



---

NATIONAL SONATA  
ASSOCIATION

**Winter '94!**  
NEWSLETTER

---

### Editorial

I have tried to make this newsletter as varied as possible but I do depend on contributions from members although I cannot guarantee that they will appear exactly as submitted. New ideas and constructive criticism are welcome, please don't bother with the other sort.

One thing I am keen to introduce is a new tradition of printing a full result of the National Championships in the newsletter every year plus a report of each area championship. This may help to raise the status of these events and will put on record peoples' achievements. It would be a great help if any club running a championship event was to nominate someone beforehand to provide me with the information.

My thanks to Mary Owers for compiling and typing this issue and to David Riley for organising the copying and distribution.

A merry Christmas to you all and see you at the AGM.

David Draper

## Chairman's signal

As I write this signal In early December the wind outside is blowing force 10 and the rain is coming down in sheets. I am glad that the season is finished and my boat sits on its trailer. Not a very successful season this year, my only result was to win again the 'auld mug', the Royal Corinthian's Phantom Trophy which I mentioned in a recent newsletter.

We towed up to Scotland for the Nationals behind a Frontera kindly loaned by Vauxhall to a great welcome by the lads at the Royal Gourock Yacht Club. However, what they did not tell as was that, although tidal, the water on the surface of the Clyde is fresh water and is always "ebbing". Having discovered this halfway through the week, I then found that the wind can come down the lochs In most unexpected ways and in the long distance race having been first at the penultimate mark I finished eighteenth, however, you will find a more balanced view of the championships later In this newsletter.

Talking of the Championships the Association had a long letter from the official measurer, John Patterson detailing a number of Class Rules which he felt were being transgressed by a number of boats. The Committee considered these items and in nearly all respects agrees with John, and I will raise these in more detail In the Spring newsletter.

On the subject of Class Rules you will probably have noticed that the Sonata sails are measured rather vaguely under the 1986 IYRU Sail Measurement Instructions (Rules 6.1.3 6.1.5 6.1.7 et alia) In 1993 these rules were updated to allow their use by all sailing classes subject, of course, to the specific dimensions being inserted for the particular class. Alongside this scheme the RYA have been training and testing measurers to allow them to measure the sails of any class which has adopted the 1993 scheme. There is an ever increasing number of measurers who are now qualified to measure under this scheme and, if adopted by the Class, will make sail measurement anywhere in the UK much easier.

For those who are full members and other interested parties such measurers, sailmakers etc there will be included with this newsletter a proposal to change the Class Rule, to incorporate the 1993 IYRU Sail Measurement Scheme. Talking of sailmakers one of the benefit. of this scheme will be that they would not need to have intimate knowledge of the Sonata Class Rules but would make the sails to the general standard of the 1993 IYRU Scheme which will lead to fewer mistakes and possibly lower initial cost. As the Class Constitution dictates, there will be both a postal ballot and a vote taken at the AGM on 14 January 1995 at 5pm at Lorenzo's 138 Cromwell Road London SW7, followed by the annual buffet dinner-dance.

The committee unanimously recommends the adoption of this scheme and we would welcome, not only voting members but any interested party to debate the subject at the AGM. Incidentally the RORC intend to use the standard for Channel Handicap measurement.

Your committee has consisted largely of East Anglian members for the last six years and active negotiations are taking place to find a new Chairman and Secretary from the North of England or Scotland probably with representatives from the South Coast and East Anglian areas. If you have any ideas on this subject please do call me.

In any event, I will see you all at the AGM and wish you a peaceful Christmas and a happy and prosperous new year.

Mike Owers

## 1995 National Championships

The 1995 National Championships will take place from Monday 10 July to Friday 15 July on the River Blackwater and its estuary under the burgee of Dabchicks Sailing Club.

Competitors need to arrive on Saturday or Sunday preceding racing for registration, scrutineering etc.

Those unfamiliar with the East Coast will be surprised to learn that, despite the shadow of Maurice Griffiths and Magic of the Swatchways, our main racing water at West Mersey is over one mile wide and 70 feet deep in the middle. We have enough room to set estuary or upriver courses as required.

Dabchicks have previously run National Championships for Wayfarers and Squibs (with 150 entrants). Part of the East Anglian offshore fleet is based at West Mersey as well as regular visits from high profile yachts such as the ex America's Cup 12 metre Crusader, so you can see that West Mersea is familiar with the requirements of all types of yacht.

An information pack will be available soon after Christmas from:

John Cook  
Dabchicks Sailing Club  
Coast Road  
WEST MERSEA  
Colchester  
Essex C05 8NX

Further information will also be submitted to the editor for the Spring Newsletter. If you have any queries before then please telephone either John Cook on 0206 384917 or David Draper on 0206 241827.

Dear Mike ....

Thank you for keeping me informed of Sonatas for sale and regret to say that I have decided to look for a smaller boat. I would like your members to know how excellent your service to your Class Association is especially your lists of boats for sale as well as the newsletter. That is why you are not only the Chairman but the Secretary also! Thanks again for your help and interest.

Michael J V Coulter

## SCOTTISH CHAMPIONSHIPS

The season in Scotland proved to be as hectic and enjoyable as the pre-season had promised. Rover Series had 23 entries and a slightly varied programme from previous years in that after the offshore race from Gourock to Tarbert there followed an Olympic style race on Saturday, two new Olympic races on Sunday, two windward/leewards on Monday and a final Olympic race on Tuesday.

The series was dominated by three boats from the north of England; Eric, Saraband and Jabiru, who between them took 15 of the 21 top three places. The final honours were as follows:

1. Eric the Boat - Steve Goacher - 7pts
2. Saraband Dave Clarke 15.75
3. Jabiru Mike Hart 17.5

The top Scottish boat was Graham Campbell in Kooshtie who finished 4th with 24 points.

Clyde Regatta, which incorporated the Scottish Championships, was held over the weekend of July 2nd and 3rd and proved to be a light weather affair dominated by uncharacteristic tidal effects. The entry list of 18 boats however meant that everyone had close racing at most points over the weekend.

The four race series provided three different winners but with no discard the key to success was consistency which was found by Steve Goacher with a 1,6,4,1 scoreline. Second was Garry Fitzgerald in Pastiche and third was Iain Laidlaw's Rhythm Stick.

## NATIONAL CHAMPIONSHIPS 1994

A couple of weeks later the Nationals started at Royal Gourock, or rather they didn't as the practice race was cancelled due to lack of wind. The event attracted 35 entries, the largest that anyone can remember.

The first two races were windward/leeward, held off Gourock and were heavily influenced by an ebb tide. We sometimes forget that the Clyde is a river with a vary large catchment area. The strength seemed to catch out the locals more than anyone and the first race was won by Dave Clarke in Saraband and the second by Serenata helmed by Chris Owen.

Race three was a distance race starting from Kip, zig-zagging around the area between Kip and Cumbrae before finally finishing off Ascog on Bute. Saraband won this one narrowly from Eric the Boat to win four Henri-Lloyd rugby tops as well as the Clyde Yacht Clubs Trophy. In such a competitive fleet that word consistency was again being recognised as Eric now had three seconds and held the overall lead.

The Wednesday saw two races scheduled, the first of which was postponed until mid afternoon due to another lack of wind. The tide then presented the race officer with problems setting a fair line for the modified breeze and the seemingly obviously left hand favoured course. A windward/leeward race was finally sent off after two false starts. This was won by Serenata with Diana (Frazer Hunt) second and Eric in third.

The second race was started at 5.30pm (lovely long evenings up here) and was an Olympic type in a force 2-3 which sealed the championship when Eric won it whilst Serenata finished in twenty first.

Thursday provided the first strong breeze of the week for the second distance race which although being the same course as Tuesday's race proved to be one of a completely different character with a variety of conditions and five boats finishing within thirteen seconds. The winner of this nail-biting contest was John Edwards in Dolly, but just to make sure the team of Steve Goacher Andy Laurie, Peter Wright and Richard Benson on Eric finished second.

The last race was an Olympic type off Gourcock which had to be shortened in a good breeze at the leeward mark due to the time limit. With the pressure well off, the Eric team won this one from James Froy in Cadenzza.

The top three proved the value of consistency in a high calibre fleet which provided few passing places after the first windward mark. Results:

1. Eric the Boat - Steve Goacher - 2,2,2,3,1,2,1 - 7.75pts
2. Pastiche - Garry Fitzgerald - 6,4,4,6,2,14,11 - 22pts
3. Diana - Frazer Hunt - 5,6,9,2,3,9,rd - 25pts

Royal Gourcock Yacht Club proved to be the perfect hosts and thanks must go to Alan & Liz Moffat, the clubmaster and mistress, and to the race officer Bill Aitchison for this.

For a fleet which was only in it's third season this event was a tremendous achievement and I for one am extremely proud of my Yacht Club and would like to thank all the visitors to the club, all 27 boat loads, 18 from outside Scotland, for their support. If you weren't there, tough, it serves you right, but maybe we'll see you at Dabchicks in 1995.

**SONATA NATIONAL CHAMPIONSHIPS 1994**

	BOAT NAME	SAIL NUMBER	RACE RESULTS							TOTAL	FIRST	SECOND	FINAL
			1	2	3	4	5	6	7				
Steve Goacher	1:ERIC THE BOAT	GBR 8748 N	2	1	2	3	1	2	1	12.75	3	2	7.75
Gerry Fitzgerald	2:PASTICHE	GBR 8075 N	6	4	6	2	14	11	47	14	11	22	
John & Frazer Hunt	3:DIANA	K 8403 N	5	6	9	2	3	9	36	70	36	9	25
Davia Clark	4:SARABAND	GBR 8314 N	1	36	1	9	11	4	15	76.5	36	15	25.5
Mike Hart	5:JABIRU	GBR 8332 N	3	10	36	13	6	5	3	76	36	13	27
Murdo Iainie	6:SERENATA	K 8931 N	8	1	17	1	21	10	9	66.5	21	17	25.5
James Froy	7:CADENZA	GBR 8349 N	12	3	10	7	9	8	2	51	12	10	29
John Edwards	8:DOLLY	K 8430 N	4	7	36	22	5	123	102.8	36	28	38.75	
George Fullerton	9:RHYTHM STICK	GBR 8428 N	7	16	21	11	8	6	7	76	21	16	39
Graham Campbell	10:KOOHTIE	GBR 8202 N	24	20	13	5	14	7	6	89	24	20	45
Mike Iwers	11:QUIET AIR	K 8125 N	22	8	15	27	31	3	5	111	31	27	53
Richard Bolton	12:THE REIVER	K 8901 N	10	15	18	4	10	16	14	87	18	16	53
Davia Turner	13:BEE SHARP	GBR 8373 N	11	5	7	25	16	15	24	103	25	24	54
John Urvaergen	14:THINGUMMYJIG	K 8564 N	9	22	5	8	13	21	36	114	36	22	56
Kevin Marshall	15:SNOT RAG	GBR 8371 N	18	14	6	20	4	22	27	111	27	22	62
Bernard Price	16:HIGH & DRY	K 8285 N	17	21	3	24	7	23	19	114	24	23	67
Claude Legorus	17:BLAZER	GBR 8887 N	16	9	8	26	20	19	17	115	26	20	69
Peter Booth	18:FIREBIRD	GBR 8717 N	14	11	20	16	15	28	13	117	28	20	69
Albert Uregson	19:TRIAD	K 8924 N	30	24	11	12	22	18	8	125	30	24	71
Heath Garins	20:FEROCIOUS	K 8047 N	19	27	32	15	23	11	4	131	32	27	72
Bruce Tilev	21:FIASCO	K 8143 N	23	12	16	14	18	30	26	139	30	26	33
Kevin Aitken	22:WICKED WILLIE	GBR 8045 N	15	32	12	18	32	25	16	150	32	32	86
David Cliff	23:JAZZ	K 8304 N	27	17	25	30	12	17	21	149	30	27	92
Jeff Spencer	24:EROICA	GBR 8106 N	13	25	27	10	29	20	25	149	29	27	93
Ross Will	25:FIDDLERS THREE	K 8944 N	21	19	26	23	19	12	22	142	26	23	93
Ross Letten	26:DUETTE	K 8053 N	31	28	22	32	33	13	10	169	33	32	104
Robert Cornwell	27:FRANK	K 8363 N	32	23	19	31	17	26	23	171	32	31	108
Geoff Payne	28:EXPOSITION	GBR 8327 N	29	18	31	28	27	24	12	169	31	29	109
	29:SAMURAI	GBR 8368 N	28	13	23	29	30	32	20	175	32	30	113
Jim Starkie	30:SHOCKWAVE	K 8409 N	26	30	29	17	24	29	18	173	30	29	114
Andy Mitchell	31:RED HOT POKER	K 8215 N	25	33	24	21	25	27	30	185	33	30	122
Dave Murray	32:POLY MER	K 8234 N	20	31	14	33	28	36	31	193	36	33	124
Murray Reid	33:MICKY MOUSE	K 8081 N	33	26	30	19	26	31	29	194	33	31	130
Andy Gibson	34:MINX	K 8068 N	34	29	28	34	36	34	32	227	36	34	157
John McMaster	35:POPINJAY	K 8705 N	36	36	36	35	33	36	247	36	36	173	

## **Windermere News**

WCA contact Trevor Roberts on 0200 22095

The Windermere Cruising Association Winter series 1994/95 started and the Northern Championships took place during the preparation of this newsletter on Sunday 6 November and continues on a fortnightly basis with the final race and presentation of awards on Sunday 26 March 1995. The only variation will be at the start of '95 when in deference to those who celebrate New Year with vigour the race will be on Bank Holiday Monday 2 January. Classes will again feature Sonata, J24 and any other one design with three or more competitors. Also there will be awards for fast, mid and cruiser fleets.

This year our race team will not only consist of Peter Sowray, Yvonne Seed and Richard Long who earned your respect last year promoting excellent racing in very trying conditions but they are strengthened by the return of John Atkinson to give us a formula for the highest possible standard of race management.

We are also delighted to be receiving sponsorship from the Spinnaker Club and Windermere Marina Village, who as well as providing the usual free car parking and use of their facilities will this year host the apres racing and social side.

## **News from the Crouch**

Burnham-on-Crouch fleet representative Steve Tribe on 0277 654458

We have had some enjoyable weekend sailing this Spring and Summer put on by the Royal Corinthian YC with quite a few Sonatas turning out in good weather.

Burnham Week was successful with good sailing weather and no cancellations due to strong winds as in the last two years.

Peter Iszatt was the eventual winner in BD2. after some early wins by Bruce Burnett's Patricia helmed by Paul Weedon and Melody (Paul Fisk) finishing only one point behind in third place.

We were pleased to welcome David and Jackie Riley and their crew from Cowes on Friesli II who finished seventh, beating me and managing to bend my rear push pit - on second thoughts perhaps I wasn't so pleased to see him!! Our other visitors were Prelude, Orion and Exposition.

The Autumn series is now well under way with some eight boats racing from the Crouch YC. The weather has been kind so far but give another month and we could be scraping the ice and sweeping the snow off our decks before the start. Anyway with warmer thoughts I am looking forward to seeing some familiar faces at the AGM in January always a good night.

## **Eastern Area Championships 1995**

Provisionally to be held on the Crouch under the burgee of the Royal Burnham YC during the Spring Bank Holiday weekend- more details in the Spring Newsletter orfrom Steve Tribe, Burnham fleet representative, on 0277 654458.

## Eastern Area Championships

Despite only two visiting boats turning up, the Sonata Eastern Area Championships, hosted by Medway Yacht Club over the Spring Bank Holiday, proved to be a success. With 17 entries, competition was close. The weekend was dominated by force 2-3 NE-E winds, with a mixture of sun, cloud and the usual Saturday downpour.

Race 1 saw Parody lead from the start, with Melody and Chrysalis finishing second and third. Only two boats, Tosco and Aeolian, completed Race 2. After the majority of the fleet retired having rounded an incorrect mark.

The Sunday sunshine brought back the smiles and after a close race Melody and Solution took line honours in Race 3 with More Sparks finishing third. The wind increased in the afternoon for Race 4 and produced another win for Melody when she stormed away followed by Goodbye Mickey Mouse and Parody.

By the last race on Monday morning the first two places had virtually been decided but there was only one point between More Sparks and Marimba in third and fourth positions. Marimba led the fleet from the start but by the third mark Melody had gained the lead, with Parody in third place and there was some fierce competition not far behind between Blew Biyou, being helmed by young Neil Harrison and More Sparks with the latter finishing 4th on the line.

Overall results:

- 1st Melody, P Fisk/C Taylor (Royal Burnham YC)
- 2nd Parody, M Iszatt (Royal Corinthian YC)
- 3rd Marimba, J Gyngell/M Kilburn (Medway YC)
- 4th More Sparks, J Bolton/G Collins (MYC)
- 5th Blew Biyou, M Harrison (MYC)
- Joint 6th Aeolian, R Griffiths (MYC) & Samurai, D Blanks (MYC)
- 8th Goodbye Mickey Mouse, D Chapman (MYC)
- 9th Pianissimo, R Wallis (MYC)
- Joint 10th Harmony, D Sartori Clark & Maggie May, D & C Hunt (MYC)
- 12th Solution, D Townshend (MYC)
- 13th Capriccio, E Worraker (WYC)
- 14th Tosca, D Cooper (MYC)
- 15th Chrysalis, C Bently (MYC)
- 16th Cock-a-Hoop, P Strauss (MYC)
- 17th Vivace M Learning (MYC)

## LONDON INTERNATIONAL BOAT SHOW 5-15 JANUARY 1995

The world's best boat Show, in its 41st year, will be bigger than ever with over 650 exhibitors and 800 craft on show. This year the theme will be "Go boating" with boating action on and around the central pool feature, including Sailing, motorboating, canoeing, rowing and model yachting. Great fun for all.

**Don't forget the ACM & DINNER On the 14th JANUARY!**

## Medway Sonata Fleet

The Medway fleet has enjoyed another excellent season of racing, cruising and socialising. The fleet now numbers 25 boats including the very recent edition of Andy Gibb and his Sonata Ms Fortune. Although not all of our fleet have been in the water this season we have achieved a very good turnout of 19 for our regular Saturday racing and a season's average of 17 boats.

The successful formula of a split Saturday racing season between two series, Spring and Autumn, with a Summer hols break was repeated this year. Both these series were won by David Townshend and crew in Solution. Although the Spring series was not decided until the last race, when the series might have gone to More Sparks, the Autumn series was a convincing show of superiority. May be different next year!

Other racing events included the Medway Regatta in July, again won by Solution with More Sparks second and Chrysalis third. Match Racing in August was won by Cock-a-Hoop.

We were delighted to have held the Eastern Area Championships which were, unfortunately, not well supported by visiting boats and our thanks and congratulations (see results in previous article) go to the two Burnham boats who did make the trip across the estuary - an adventure in itself for Melody.

On the cruising front four Sonatas had an enjoyable long weekend trip to Calais, stopping at Ramsgate on Friday night and again, on their return on Monday evening. The weather was mixed but mainly sunny, some thunderstorms and fog around the South Goodwin Lightship. The best sail of the season was had on the return trip, I'm told, being a spinnaker run in a force 5/6 from the Lightship to Ramsgate. Having returned to the Medway YC on Sunday in the luxury of Rob and Karen Hall's Sigma (ex Sonata sailors now) I hitched a lift back to Ramsgate to collect my car just in time to observe a mass of people running to the end of the breakwater and to hear a tannoyed message - apparently all due to one of our Sonatas returning to Ramsgate's inner harbour just as the ferry was trying to go out! All was well.

From the side deck of the Sigma the Sonatas looked very happy travelling at about 5 knots across the Channel maybe I'll take More Sparks next time.

Two of our fleet have travelled to other events this year - Samurai went to Scotland and Goodbye Mickey Mouse went to Cowes-socials were excellent...the racing!?!

We expect a strong contingent to go to the Nationals next year and, following a talk given by Steve Goacher (sailmaker), we hope that some of our fleet will manage to be in the top ten .... partygoers that is!?!

Joe Bolton, vice captain racing Medway Sonata Fleet

## **News from the Dabchicks SC**

West Mersea fleet representative David Draper on 0206 241827

1994 has been a good year for Sonata racing at West Mersea with an average turnout of 7 boats. The Club has provided class racing in the form of 3 separate five race series to give as many people as possible a chance of winning.

All the racing has been competitive with six different boats winning races at one time or another. The best performance over the whole season ended as a neck and neck battle between Scherzo (Ed. Taylor and Vince Lawford) and Ghostbuster (Mike Fitzpatrick). At time of writing the Sailing Secretary was still trying to work out the winner!

The standard in the fleet has improved considerably over the last three years but with the exception of Exposition (Geoff Payne), no one has played away. Boring excuses like lack of time and money have been heard.

With the National Championships at West Mersea next year it will be time to stand up and be counted!

## **A Corinthian Attitude**

This is not so much a snippet, but more of a sermon. Having sailed various yachts in the Solent for the past few years, I was very conscious of a trend towards a win-at-all-costs mentality, especially in the One Design fleets.

I used to sail in the Sigma 33 and 38 classes. At the top end of the fleet money was no problem. For example Yeoman turned up at Cork two years ago with a brand new suit of sails just for that regatta. Protest meetings involved lying through your teeth to win a decision.

Barty introduced me to the Medway as a guest sailor a couple of years ago and, as Victor Kyam would say. "I liked it so much I bought a Sonata".

I enjoyed the more Corinthian attitude espoused by the Sonata fleet. I think I have only heard of one protest in two years. Everybody shares their knowledge of tweaking and of the river. The assistance Dean and I received with Mickey Mouse has been marvelous, special thanks to Rob Hall and Barty. This is not to say that the level of competition suffers, far from it. The rivalry is intense even at the back of the fleet (so I gather). It certainly goes to show that guest sailors are worth cultivating. I hope that the same attitudes prevail next season and Dean and I look forward to racing against you all once we discover how to get off the span line!!

Bres

It is supposed to be fun after all! Ed.

Portsmouth Sailing Club's 75th Anniversary Keel Boat Regatta - this is an early notice of the above event which is to celebrate the anniversary of one of Portsmouth's oldest sailing clubs. The racing will be held on the mornings of Saturday 17 and Sunday 18 June 1995 from a committee boat start / finish line in the East Solent using the Portsmouth Number handicap system. For more details contact: the Rear Commodore on 0705 520596.

## CRUISING CORNER

What is it about cruising in small boats that so stretches the ingenuity? Especially at fitting out time I am often seen giving a caper of joy around the boatyard having achieved something that, only an hour earlier, I had not only never done before but had absolutely no idea how to begin! Patient observers, however, have also seen me in the same place hopping mad and quite willing to take an axe to the mast - how my cherished Sonata has survived some of my more serious tantrums I'll never know!

Having achieved a good days work one Sunday earlier in the season and finishing off all that 1993 had left us to repair on the 'upper' parts of Moonglow, myself and two friends proceeded to locate and raise the mast. We went through those heart-stopping moments just as the weight really starts to tell on the poor chaps on the ground, the skipper on deck is frantically trying to look everywhere - is there a kink in the shroud? - can he grab the mast in time to stop it slewing sideways? - and why in hell did he leave the boom where it could snag the backstay and jam under the mainsheet runner? -perhaps he could blame one of the others for that!

Moments later the panic is over, the bolt is home once more and we are all stepping back to admire our handiwork, break open the chocolate and tell ourselves that we are really getting rather good at all this! Suddenly a breeze chases round the sheds across the hard and for a few moments we me enthralled at something we have not heard for too many long dark months. The gentle music of halyards against aluminium and memories of all those delightful episodes from last seasons cruising (funny how nostalgia edits the 'disasters' and the frustrations of the previous year in such moments!)

There is something very dejected in the appearance of a yacht on a cradle with its mast unstepped - like seeing a loved one in intensive care, unconscious and vulnerable with tubes and cables running to every part of them. What a moment when your treasured possession is back to her old self and eager to get back into the water - the next sound to look forward to is that of zealous waves creaming against the bows and rushing over the foredeck in an attempt to leap down the hatch before you remember you left it open!

However fate was to take a turn this season and Moonglow only made it to the water last week as I write (25th October). I missed out on some of those glorious summer cruises in 1994 but at least I shall have the pleasure of some winter sailing, waking up to frost on deck, venturing a warm pair of hands out of a high performance sleeping bag and trying to turn on the stove without getting out of my cosy bunk all the while breathing plumes of steam like some racehorse raring to go.

Two hours into a dark early passage to climb back into the cockpit with steaming mugs of coffee for my loyal crew (they must be!) to see the weak wintry light appear in the East followed by one of those glorious crisp December sunrises is a moment shared with nature that must be experienced. We look at each other, dressed like giant rugby balls, red-nosed but content and grin stupidly for a moment - we know why we are doing this but for all of us it treads a tightrope between ecstasy and purgatory! The hot cooked breakfast that seemed as though it would last us all day now seems a long time ago. We munch on Mars bars cold and brittle enough to break teeth until one of us discovers the obvious solution of dunking them! (Glad it's not my turn to do the washing-up). As we turn smoothly out of the Crouch in what are very light airs for the time of year the sunlight strengthens and we realise that this particular stretch of water, teeming with craft earlier in the season, is now grey and empty. As we sail away from the estuary even the seabirds seem to have abandoned the planet and the only noise is that of our own making.

I have had a dream for many years of sailing in snow. One day I will realise that ambition. In my imagination it is a beautiful interlude - soft white flakes falling from the darkening sky gently around us, settling here and there on the deck and giving us all in our red Mustos and seaboots a Santa-like appearance, the nav lights offering just a hint of Christmas as they reflect off the snowflakes and that strange hush hanging over us.

The reality is probably quite different - but we all have to make our own mistakes and I have over the years experienced just about every other kind of weather condition found in European waters and you know what it's like when you won't settle until you've done something. I will probably write again in the Spring and tell you the real story!

I hope that, unlike me, you have all enjoyed this delightful summer of ours. I know you are going to be busy this winter - laying-up and promising yourself that you will attend to those little irritations you noticed during the season (and then getting to Easter and realising you forgot them!). Despite all that hard work you may or may not do, can I ask you to do everyone else in the Association a big favour. When you are sitting down on Christmas Day stuffed to the gills and bored with the television, take a few moments out to jot down your cruising escapades from the summer however brief and send them to us.

Finally if, like me, you are cruising the East Coast this winter let me know and maybe we could meet up for a hot toddy in some clubhouse. I think well need it!

Jon Woodrow -Moonglow

## AN UNLUCKY BREAK

It was an unlucky break that cost Nigel Harris from Burnley the recent Sonata Northern Championship title in his boat Moonlight at the Weekend. Whilst leading the fourth of a four race series, with two wins already to his credit, his Sonata dismasted whilst gybing around a mark.

The Championships on Lake Windermere were hosted by the Windermere Cruising Association over a weekend. The weekend proved to be one of contrasts, with Saturday having no wind at all, whilst Sunday had South Easterly winds of Force 5/6 gusting 7. The common theme of the weekend was rain, torrential at times, testing even the most hardened sailors. The heavy wind resulting in two boats dismasting, several involuntary broaches and several crew members taking early baths. Ann Patterson crewing on yacht Saraband, was only just pulled to safety by the rest of her crew after taking a ducking during a broach in the heavy weather.

The series consisted of four races with only three to count. The overall winner was Windermere sailor Steve Goacher sailing Eric the Boat. Steve put in a consistently good performance. Even in the second race, when trailing in twelfth place with weed around his keel, the deft manoeuvre of sailing backwards with spinnaker hoisted freed the weed and allowed Steve to recover sufficiently to finish in second place.

Individual race results:

### Saturday Race 1

1st Nigel Harris, Moonlight  
2nd David Tunnicliffe, Jennyandots  
3rd Kevin Marshall, Snot Rag

### Saturday Race 2

1st Nigel Harris, Moonlight  
2nd Steve Goacher, Eric the Boat  
3rd Bernard Price, High and Dry

### Sunday Race 3

1st Steve Goacher, Eric the Boat  
2nd David Tunnicliffe, Jennyandots  
3rd David Clarke, Saraband

### Sunday Race 4

1st Steve Goacher, Eric the Boat  
2nd John Plumb, B Natural  
3rd David Clarke, Saraband

Overall Positions:

1st Steve Goacher, Eric the Boat Windermere  
2nd Nigel Harris, Moonlight Burnley  
3rd David Tunnicliffe, Jennyandots Halifax  
4th David Clark, Saraband Co Durham

Individual race results

4th 2nd 1st 1st  
1st 1st 5th retired  
2nd disqual. 2nd 4th  
7th 4th 3rd 3rd

Fo'c's'l

Th' c'b'n fr'th' fr'd



Spinnaker:

An extremely large, lightweight, balloon-shaped piece of sailcloth frequently trailed in the water off the bow in a big bundle to slow the boat down.

Varnish:

High-fiction coating applied a gloss or minor details in personal nautical recollections to improve their audience holding capacity over frequent retellings.



**Whatever the venue Burnham, Cowes, Clyde, Windermere, come hail, rain or snow, the result has been the same**

94 RESULTS

NATIONALS	1, 2, 4, 5,
ROVER SERIES	1,2, 3,
BURNHAM WEEK	1ST
SCOTTISH CHAMPIONSHIPS	1ST
NORTHERN CHAMPIONSHIPS	1ST

*In fact only two National Championship races have been won without our sails since 1991*

IF YOU WANT THE KIND OF ALL ROUND SPEED THAT COMES THROUGH SAILING SONATA'S WEEK IN WEEK OUT WE WOULD LIKE TO HELP AND IF YOU NEED PERSUADING, SPEAK TO ANY OF OUR CUSTOMERS (THERE WERE 18 OF THEM IN THIS YEARS BUMPER NATIONALS ENTRY OF 35).

ALTERNATIVELY RING STEVE AT THE LOFT  
Steve Goacher Sails  
Shepherds Boatyard, Glebe Road  
Bowness on Wndemere  
Cumbria LA23 3HE

Phone / Fax 05394 88686

A letter from the Lymington fleet representative which raises issues which should concern us all...

Dear David

As discussed the other evening herewith the Western Solent input for the newsletter. I wish it were a bit more positive but I feel terribly let down by the Southern Area Championships non-event.

The following is a copy of the report which I submitted under the pen of "dismayed race organiser"

### **Sonata Southern Area Championships**

The National Sonata Southern Area Championships, scheduled to be held by Lymington Town Sailing Club over the weekend of 25th / 26th June were CANCELLED, nor through adverse weather, storm or tempest, but due to the apathy of class members in failing to enter in advance despite the organisers taking the unprecedented step of extending the entry dosing date and sending Notice of Race reminders to likely participants including those who had verbally promised but failed to confirm in writing.

Lymington Town Sailing Club apologises to those who had entered and thus had their weekend plans spoilt, but has the agreement of the Class Association who accept that whilst two boats may constitute a race, two thirds of your own fleet plus three visitors from what is a supposedly thriving Solent Class does not make for a meaningful championships and does not in anyway repay the commitment put into the event by the organisers.

Maybe the event fell victim to the potentially over crowded Solent calendar and came too soon after 20 plus boats had made it into the Round the Island Race, maybe it was the rescheduling of a Cowes Cruiser Racer event to coincide that took away the key Central Solent players who we would have expected, or maybe the style and type of Area Championships needs to be addressed more globally [we note that the Eastern Area Championships as recently reported in this magazine only had two visitors] or maybe its more fundamental - people don't like the beer, cannot so easily afford the outrageous overnight marina costs [albeit with a 10% fleet discount] or have not yet found a chart that goes beyond East Lepe!

and which appeared In Yachts and Yachting following the weekend of the Sonata Southern Area Championships.

Having been involved in the organisation of the Club programme for a number of years, I am well aware of the complexiteis and fullness of the Solent Racing Programme and understand that the Round the Island Race was the week before and that the Spring Tide for our weekend was such that someone coming from the East (say Cowes or Chichester) would have had to punch the tide both ways in order to arrive for the evening before briefing and the return on completion of Sunday racing but the same would have occurred for boats arriving from the West on a Neaps weekend so somebody would have always lost out. As it was we chose a spring tide weekend to make best use of the Public Slipway for launching and recovering and organised discount rates with the local marina for those who prefer the Hoist and had been considering the 1996 Championships as a key event for our Lymington Town Sailing Club centenary anniversary year.

Within LTSC we have a number of young families and through the Sonatas recent dominance of the smaller CHS Class in our winter series many of our members had expressed an interest in rejuvenating the Sonata as an ideal stepping stone into keelboat racing and therefore had looked to this event to be a showcase of the National Sonata as a suitable small family cruiser racer that fits the smallest of the river mooring or the cheapest of the Marina berths ...but now we ask ourselves

why should we persue this class.

May be its not just us who had the problem - the Eastems were recorded as laving few visitors and perhaps the need for such events is now surpassed or the format needs to be re-addressed to suit changing needs.

For example the problems and stress of trailing your boat to an open meeting may actually outweigh the enjoyment when you get there and a suggestion within our own discussions Is that regional areas (In this case Chichester to Poole) should run either a travellers trophy series or series of open meetings with prizes to be awarded at the Annual dinner (as the Contessa 32 Class does). This travellers trophy need not be specific Sonata open meeting events (since we already know that people don't want to come to Lymington for that) but perhaps rum as integral parts (albeit with a separate class start and results) at existing dub races. Another suggestion is that a two handed award, family prize be be awarded. In support of this my own boat is normally sailed two handed by my wife and I for our own Club Inshore Points series. However for the Southern, and in order to be competitive against similarly crewed opposition I would have needed to import my regular Major event, Autumn Series or Thursday evening crew for the occasion.

Whilst on the subject of APATHY - through the lest newsletter I asked for views on the idea of a small diesel inboard engine to fit the Sonata - YET AGAIN NO RESPONSE thus I have concluded that everyone is happy hauling the outboard aver the stern or that members do not give a damn and are not interested in what it might do to its rating (for those of us who race CHS because no one wishes come am race level with us!) or as potential resale value when the young family grow up and graduate to a Whittbread 30!

I hope you are able to print the above in the newsletter and that by the Spring Newsletter we will have something positive to report

Peter Mills

## SMALL ADS

FOR SALE Saturn Main - Good £70 Saturn No 1 Dacron genoa - Fairly good £60; Saturn No 1 Mylar Genoa - Fair £40 Holt No 1 Dacron Genoa - Fair £30; Hood No 1 Dacron genoa - Fair £30 contact Ross Will on 0382 76856

FOR SALE Original Sonata fin keel cradle. Hunter built approx 3 years ago with standard small steel wheels. Painted. £150 could deliver contact Peter Strauss on 081 746 6702

FOR SALE Sonata cradle. This has been modified with solid rubber tyred wheels 14" x 3". It has swivel wheels at the front and an A frame for ease of manouverability. Available for immediate sale ex Preston. Price negotiable. contact Jim Starkie on 0772 865299 (home) or 0772 259245 (work)

FOR SALE Hood Main 1991 £125 Hood No 1 genoa 1991 £125, both In very good condition due to very little use in 1992 end 1993 contact Claude Legorjus on 0224 482812 (home) or 0224 232325 (work)

FOR SALE Depth sounder NASA, Stingray, duel alarm, new (still boxed) £40; Repeater Meter for Space-Age VAW160 depth sounder including PO Board £5; Transducer 150 KHZ, fits moat depth sounders £5; Forehatch Rossini, new glass in very good condition £35; Mainsheet block and jammer, brand new HA 4176 XX £20 only (new price £39.23) contact Mike Owers on 0621 892885 (home)

FOR SALE Proctor mast reasonable condition including boom and standing rigging. Buyer to col-

lect from Gourock Offers invited contact Sandy Gibson on 0475 721965 (home) or 0389 727614 (work)

## ASSOCIATION WARES

**ASSOCIATION TIE** - This is navy of woven satin polyester with a single underknot Sonata motif in white and all over red and white stripes. The price is £8 including postage and packing and your money would be refunded if you are not absolutely delighted.

**CAR STICKERS** - Let everyone know that you are a Sonata owner with these attractive car stickers 6" x 4". Price 50p to cover postage and packing.

**PUSHPITS** - Most of the deck gear on the Sonata is well designed and constructed but the pushpits are an exception and move to such an extent that they allow the lifeline to become slack and at the same time, crack the gel coat at the forward end. To overcome this the Association is offering "THIRD LEGS" which consist of 2 legs of 3/4" marine grade stainless steel tube, all fixings and fitting instructions. The only work required is to drill four holes. Please measure from the underside of the pushpit at the centre of the bend, down to the deck at the transom and send this measurement with your cheque for £35. Over 100 sets have been sold to satisfied owners.

**CLASS RULES** - A copy of the Class Rules including the 1991 modifications. £1.50 for members (£2.00 for nonmembers). **RING BINDERS** - We still have a number of the 1982 ring binders to hand which are A5 in size, blue in colour with the Association name and insignia embossed in gold on the front and they are ideal for storing all the data regarding your boat. Price is £3 including p & p.

**RUDDER PINS** - The original pin was 3/8" (9.5mm) diameter and after a period of time the rudder becomes slack. It is simple enough to drill out the fittings to 10mm and the Association has acquired a supply of 10mm rudder pins. The cost of this is £18 including p&p.

**OUTBOARD BRACKETS** - Do you have crews that regularly throw the outboard bracket over the side? If so we may be able to help. The original bracket, as fitted to hull numbers up to approx 200, is no longer available from Hunters but your Association has found a company who can make copies of the original. Complete anodised brackets including ply boards and stainless steel studs are £68 including p&p. This is a lot cheaper than having to buy and fit a complete new system, especially as the nuts holding the runners to the transom are not accessible.

**SONATA HALF MODEL** - similar to the Leyland Daf Class Trophy, it is a 1 in to 1 ft model some 22 inches long with coach roof, keel and rudder, mounted onto a polished mahogany baseboard with hanging brackets. The topsides can be painted in any colour from the Perfection 709 Range but if no colour is specified it will be white. The boat name can be inscribed along the side (a photograph of the original would be useful). Price £150 incl VAT and P & P. Allow 4 weeks for delivery.

All the above are available from Mike Owers, Cringlewood, Wickham Bishops, Essex. CM8 3EA. Telephone 0621 892885 (home) or 0621 850451 (work).