor on Snot Rag, addressing Kevin Marshall, the skipper, just before they put in one monumental broach.

### Northern Championships Results

Race			1	2	3	4	5	6	Total
1	Saraband	David Clarke	0.75	(4)	3	2	3	2	10.75
2	Irie Blue	Andrew Lysser	2	7	0.75	(11)	2	5	16.75
3	High & Dry	Bernard Price	(7)	3	2	4	6	4	19
4	Moonlight	Nigel Harris	3	2	4	3	7	(20)	19
5	Jennyanydots	David Tunnicliffe	(20)	5	9	6	4	3	27
6	Eric the Boat	Steve Goacher	20	(21)	7	0.75	0.75	0.75	29.25
7	Snot Rag	Kevin Marshall	6	8	(10)	5	5	7	31
8	Ms Moneypenny	Murray Caldwell	4	6	(21)	9	9	6	34
9	Jammie Dodger	Heath Gairns	8	0.75	5	20	8	(21)	41.75
10	Eye Up	Jim Dominy	5	9	6	(16)	15	12	47
11	Whiskey Chaser	Derick Cutting	9	(14)	8	13	10	8	48
12	Pint Size	David Lyons	11	12	12	10	11	(13)	56
13	Goose Wing	Ian Priestly	(16)	16	11	8	12	11	58
14	Cheechako	Graydon Dawson	10	10	(17)	14	17	9	60
15	Close Action	John Hepworth	14	13	15	7	(18)	14	63
16	Roxy Lady	Rob Watson	13	15	(16)	15	14	10	67
17	Aljokada	Tony Sampson	12	11	13	(17)	16	15	67
18	CJ2	Clive Yarwood	15	(18)	14	12	13	17	71
19	Elyser	Timothy Whitely	(22)	17	19	18	19	16	89
20	Baby Grand	David Laycock	17	19	18	(22)	22	22	98
21	Astra	John Shaw	(22)	22	22	22	22	22	110

### Sexy Ullswater.

At the National Sonata Northern Championships held on Ullswater recently, I had the enviable (unenviable) task of giving the vote of thanks. It's apparently the custom for the highest placed visiting boat. Unfortunately for me the representative from the Ullswater Yacht Club thanked everybody I could think of, and then some. Given that my notes were now useless I thought of the priorities of life,

and up popped the word... SEX.

Well by now it must be obvious to you that I know nothing about sailing, but I do know lots about...SEX. It became immediately apparent that whilst the crews present knew all about luffing rights, barging and mast abeam, they were not aware how much effect 'SEXual activity' had on their sailing. As an opener for a speech it certainly grabbed their attention, and we soon had Kevin Marshall, Steve Goacher and David Clarke sitting in the front row, Nigel Harris was selling popcorn and Phil Evans was pretending that he wasn't listening (but his wife was making him take notes). Mum's were clutching their broods and the children were thinking, 'Dad would never tell us about this'.

There is a sense of irony you know, selling ...SEX to such an exceptionally broad range of people, but none of us are too old to learn. It did concern me a bit, however, that everything I said had to be repeated for Bernard Price and Jim Dominy. Apparently it's like that all the time on their boats.

Anyway lets get down to business and see if we can't get this magazine on the top shelf, or at least into the Doctor's surgery.

**S** Is for **Sonata**

I've competed at all levels in most sports and I have yet to find any sportmen-like conduct or comradeship to better that found in the Sonata Class. And it is Class. It's rare to find in competitive sport, the top flight encouraging knowledge sharing with other competitors. This makes the Sonata fleet special and something to be proud of.

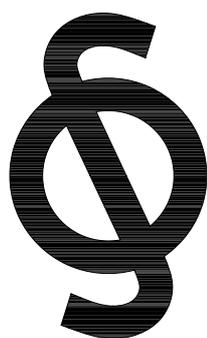
**E** Is for **excitement**.

Plus enjoyment and exceptional fun. Both on and off the water the fleet enjoys superb fellowship. Ullswater Yacht Club made this easy for us by setting up a great amphitheatre, so thanks to them and Dave Clarke who's efforts were tireless.

**X** Is the **unknown factor**.

What is your X? (I said **what** not **who**). Everybody from back to front of the fleet got something from this event and so of course would you. So if you weren't at the Northern's try and make the Windermere Winter Series. Failing that lets meet at next summer's Nationals, Cowes and regionals. Hell, lets enjoy our ...SEX together. 'Lets face it, Sex is good for you'. Remember this is the sport where getting caught between the sheets, premature starts and 'Kick'her Off' are common place, so get your mast up and lets do it together.

Irie Blue, GBR 017687 77634N  
(Previously More Sparks)  
Telephone Number not supplied



# **RONSTAN**

## **NATIONAL SONATA Rankings List 1996**

Event:	Nationals	Rover	Cowes	Easterns	Southerns	Scottish	Northerns	
No of Entries	21	23	22	14	8	12	21	
Event Weighting	1.5	1.25	1.25	1	1	1	1	
Position Interval	5e+1	4e+1	5e+1	7e+1	1e+2	8e+1	5e+1	
Boat	Posn. Points	Total						
1 Saraband	2 1429	2 1196				5 667	1 1000	3624
2 Eric the Boat	1 1500	1 1250					6 762	3512
3 Kooshtie	6 1143	6 978				1 1000		3121
4 Sonic	9 929		1 1250		2 875			3054
5 Jamie Dodger	7 1071	5 1033				7 500	9 619	2723
6 Ey Up	8 1000	8 870				4 750	10 571	2620
7 Irie Blue	3 1357						2 952	2310
8 B Off	4 1286	7 924						2210
9 Pizzicato	11 786		7 909		5 500			2195
10 Snot Rag	5 1214					2 917	7 714	2131
11 Moonlight		4 1087					4 857	1944
12 Piccola			3 1136		3 750			1886
13 Dry Red			2 1193		4 625			1818
14 Pintsize	14 571	10 761					12 476	1808
15 Steamy Windows	13 643				1 1000			1643
16 High & Dry	12 714						3 905	1619
17 Ms Money Penny	15 500	17 380				10 250	8 667	1547
18 Goodbye M'Mouse			10 739	6 643				1381
19 Crisis			4 1080		7 250			1330
20 Gin Fizz			13 568		6 375			943
21 Chechako		16 435				11 167	14 381	816
22 Cygnet			17 341		8 125			466
23 Fiasco		18 326				12 83		409
24 CJ 11	20 143						18 190	333
25 Out of the Blue	21 71	20 217						289

The rankings have been introduced as a way of encouraging participation in the major events. The results from a maximum of three events have been used to compute the points. These three events are the Nationals, then either Rover or Cowes Week, plus the best result from any regional championships that a boat has done. All boats with either two or three eligible results have been included. The points calculated try to recognise a couple of variables. One is the differing status of the events, (with the 'Event Weighting'), and the other is the different fleet size. Whilst a win is always a win, the other places have become relative positions. So if you finish half way down what ever size fleet, you score about half the points. It pays to enter, and do well at, the big events.



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# Next Summer

## Getting Better

At the Northens, I was struck by the number of people (of all standards) I heard wishing they could improve enough to catch the boats who had yet again, finished just ahead.

Getting better, though, is frustratingly difficult. But those of us who attended the weekend with Steve Goacher last winter, know how much difference good coaching can make.

Most of the time, however, our only help is from books, and other sailors. The Sonata fleet has an excellent reputation for the way the good sailors help out. We have benefited greatly from this over the past 18 months.

When buying books, how do you know if they're any good, until you've read them? Few book shops have comfortable enough chairs for this, although one of the few exceptions is the 'Owl & the Pussy Cat' book shop in Camden, Maine. (There's worse ways of choosing your holiday destinations than the quality of the book shops. - Jim No there isn't. - Charlotte.) So, here's a couple I've found quite helpful. The first is 'Winning in One Designs' by Dave Perry, which deals with success in the broadest terms. The other is 'Race Winning Strategies' by Tom Linskey. This is a story about the club racing antics of Deep Dacron and Scratchen Sniff. I find their adventures painfully close to the truth, and the coaching tips given by their tame sailmaker (Kent McBatten) make a lot of sense. What are the books that work for other people?

As the coaching was so helpful, I thought about a week of the same at a sailing school. But in the UK, these seem to only run either Yachtmaster type courses ad nauseam, or race weeks crewing on a larger boat. The sailing / beach holidays in Greece look fun, but don't seem to guarantee the quality of their race training. Finally, I found a couple of places in the States. One runs very focused racing courses (in J24's) during the winter in Key West, Florida. Travel via Miami is fairly reasonable, and they offer us a discount. (J World, Box 1509, Newport, RI 02840, USA. Fax: 1.401.849.8168.) More money, and even more intense are the courses run by John Kolius, which claim to be 'boot camp' for good club sailors who want to get much better. They're run either at the Bitter End Yacht Club in the BVI or in Florida. (Kolius Sailing School, PO Box 1964, LaPorte, TX77572, USA. Fax: 1.713.470.1032)

Each place runs courses of different standards concurrently, so they would make great holidays. Alternatively, take the kids over to Disney, and then slope off to sail while they're distracted..

## The Solent

This is where the action is going to be focussed, and the Southern Reps have been working hard to ensure an exciting racing programme to attract as many committed Sonata sailors to the events as possible. There have been a number of slight changes and additions to the details published in the last newsletter as follows:

Date	Event	Organising Club
24 / 25 May	Sonata Spring Cup	Hamble River SC
31st May	Round the Island	
7 / 8 June	Summer Regatta	Hamble River SC
12 / 13 July	Southern Champs	Royal Southern YC
2 / 9 Aug	Cowes Week	Cowes Clubs
25 / 29 Aug	National Champs	Hamble River SC

The observant readers that the Round the Island Race is much earlier in 1997, and also that the dates of the Southern Area Championships have changed. We have decided to run a Spring Cup which will be run by the Hamble River Sailing Club as an annual event. This will allow us to move the Southern around the area to venues where there is a hard core of Sonatas. This we hope will give a boost to the fleets. Lymington is a possibility for 1998, but we would like to hear of any other ideas.

Mike and I have decided (subject to any venomous disagreements) to use some of the money in the Southern Area kitty to purchase some trophy for these events, as none currently exist.

The Southern are also the final weekend of the newly instigated Hamble Regatta Week, and we are keen to attract as many local and distant boats as possible to it. The date has deliberately been agreed to allow boats new to the area who want to 'practice' in the Solent before the Nationals to come and do three major events in quick succession. It would be good to think that a few may travel and stay from the Spring Cup through to the Nationals. All that practice in the Solent getting to grips with the slightly esoteric tides must be tempting.

## Slipping and Berthing

We are still negotiating the deals, but it has to be remembered that this is the Solent, and there are going to be limits on the miracles

we can pull off in this regard. So far I have acquired the following as a guide.

Hamble Yacht Services

-Launch & Recovery by HYS for Cowes Week

-Storage for 2 weeks in between

-Launch & recovery for Nationals by HYS

-Storage of trailer for duration

Cost: £200 plus VAT

Royal Southern Yacht Club

-Launch by yourself of boat on

RSYC's crane for Southern

-Boat mooring guaranteed until

Nationals (except Cowes Wk)

-Storage of trailer in Hamble

Crane in / out twice by

yourself in necessary to scrub

bottom

-Recovery by yourself after

Nationals

Cost: £200 no VAT

Both of these prices exclude the cost of moorings or marina during Cowes Week and Nationals. Mike Jaffe has detailed the best ideas for Cowes Week separately. The Nationals entry fee I am aiming for will include berthing, if we can negotiate it, at the MDL Marina in a sectioned area, at reasonable cost.

I know all this is more than other areas but I am striving to arrange good value for money. There is a public slipway where you can launch your own boat if you are willing to put your trailer into salt water. If anyone is interested in this option I will try to find them some compatible moorings or berthing. If you are at all interested in

coming down, please let my have some indication as soon as possible of the type of slipping you prefer and the number of events you would hope to come down for. The clearer picture I have of numbers, the more effective will be my negotiating position with the various clubs and marinas. I will also be having some questions added to the members questionnaire going out after Christmas to help gauge the level of support. I really want to show the sailing world on the south coast that there is cheaper and better sailing available with the Sonata than some other over hyped classes.

## Accommodation

Its important to remember that the Nationals take place over the August Bank Holiday.

The only cheaper accommodation would appear to be the caravan and campsite that's about 1.5 miles upstream from Hamble village. It has a limited number of caravans or chalets for hire, and a small field for tents.



Duncan

## Next Summer (cont.)

They will only accept reservations for next year from January onwards, but if you send them your name and address now, they will send you a brochure when booking openings. This looks to be the only such place for miles around. Their address is Riverside Park, Satchell Lane, Hamble, Hants, SO3 5HR. (01703) 453220.

## Cowes Week '97

With this event scheduled for Saturday 2nd to Saturday 9th August, just three weeks before the Nationals, we hope to see a number of Sonatas from outside the Solent area taking part. August 97 may seem a long way away but it is never too early to start making plans, particularly if you are not familiar with the area. The following list of questions and answers may help to get you thinking:

Q: What is the format for racing?

A: One race a day (total 8 races) starting mid morning. All races are round the cans starting from the Royal Yacht Squadron, and usually take about 2-3 hours and often longer. The first race will not count for the series, although there is a wonderful trophy for the winner so this will be no practice race.

Q: How many boats take part?

A: Some 800 boats participated in 1996. 1997 will seem even busier as the Admirals Cup boats will be racing from Cowes at the same time. There were 22 Sonata entries, all Solent based other than Samurai and

Goodbye Mickey Mouse both from Medway.

Q: Where do the Sonatas moor?

A: Sadly not together. Some take a mooring in Cowes Roads (probably the cheapest option at £50 including ferry service while others prefer a marina berth at one of several possible locations. Perhaps one of the Cowes based boats would be willing to try to organise group mooring arrangements? Please let us know!

Q: What about accommodation?

A: The cheapest option is to sleep on the boat, which a number of crews do, although this is not advisable unless you are in a marina. Some have been known to camp (Cowes Marina, on the East side of the river, has an adjacent field) but the most comfortable option is to rent a house. This can be expensive if you want to be in the heart of Cowes. Sharing a house with another crew makes a lot of sense.

Q: How's the social scene?

A: Let's face it - most people do Cowes not only for the racing but also for the parties (the racing merely provides a convenient excuse). There's something for everyone almost every night, from Yacht Club Balls at the top end down to swilling beer at the huge beer tents at Cowes Yacht Haven (no prizes for guessing where you will find most of the Sonata sailors). A party is held for the Sonatas on one evening during the week and we will make sure this is an event visiting boats will remember! The week ends with a

magnificent fireworks display, which, as we all discovered this year, even looks spectacular in the rain.

Q: O.K., so I suppose I'm interested - but how much will it cost me?

A: Here's a rough estimate of the costs of sailing Sonic in Cowes this year:

Entry Fees	£112
East Cowes Marina:	£150
Rent of half a house:	£250 (NB this took some negotiating)

A well located house big enough for two crews is likely to be nearer to £800, i.e. £400 per boat. (Accommodation outside Cowes is much cheaper.) Total £512. Add in food and drink (and gale damage) and the total may not be cheap but it's definitely worth it! Visiting boats will also require launching facilities. See separate article by Duncan Morris in this newsletter on a 4 week package of launching / mooring/storage for Cowes plus Nationals.

Q: How can I get further details?

A: Entry forms are sent out to all South Coast boats around April. Interested Sonata owners from other areas should contact either me or register their interest when answering the January questionnaire. A fact sheet with telephone numbers for accommodation / mooring / launching facilities and other useful details will be included in future newsletters.

See you in Cowes, Mike Jaffe.



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	'95	<b>WEST MERSEA</b>	<b>1,2,3</b>
	'94	<b>CLYDE</b>	<b>1,2,4,5</b>
	'93	<b>COWES</b>	<b>1,2,3</b>
	'92	<b>WINDERMERE</b>	<b>1,2,3</b>

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been able to do this again with the offer of help from Fanshawe Robinson, a firm of

## Interport Regatta '96 Victoria, BC, Canada

It was the best holiday that we have ever had! The sun shone, the sailing was fantastic, the racing close and competitive, the people great company, the scenery breathtaking- as was the water when you were thrown in! What more can I say other than to tell you a little about the actual event.

The Interport Regatta is a competition started by the Martin 242 fleet in Canada and which has gradually spread to include more and more countries. The UK Sonata fleet entered two teams this year, one each from the south and east coast. Different countries host the regatta, providing a fleet of one designs boats to race and a social scene to sap any remaining energy! One of the main aims of the Interport is to meet and sail with people from all over the world. The other aim is to win, of course!

This year the Royal Victoria Yacht Club and the Sidney Saanich Yacht Club hosted the Interport with the racing based at Cadbaro Bay on Vancouver Island. The week started with a delivery race there, used to bring a total of twenty four Martin 242's together from their bases around the area. The day turned out to be a real roaster, with a complete lack of wind meaning we motored down through the islands.

The Martin 242 is very similar to the Hunter 707, and had a crew of 3. The 24 teams came from New Zealand, Japan, UK, Canada and Hong Kong. The racing was over short,

sharp windward leewards, with a number of races on each day. The boats were extremely closely matched and stayed in a group all the way round. The implications of this were brought home to us as we came into the weather mark on the port lay line only to meet a continuous stream of the others coming in on starboard.. Three 360° turns later, and we were able to squeeze around the

finish fourth overall. After that we travelled up Vancouver Island surfing, whale watching and admiring the scenery. It really is magnificent country, even if they do have 150 - 200 inches of rain per year over on that west coast.

Our final fling, on the last weekend, was to race in the Round Pender Island Race, other



mark with a lesson well learnt.

We also had an exciting incident with another UK boat when they managed to snag their backstay around our mast, snapping their stick and pirouetting us around the bay still firmly attached to them. Shortly after this the skipper's and owners representatives were 'asked' to reduce the damage to boats and to generally take less testosterone out on to the race course as the owner's were wincing with pain. After all we were there to meet people not destroy the fleet.

Having survived the rest of the racing our team from the South Coast managed to

wise known as the 'Pender Bender', but that is another story..... (and one we would all like to read about in the next newsletter please Rose -Ed.)

If you are ever offer the chance to take part in an Interport Regatta say 'YES', because you will have so much fun and learn a huge amount about racing and tequila slammers!

Rose Morris

### Calling other Crews..

We, the crew of Saraband have had much fun over the last few years, laughing at the antics of our chosen helmsman. He has shown himself to be as agile as "a herd of elephants" and after the majority of tacks or jibes we hear him whimpering on the floor of the boat as he falls down again. The situation was getting so bad that we would take bets with crews of boats within hailing distance, about who would see him disappear first.

However, this season our fun has been spoiled and our helm has remained on his feet. That is, until after the last race of the Northern's when overwhelmed with emotion, he strayed onto the foredeck. There he promptly tripped up and fell through the fore hatch showering the inside our boat with glass. Because of his total incompetence we have had a vote (3 to 1), and our helmsman is now forbidden to pass forward of our traveller.

We the crew of Saraband would like too hear from other crews who regularly have their sailing performance hindered by him at the back.

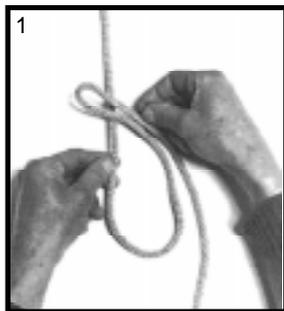
**Saraband's Crew**

### Hoods

similar simplistic profit and loss basis? What

## Trailers

One of the great things about Sonatas is their speed. On a number of occasions this summer, we saw in excess of 50kts. Similar sustained bursts of speed enabled 'Cheechako' to sail in their home waters at Sunderland, visit the Mull of Kintyre on the Rover Series, the Clyde for the Scottish, Ullswater for the Northerns, and also the south of Ireland for some wild sounding regattas. A trailer certainly allows you to get so much more fun from your boat, and what ever the disadvantages of a small keel boat, they are, to a degree, mitigated by being able to move swiftly between different sailing venues.



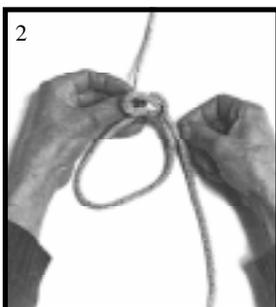
However, hauling nearly 2 tons about the country is not a trivial matter, and our concerns about towing safely should go beyond just complying with the legal

requirements. A boat getting out of control on a winding spinnaker run at 7mph is one thing, but snaking and jack knifing at 55mph on the motorway is quite another. At the very least, totalling yourself or your boat on the way to a regatta does nothing for your chances of winning. (It's even more disastrous than still being in Barcelona during the first weekend of the Northern Championships).

Even when towing with the largest of 4x4's (Range Rover or Discovery), the boat on the trailer is going to weigh more than the vehicle. Simple physics would suggest that it wouldn't take much for the trailer to become the tail wagging the dog.

Unfortunately, this often dominant partner is running on simple suspension, and with the type of cable brakes that haven't been seen on cars since the 1930's. This is why some authorities recommend that the trailer should always weigh less (or even only 85%) of the towing vehicle.

Although this combination of weights is ideal, it is not an option for everyone. But the lighter the tow vehicle, the more caution that needs to be used. We all claim to be good drivers, but how many of us have practised getting the tow back in line when



it starts to wander, or how best to perform an emergency stop in the wet? Admittedly problems are rare, but not unheard of; a Sonata did turn over on the way to the Nationals a few years back.

What follows is my best effort in unravelling the mysteries of the towing regulations and best practice. I've consulted widely on the subject, including the Traffic Police, the RYA, trailer manufacturers etc, but I still can't claim that this is the definitive word. Much of what I was told was a little vague or even contradictory. We all know that ignorance of the law is no defence in court, but it beats me how we are supposed to comply with the regulations when they're so difficult to understand. Job creation for lawyers? (Cue my favourite joke told to me by an American attorney friend: "What's the difference between a Catfish and an Attorney?" "Well, one is a scum sucking bottom feeder, and the other one is a fish".)

In addition to this not being definitive, it's also limited in scope to the following. I have assumed the use of a four wheeled braked trailer weighing about .5 tonnes (giving a total trailer weight of 1.8 tonnes when carrying the boat) which is being towed by a private vehicle (not a goods vehicle) that weighs less than 3.5 tonnes.

Whenever you tow, you are constrained by the following

- the requirement to exercise a 'general duty of care'
- the driving licensing regulations
- the legal regulations governing construction, lighting and use of the vehicle and trailer.
- the requirements of your own insurance company.

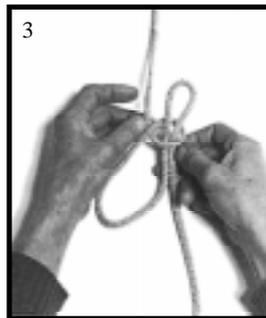
### A general duty of care.

There is a legal requirement on you to ensure that your trailer (and accessories) have been built, maintained, and are loaded and towed, in such a way as to ensure that no possible danger is caused to any person. (Driver, passenger, other road user or anyone else)

This goes well beyond just requiring you to comply with the letter of the law. Failure to comply with this 'duty of care' can not only result in a fine, but also leaves you wide open to a civil claim made by any injured parties. Neglecting your 'duty of care' might include a lack of maintenance on the trailer (including unserviced brakes and wheel

bearings or excessively rusting metal work) to the use of tie down ropes that are too weak or knackered.

Part of your responsibility in loading the boat, is to get the correct weight on the hitch. There should be about 50 to 100kgs of download on the hitch when it is attached to the vehicle. On a single axle trailer this is achieved by moving the load back and forward. But it is much more complicated on



tandem wheeled trailers where the tow bar height is also critical. The trailer must be towed level so the weight is carried evenly on both axles. More serious, where the tow hitch on the vehicle is too low, (often the case when the car is loaded with gear and passengers), the hitch can actually exert an upward

lift and thereby so reduce the down force on the rear wheels of the vehicle, that they will have only marginal grip to resist jack knifing. This is why on vehicles that manufacturers expect to tow tandem wheel trailers, the hitch that can be adjusted for height.

### Driving Licence:



For those of us who had licences before 1st July 96, there is no change to the regulations. The situation is totally different for new drivers, and they're best to phone the DVLA on 01792 772151 for help.

### Legal Requirements:

#### Weight

In this section we are only talking about the load you can legally tow. Recommendations are dealt with in other sections.

First some definitions may help:

'Trailer's Gross Weight': This is the weight of trailer complete with the boat, and is best found by sitting it on the weigh bridge without the vehicle. 'Vehicles Gross Weight' is the similar thing but for the loaded tow vehicle, complete with passengers. 'Gross Train Weight' is the combination of the vehicle and the trailer's gross weights.

'Trailer's Maximum Gross Weight' is the upper limit imposed by the manufacturer, and shown on the plate on the draw bar of the trailer. The trailer's maximum capacity is its maximum gross weight less its kerbside weight.

'Kerbside Weight' of the vehicle is with no driver or passengers but a full tank of fuel.

'Kerbside Weight' of the trailer, is its weight unloaded (ie, without the boat).

The only legal requirements are that the Gross Train Weight (GTW) must be less than that shown on the manufacturer ID plate under the bonnet, and neither must the trailer's 'Maximum Gross Weight' be exceeded.

### Overhangs

Technically, all the boat aft of the rear hull support on the trailer is an 'overhang', and not just the mast that sticks out beyond the transom. As this 'overhang' is usually more than 1 metre on Sonatas, a red flag or streamer should be attached to the end of the mast. If this total overhang is more than 2 metres, a 'end marker board' should be substituted for the flag.

### Lighting

These regulations vary slightly depending on the age of the trailer, and the width of the towing vehicle, but this is what is normally required.

The trailer board needs; 2 red rear lamps, 2 stop lamps, number plate and light, 2 red reflectors, 2 amber indicators, 1 rear red fog lamp, 2 white forward facing reflectors. In addition, as most Sonata trailers are more than 2.1 meters wide, we also need white forward facing lamps on the trailer board or mudguards.

The lighting board must be wide enough so the outer edge of the rear lights is within 150mm of the outer edge of the boat.

This lighting board should be positioned within 1 metre of the end of the total overhang (which is often the mast), or otherwise the end of the overhang would have to be lit with an addition reflector and red lamp. The lighting board should not be more than 1.5 metres off the ground, (or 2.1 metres if the structure of the trailer makes this impracticable - so

can we put the board up on the transom?)

The trailer also requires at least two amber reflectors down each side.

### Tyres

The same regulations as car tyres now apply to trailers, viz tread depth, etc. In addition, you cannot mix radial and crossplys at all on a tandem wheeled trailer.

### Brakes

Trailers built since 1983 must have overrun brakes on every wheel, worked from a coupling that is damped and matched with the brake linkage. The brakes efficiency must be 45%. In addition, there must always be a working parking brake capable of holding the laden trailer on an 18% gradient. (nearly 1 in 5 ) All trailers must have a break-away cable that will stop the trailer automatically if it becomes uncoupled.

### Speeds

Speed limits are 60mph on motorways and dual carriageways, and 50mph on other roads. We can not use the outside lane on a three (or four) lane motorway.

### Insurance:

Insurance cover for your boat when trailing is provided by a combination of your vehicle and boat policy. Liability for damaged caused by the boat / trailer combination when attached to the towing vehicle (or after it has become accidentally detached), should be covered under the third party liability section of the vehicle policy. Damage caused to the boat or trailer would have to be claimed under the boat policy.

A common way that insurance companies wriggle out of claims is when you have failed to tell them all the 'full, true and accurate information' when buying the policy. Its not good enough to just tell them you plan to tow a trailer, you have to mention it weighs nearly two tons. Some insurances are not happy if the weight towed exceeds the manufacturers recommendation, whilst

others heed the National Caravan Council's recommendation that the trailer gross weight (TGW) should not exceed 85% of the kerb

weight of the car. If they say it's okay to tow a Sonata, **get it in writing.**

### Appearances

Sonatas are far from inconspicuous as they trundle down the motorway. They're big, and even those sitting on the best trailers still look precarious. Landlubbers, who don't appreciate how the keel keeps the centre of

gravity down, only see the bulk of the boat perched high in the air.

So as we don't go unnoticed, could we survive a second look from the police? (This is usually done as they creep infuriatingly slowly past in the outside lane. In these situations, I always

think it would be best to smile and give them a friendly wave, but somehow I only manage a grimace, white knuckles and a look like a rabbit in the headlights).

This second look, according to the traffic policeman I have just spoken to, focusses on the following

- does the towing vehicle look big enough
- does the trailer look well maintained
- does the boat look properly tied down?

So the more you (or your vehicle & trailer) deviate from their concept of normal, the greater the chance is that you are going to have to prove your set up is legal. Therefore it helps to carry weigh bridge tickets, work on the trailer so it doesn't look like a moving scrap yard, and tie the boat down with ratchet straps, or decent ropes with wagoner hitches. This

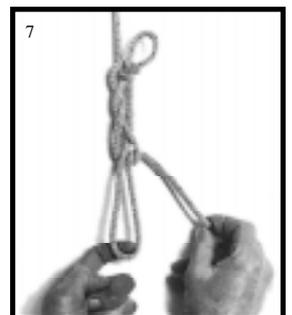
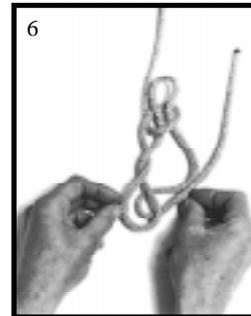
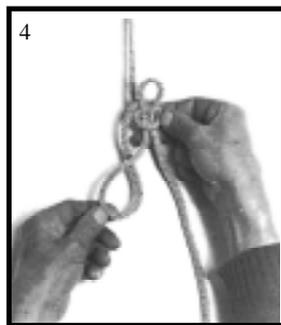
last point was brought home to me when I was stopped on the way to the Rover Series. Despite my boat being tied down with sound mountaineering knots, this was outside of the policeman's experience, so he made me retie it all with knots he knew, and I missed my crange slot at Kip.

### Abroad:

It can not be assumed that the regulations are consistent across Europe.

### Case Study:

David Clarke tows Saraband behind his Mondeo (1.8 Turbo Diesel) which he believes is legal. He can prove that he has made some efforts to understand what is



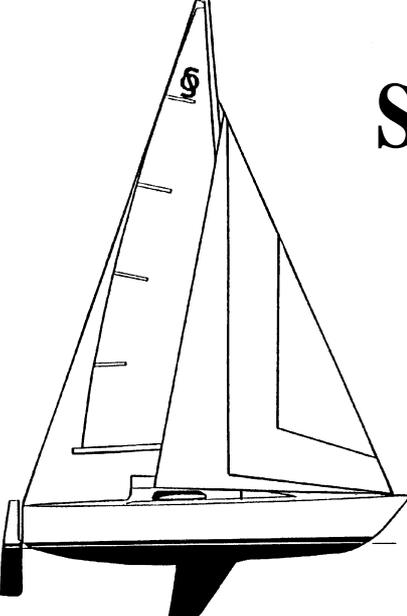
required of him (he has all sorts of information sheets, and has kept records of conversation with his trailer manufacturer). He carries weigh bridge tickets that show the weight of his car, trailer and Saraband is 3160kg, and is therefore under the Gross Train Weight (GTW) of 3175kg shown on his vehicle ID plate. His trailer is plated at 1800 kg (Max TGW) and again has weigh bridge tickets to show the weight of Saraband and trailer is 1780 kg. Although the towed weight is in excess of Fords recommendation, he has informed his insurers, who are happy.

He believes he complies with the law, is covered by his insurance, and can prove he has exercised his duty of care by the condition of his trailer and equipment, the way he drives, and the records he keeps.

Puts the rest of us in the shade a little.

### The future:

All sorts of horror stories abound about the future. However, Mr Sjoberg at the RYA, ensures me, that he has been told by the Department of Transport that there are no draconian, or severely restrictive regulations in the pipeline. Any imminent changes seem to be about CE markings for new tyres and hitches.



# 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

\* The photograph's showing the tying of the Waggoner's Hitch were reproduced from the Shell Combined Book of Knots and Ropework, published by David & Charles. If you can't follow the pictures, the book has words as well.

## Some of the Trailers Available for Sonatas

No attempt has been made to review the various trailers. Instead we have the phone number of a Sonata owner that uses each model. They have all agreed to answer any question you may have over the phone. Compare, contrast, and then buy one.

### RM Trailers

Model 'Sonata', Full lighting on extended arms.  
£1475 inc VAT (A saving of 15% off RRP)  
Owner: David Clarke, 01325 730413

RM Trailers Ltd, Prospect Road, New Farm Industrial Estate, New Alresford, Hants, SO24 9QF  
01962 732560



RM Trailers

### West Mersea Trailers

Model FK 180/4/65B, High Spec Auto reverse brakes, Heavy Duty Jockey Wheel, Lighting Board,  
£1500, inc VAT (A saving of 15% off RRP)

Owner: Phil Johnson, 015394 41765

West Mersea Trailers, Waldegraves Farm, West Mersea, Essex,  
01206 383911

### Eagle Yachts (UK)

Custom built trailers, from builder with a lot of experience of floating boats on and off trailers.

£1500 inc VAT and NSA discount.

Owner: Andy Mitchell, 01723 581729

Eagle Yachts (UK), The Old Smithy, Lowside, Bowness on Windermere, Cumbria, LA23 9DH  
015394 45411

### Hayling Trailers

Model TAK 22, Adjustable Supports, Keel Channel, Full Lighting, 13" Wheels  
£1314 inc VAT

Hayling Trailers, 254A Havant Road  
Hayling Island, Hants, PO11 0LW  
01705 464176

### SBS Trailers

Model DK30, 10" Wheels, Adjustable supports plus bow, Full lighting on adjustable extender arms.

£1500 inc VAT- (A saving of £360 off RRP)

Owner: Jim Dominy 01524 733891

Model DK40, Slightly heftier version of the above. 13" Wheels. Priced about £200 more.

Owner: Jim Starkie 01772 865299

SBS Ltd, Woden Road, Wolverhampton, WV10 0AS  
01902 455655 / 455680



SBS - DK 30

## Cruising Corner

### Magic Days in the Western Isles.

Is the Sonata only for Racing? With the NW of Scotland's cruising ground on our doorstep, racing is only half of the story.

With a settled 'high' just established over the the Western Isles, 'Magic' slipped her mooring in Loch Linnhe and caught the last of the ebb through Corran

Narrows, before the sun, or even the children, were awake. We soon got into the holiday mood and enjoyed excellent sailing to Drumbuie in Loch Sunart.

Another dawn start gave us time for a swim before lunch from the anchorage on the little island of Coll.

The next day and a half were spent exploring. We had long golden beaches to ourselves, and whilst swimming, were joined by two inquisitive seals.

By using the Martin Lawrence pilots to supplement the charts, we were able to pilot our way into some superb anchorages. We visited Muck, Eigg and Canna. An immense sense of history litters these island landscapes that were once inhabited by five times the population. Ruins show the extent of the forgotten crofting. Clusters of walls poke up above the bracken, and at low tide there are the remains of stone fish cages in the shallow inlets. For Hannah and Joe there was just so much to learn about.

We were beginning to look as if we had been at sea for months, so it was time to call in at Mallaig for fresh food and a hot wash in the new toilets.

'Magic' has lots of extras for cruising. We carry a storm jib and a third reef in the main, which allows us to sail comfortably when the wind really picks up. We tend to reef early and avoid lots of the dramas usually associated

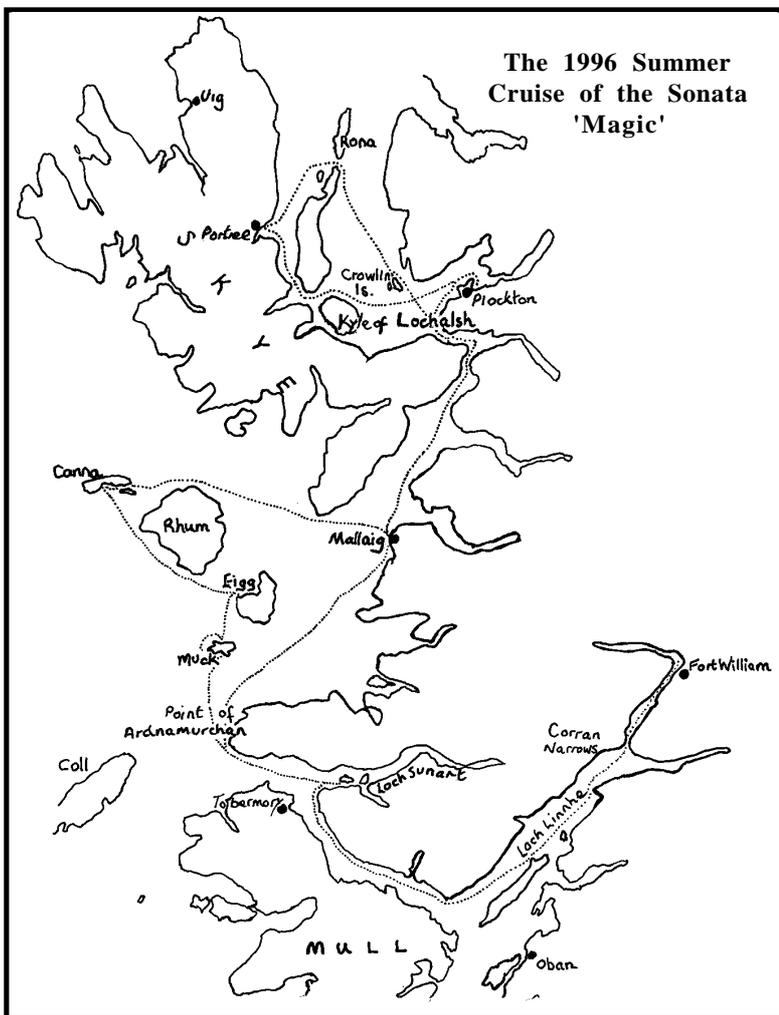
The outboard is instantly ready for use, it's forward of the rudder with its weight low and central, the prop is always in the water, and it can't be dropped over the back. We also have a full length stainless steel pushpit and a boarding ladder fitted to the now unused outboard bracket on the transom. This ladder

Hannah and Joe rowed around looking at the crabs and the star fish in the tropical like clear water. Mackerel were on the menu again, a benefit of September sailing, and time for our blood thirsty crew to use winch handle and knife. These islands were once inhabited, and are even now still farmed. On

the east shore, raised caves are used as sheep holding pens and for shearing. The only signs of modern times though, are the bottles of worming drench left there in one of the caves.

Two more days of good sailing, needing more in the way of suntan oil than reefs, brought us back to Mallaig. Gill, Hannah and Joe, with a few days less holiday had to return home to Fort William. I was joined by a friend and we set off for several days serious sailing. However the weather took a definite dive for the worse overnight, and this autumn's continuous succession of gales started. The plans were revised, and after a wild, wet and bumpy bash round Ardnamurchan Point into the teeth of a stiff southwesterly, we took the shortest way home.

Gill, Dennis, Hannah & Joe Barnes



makes climbing aboard after a swim or trips ashore so much easier. We also have a spray hood which is invaluable for cruising. Below, Magic feels comfortable with an adequate galley and a folding table.

After double checking tide tables we made for the Kyles of Lochalsh, enjoying fantastic weather, sailing and scenery.

Hannah and Joe even enjoyed a game of rummy as we went. After anchorages at Plockton and Portree, the call of the wild

beckoned again, and we headed for the uninhabited Crowlin Islands. An intimidating, rock sided channel only 20m wide separates the two islands. Entering at low water with less than a metre under the keel, we could only marvel at this amazing place once the hook was bedded in within the pool and our swinging room adjusted.

## Letters

### Dear Editor,

You asked for it! (I did, but you're about the only person who believed me - Ed.)

After racing 'Cry Havoc' (K8048N) in the Solent for 7 years before deserting to the Contessa 32's for the next 8, I am now happily returning to Sonatas in 'Tiger Rag' (GBR 8026N). This is either a criticism of my judgment or a recommendation for Sonatas, perhaps a bit of both. Advertised as having raced in 1995, she was not in the greatest condition when found at Peter Poland's yard in the Hamble this Spring, and while there were a few (permitted) racing extras fitted, she was well outside the One Design Class rules in several respects, the most immediately obvious being that there was not a vestige of a black band anywhere

## Sowester

with being over canvassed. Its lucky for us that the two children have always thought that rough weather is part of the adventure and really like it when spray and waves come over the boat. Magic also has possibly the first home constructed outboard well. It's in the same place as the later factory mark II boats.

## Letters (cont)

on her quite old spars, none of the admittedly shattered racing sails had a measurer's signature on them and the internal fittings/counterweights were plainly under the allowances. The worst problem was that the keel nearly fell off on my way round to Hayling Island, but that was hardly a One Design matter.

I confess to not putting all these things to rights, like the shattered sails had still not been measured in time for Cowes Week. Black Tuesday (F8 gale) deservedly saw me join the three other Sonatas losing their masts (mine was a Holt Regulus on which I had already had to replace the corroded foot casting - viz Impromptu's problems reported in the newsletter) and early September now finds me trying to put it all back together again, courtesy of Proctors this time, I may say.

So I now have to go back to a careful review of **Class Rules** and get remeasured for all those items changed. The rules are not too difficult to understand with eight years experience, but I am sure they'd profit from some simple explanations for newcomers as the editor recommends. Who is going to volunteer? It probably ought to be someone fairly new to the Class as they are most likely to remember where the difficult bits are.

The actual process of getting properly signed up for everything is not impossible, but has difficulties. Down South, we are well provided. Should we ask for extra measurers elsewhere from the RYA?

As to an '**official**' review of the rules, I am sure this needs attention, it usually does, but there was one in 1994 resulting in a rewrite in July 95. While you do not change One Design Rules without very good reason, keeping up with technology without massive extra expense is an obvious driver for change, if only for our racer - cruiser class to keep up with the times and remain healthy. But we have to remember that the basic intent (1995 Rules 1.1) is '...to ensure that ...yachts are as nearly alike as possible with regards to....any other matter which has influence on the basic speed...'

Picking up the Editor's points:-

**GPS** is now cheap, and widely used. Its use to a racing skipper is doubtful, except in thick fog! Its a plainly unenforceable rule so it really does have to be allowed these days. By contrast, VMG (through the water) should remain forbidden, since it would involve fitting vastly more expensive instruments including flux gate compass. In Section 7, I find no mention of a log being allowed (7.4) or disallowed (7.2 and 7.3 - why are they separate rules anyway?). Rule 7.4 is fairly

obviously a nonsense as a list of equipment allowed for 'use when racing' ought to include just about everything on board. The next formal review of the Rules might incorporate these last thoughts.

Just allowing '**old**' (**small**) **mainsails**, provided the sailmakers certificate date pre-dates acceptance of the new big sail, would be one way to meet the Editor's concerns.

**Scrutineering**:- Boats go 'out of class' for all sorts of reasons, quite rapidly and often by accident. An annual check by the owner against the list in Part D is essential. The risk of an **in depth check** by scrutineers during the new season should be sufficient motivation for individual owners to meet their obligations. It should at least be an essential part of the Nationals, so consistent standards are maintained nationally between the different fleets. I don't think the editors idea of three extra things to check is necessary. The scrutineers should have the authority to dig as deep as necessary to check compliance.

The **position and securing of the engine** when racing is clearly laid down. It makes sense to keep this rule, as it the most convenient and safe place to stow the engine. Just because its unenforceable, doesn't make it less of a good idea.

The whole point of **One Design rules** is to **try to ensure very similar boat performance** assuming similar crew skills, but the Rules fail to add the sensible rider '...while keeping costs down'. To allow, much less encourage go-faster modifications

nibbles at the concept. I wonder if the new shape of genoas that require the floating blocks on the top of the genoa cars is really progress. Has it made the boats more competitive one on one, or just added complexity? My own view (the dinosaur faction) is that this sort of modification is unnecessary. **I say, keep it simple**, not least for newcomers. Don't alter a rule unless the advantages are overwhelming. Our particular niche in the sailing world is the small, cheap highly competitive cruiser-racer, a place not yet not seriously challenged. We should share and learn something from the other classic classes (eg Contessa 32's, Sigma 33's).

8. Whilst on the subject of cost and complexity, lets return once again to the subject of **sailmakers**. They naturally love to outbid each other for our business. As often as not, they do this by new design, offering better performance but not reduced costs, so we all pay more just to keep up with the front of the fleet. But a good One Design class will be best advised to select one sailmaker to produce standard sails under a 2 to 5 year contract, for all our sails. He will be cheaper, and if he's not, we can change him soon enough. Boats will be more similar in performance. Introduction can be phased, probably over two years as serious racers do not use their racing sails for much more than two seasons, if that.

Yours sincerely  
Sandy Woodward

## Kelvin Hughes

### Dear Editor

I too think it is time to consider GPS even with their VMG function.

I have used one in CHS racing, but my boat is rated as a 'Sonata Mod'. This was for two reasons; i) when competing under CHS I wanted to make quite sure that I did not also have to comply with Nat Sonata rules. ii) I have extra gear fixed on my boat beyond the min required by Sonata rules (big battery, heavy Yamaha 5 hp engine....) So my boat is much heavier. Net result of i) and ii) was to reduce my CHS from 0.844 (Nat Sonata Class rules) to 0.843 (my 'Sonata Mod') I think all all of this was due to point (ii). Not a lot of difference but it did once mean I came 2nd instead of 3rd.

PS: I am still trying to find out how to get a

new class certificate. James Froy the previous owner cannot find the old one and when I contacted the RYA (at suggestion of NSA) they just sent me a form to re-register the sail number. Any ideas what to do next?

PPS: How about clubbing together to get Hunters' (or someone else) to make up several sets of new bomb doors at a more reasonable price than the 2 x £110 they quoted to just make me a single pair. Does anyone else need replacements?

Regards  
Bob Baker  
CADENZZA GBR 8349  
100560.311@compuserve.com

## Taff Rail

### Second Hand Gear For Sale

Genoa & Main Halyards, both wire with rope tails, good condition, £10 each

Minifoil, Holt, complete except for foil itself £10

Mainsheet block & swivel cleat, new, Holt HA 4176XX (£43.18) £15

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

Depth Sounder, Spaceage, 160AW-VAW, complete incl transducer, repeater meter, good working order, £10

Holt mast / IYE boom, various bits incl heel fitting, 2 position mast foot etc, Negotiable

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

Pair of unused NSA supplied third legs for your pushpit. Unopened, £10 + postage. Jim Dominy 01524 733891

### 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, carefull 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 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.

### Still For Sail

Quiet Airs, Mike Owers, 01621 892885

### You're known by the company you keep

Below is a read out of the Sailing Results Page on the World Wide Web only hours after the first weekend of the Northern Championships. Sailing sites are very popular on the WWW, and it can only help the profile of the class to be included. Please fax a complete set of results to us as soon as they are available.

The Web site address is <http://www.globalcafe.com.my/users/gnew/sailfix.htm>

#### Melges 24 - Glenfiddich Gold Cup in Barcelona, 13th Oct

Overall Result:

- 1st. G. Zuccoli (ITA)
- 2nd. J. Merricks / Ian Walker (GBR)
- 3rd. K. Thelen (FIN)

#### Brut Gold Cup - Hamilton, Bermuda, 13th Oct.

Overall Result:

- 1st. R. Coutts (NZL)
- 2nd. P. Gilmour (AUS)
- 3rd. C. Law (GBR)

#### Mumm 36 - World Championships - San Francisco, USA, 11th Oct.

Overall Result:

- 1st. Thomas I. Puntk: Thomas Friese & Gavin Brady & Crew (GER) (15 entries)

**National Sonata** - Goacher Sails Northern Championships at the Ullswater YC, UK, 12/13 Oct. Dave Clarke (Saraband) leads Phil Evans (Irie Blue) and Nigel Harris (Moonlight) at mid-stage of National Sonata Northern Championships, sailed in very strong winds with violent gusts and wind shifts. Series to be completed on weekend of 19/20 October.

#### BT Global Challenge - at 19.50 (GMT), 14th October

Leg 1, Southampton to Rio de Janeiro. Group 4 leads into doldrums.

- 1st. Group 4 (M. Golding) 2018 miles to go;
  - 2nd. Toshiba Wave Warrior(S. Walker) 2079;
  - 2nd. Commercial Union (R. Merriweather) 2084 miles to go;
- From 14 entries. For full fleet positions see BT Global Challenge Site

### Getting in Touch.

Obviously this part was either unclear in the last Newsletter, or I was too fussy about the ways stuff was sent in. My position is now that I'll **accept absolutely anything, and it can be sent in however you like**. I just don't care as long as I receive something, (including photographs) but preferably before publication date. The **last date** for the next newsletter is **New Years Eve**. Thank you

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

**Tel** 01524 733891

**Fax** 01524 733891  
01524 762533

**Email** 106163.3207@compuserve.com  
101331.2674@compuserve.com

Thank's to every one who sent contributions for this newsletter. I appreciate it. There's already stuff appearing for the next edition, including new contributors from the North East and Falmouth. Just keep it coming.

### The Leyland Daf Trophy .....an idea for Christmas?

Many of you will remember back to the 1999 Nationals at Rhu which were sponsored by Leyland Daf. Part of that sponsorship was the presentation of the half model which is the perpetual trophy for second place. By this year it was looking very tired having been damaged over the years and having had various ad hoc repairs done to it, I therefore took it back to the original maker, David Spy, who gave it a new backing board, repaired it properly and then repainted it. The effect is such that even the current holders wife declares she likes it. In short, it has been transformed and looks magnificent. (Appropriately, it mirrors the recent history of Leyland Daf itself)

David Spy has recently started to build full and half models on a full time time basis and having seen various examples of his work, I can heartily recommend him to you. He can be contacted at

7 East Rossdhu Drive, Helensburgh,  
Dunbartonshire, G84 7ST,  
(01436) 675587