



Mid-Summer, 98

Scottish
Nationals
Medway
Technical
Ireland

Sonata News

National Sonata Association Newsletter

Sonatas excel in Scotland

Sonatas did very well at the big regattas up in Scotland during the early part, of what meteorologists still insists on calling summer. Despite the glamour and size of many of the other boats and classes, Sonatas walked away with the overall prizes at both the Tarbert Scottish Series (ex Rover) and the Navigators & General sponsored Centenary Regatta of the CYCA. This was deserved recognition for the quality of the racing enjoyed by the class..

There was a good turnout for the Scottish Series including a large number of travelling boats including Fruesli II who had come up from Cowes. One absence was Steve Goacher who had opted to sail a Cork 1720 sportsboat in preparation for his trip to Cork Week, later in the year. With no 'Eric the Boat', there were a number of crews who fancied their chances of finally getting a well deserved win in the Sonata class. This series is one of the most fiercely contested Sonata regattas in the calendar, with the invading boats from the North of England traditionally doing well. Yachting Life magazine in its pre-series articles thought this dominance would continue, tipping either Saraband from Sunderland or one of the Burwain Sailing Club trio of Jennyanydots, Moonlight and Minuet, to win.

But Graham Campbell and his crew on Kooshtie from the Royal Gourock Yacht Club had other ideas. In a week that was dominated by a cold, and at times boisterous northerly airstream, they sailed an inspired series, posting an immaculate run of first places to count, with a fourth place as their discard.

The overnight race this year was a fast and furious (but somewhat cold) blast from Gourock over to the Isle of Arran and then back to the

mainland shore before the long haul up to Loch Fyne and Tarbert.. The rapid progress ensured the Sonatas were all tied up in Tarbert by breakfast. having all finished within an hour of each other. In fact, the first 10 boats were separated by a mere 12 minutes after 12 hours racing. That's why we sail one designs.

The following 6 inshore races were a mixture of triangles and windward / leewards set in Loch Fyne.

Alan Harper with

Dark'n' Stormy from Cove SC was the only other boat to enjoy winning a race, but overall, the other placing were as the pundits predicted; Nigel Harris in Moonlight was second and David Clarke in Saraband was third.

A few weeks later was the Centenary Regatta of the CYCA, which included the Scottish Area Sonata Championships. This was a four race series over the weekend sailed on the upper Clyde. It was an excellent warm up for the

Nationals which continued during the following week. Many people who did both events thought it was good value getting such a concentrated block of racing. Steve Goacher and his crew on 'Eric the Boat' were back and quickly settled into their usual form, winning not only the Sonata trophy but the overall Clyde Regatta Trophy for the best performance in any class. At the prizegiving they seemed to scoop up a disproportionately large number of cups and trophies for just one weekends work. Saraband and Irie Blue only had enough time off work to do the Scottish Champs before returning home to the Lakes. Phil Evans sailing with Andrew Lysser on Irie Blue were second.

Murray Caldwell and his crew on 'Moneyppenny', again sailed an excellent series, picking up the trophy for the best results in any class for a skipper under 23 years old. □



Graham Campbell and the Scottish Series Trophy

Editorial

Could Do Better: Twenty five years after leaving school and this phrase returns to haunt me. Firstly, Sandy Woodward emailed to say I had left a huge and vital part of his article out of the last newsletter. Then I got a fax from Mike Harrison to remind me that last year I promised to put together a compendium of relevant newsletter articles to use as a new member welcome pack. Finally, I was asked why the promised article on modifying the chainplates had never appeared. Quite a slap on the wrist. I reckon if I don't pull my socks up, I could well get fired from this job. God knows what I would then do with all my extra free time.

So by way of amends, I have reprinted the complete article from Sandy, the article on the chainplates is included and I have made some progress on the 'Prospective Members Pack'. Hopefully this, plus a new members handbook and the new website, (that is being put together with the help of Jack Hardy from 'Pied Piper'), will be completed this winter.

This 'prospective members pack' will include the excellent article on the Sonata that appeared in PBO earlier in the year. We've been kindly allowed to use it as we feel fit. For any one who missed it, it was a four page colour spread that painted a very positive picture of the Sonata. Obviously John McQuillian and the others who went out in Poole Harbour on Selene that day did an excellent job selling the virtues of the class.

There was much debate up at the **Nationals** about the reasons for the frighteningly low turnout this year. It reinforced to me a realisation that today, sailing is clearly part of the 'leisure industry'. People will only turn out for our events if that is what they choose to do with their valuable holiday time. No one is under any obligation to show up just because they own a Sonata. We have to ensure that the events we organise are so attractive that they are the first choice when it come to planning the summer holiday. After we have planned these superb events, we next have to market them. The publicity material for a weeks regatta must be with people during the 'prime holiday planning season' which is the first weeks of the New Year. It then needs to be followed up with more mailings and even some tele marketing, to ensure people make the 'right' choice.

This year's National Championship was a first class event; it was well planned, the racing was well organised on superb waters, the competition was keen but friendly and the social program was varied, affordable

and loads of fun. Pity all the effort put in by so many people was undermined by woefully inadequate marketing. All the arrangements that were made would easily have catered for at least three times the numbers. So here's prior warning for next year.

The **Nationals in 1999** are at West Mersea near Colchester in Essex. The racing is over 5 days from Monday 28th June. The championships were last held here in 1995 and it was absolutely brilliant. The Dabchicks is a great club with excellent facilities, the racing is on the wide open waters of the Blackwater Estuary and last time there were 32 boats, plenty of wind, sun and hot competition. Be there.

Sandra Hattley has emailed us from Dun Laoghaire near **Dublin** with news that her club now has four Sonatas, including Mike Hart's old Nationals' winner, 'Jabiru'. There is a very active racing program and they would very much welcome competition from any boats doing an 'Irish Tour'. Her email number is: shattley@imgsrp.com

Newtons First Law. 'A body will continue in a state of uniform motion unless compelled by an external force to change that state'. When this is applied to bodies such as Class Associations, it can not be paraphrased as 'do nothing and nothing will change'. In fact, if nothing is done, the health of an Association will start to go downhill very, very quickly.

Over the past few years, plenty of people have put a lot of time and effort into revitalising the Sonata class. We've received much more positive press recently in the magazines and even the Sunday Times etc. But we still need a few more people to help out, so this good work is not undone. In particular, Scotland needs a rep to pull it all together and to ensure the low turn out at the Nationals does not trigger a downturn in the class's fortune up there. We also need someone to replace Kevin Marshall as treasurer as he has now sold Snot Rag. This role is purely an accounting job and does not include membership renewals, etc.

Finally, I would like to thank Kevin Marshall for all he has done for the class. He's been on the committee in a number of roles over the years, doing at least three jobs simultaneously when he held the class together following Mike Owers retirement. I've certainly appreciated him being the most reliable Scottish correspondent over the last couple of years. Cheers Kevin.

Jim Dowling

Committee Matters

Unfortunately, a number of factors conspired to prevent us holding the AGM up at the Nationals this year. I apologise for this as I realise this is probably the best time and place to have held it. I am now planning to try and hold it in the Autumn when, hopefully, pressures in my life will have subsided slightly. We are still within our legally mandated timescale, as last year's AGM was at the Hamble Nationals, which were at the end of August. I have still to decide on a venue. Anyone got any idea's ?

On the Agenda must be a decision on the venue for the National championships in the year 2000. I believe the Strangford Lough Yacht Club had a full presentation available in the RGYC clubhouse during the Nationals in support of their bid to be the hosts across in Northern Ireland. This was very favourably received and a straw pole showed it would have been chosen had the AGM had gone ahead at that time. People were in favour for a number of reasons: The water and facilities look superb, it's somewhere new, the provision of very cheap or free launching and berthing will help offset the cost of the ferry over, the club and local Sonata fleet are very keen to host it, they have experience of running big events and the total driving mileage using the ferries is probably less from the south coast than the trip up to the Clyde. These are the cold, logical reasons for holding it there. Probably more persuasive for some will be that everyone who has ever been to Ireland on any type of sporting occasion has had a blast. Ireland's reputation for hospitality is not based on myth. This has got to be the best way to start the new millennium. At least 20 boats (including Fat Hen, Eric, Irie Blue, Pied Piper, 'Ey-Up, Dark'n' Stormy, Moneypenny, High & Dry) have pledged to be there.

Naturally the conversations also touched on 'where then after that ?' Apparently there was far more support for the idea that it should be down on the Medway in 2001. People accepted that we cannot ignore the country's largest club fleet. Other's were swayed by Murray Caldwell's point that although the sailing there may not be the same as we've had at other venues, it would still be great fun. He had recently been down to Aldeborough in Suffolk to sail Loch Long One Designs on the River Alde. There were no olympic triangles, but they had enjoyed excellent racing all the same. I was personally in favour of the Medway when it was discussed (but rejected) at last year's AGM. Next summer the Medway are hosting some events as a warm up prior to the Nationals (and maybe even a passage

Reports

West Mersea

race across the Thames estuary to West Mersea?). I hope people will take advantage of these to check out the area. Then let's vote in favour of the Medway.

We still need more help on the Association committee. I am pleased to say that Robin Nixon (Fat Hen) has stepped in temporarily as the Hamble Rep while both Mike Jaffé and Duncan Morris are distracted by young babies. But we do need a Treasurer as Kevin Marshall has sold Snot Rag and Scotland is still in need of a Rep. Please come and help run your class.

David Lippold
Chairman, 01489 581232



The activity in the Sonata Fleet has again increased this year with a total of eleven boats being launched. It would be nice to say that all are sailed on a regular basis, but it is not uncommon for seven boats to come to the start line at any one time.

Our more adventurous boats have again been travelling this year. 'A Sharp Exit' competing in the Round the Island and 'Pied Piper' travelling up to Scotland to do the Scottish Area Championships and the 1998 Nationals. After that they towed straight on down to the Medway to compete, where they met with considerable success.

Dabchicks Sailing Club has just hosted their round of Sail East. In class 4, two Sonatas took part, 'Scherzo' and 'Aubie Too' with the later coming in 2nd in class but not being able to get on level terms with the Impala 'Jiminy Cricket'. This was held as most of the year has been, in moderate to fresh wind conditions.

The last week of August sees the beginning of Mersea Week when we have our own start racing around the cans in the ideal waters of the River Blackwater. At the last count we expect to have at least 9 boats from West Mersea competing and it would be great if we could attract some visitors down from Maldon, Ipswich, up from the Medway or, of course, Burnham. It would make an ideal build up to the Eastern Areas, Sail East or Burnham Week which follow on straight afterwards.

Mersea Week has catered for Sonatas as a 'One Design' now for the last 9 years. As always there will be some very close racing followed by events in the evening. This year the highlight will be the BBQ hosted by Jack Davies of 'Scherzo'.

This event will also be a very good opportunity for visiting Sonatas to sail the waters around West Mersea in preparation for the 'Nationals' that we are hosting in 1999. We want to improve on '95 when we last ran the Nationals when a total of 32 boats took part in some of the best sailing conditions for years, so please make a note in your diaries.

NATIONALS '99, Dabchicks Sailing Club, West Mersea, Near Colchester, Essex.
27th June, 1999.

Roger Sydenham
West Mersea Rep,
01206 384619

Burnham

The Burnham fleet has a new boat this year which is encouraging. The boat, 'Maggie May' has been bought from the Medway which is reversal of the usual trend.

We also have a change of owner for 'Bagatelle' who is Colin Javers. They are all very welcome and hope they enjoy sailing on the River Crouch.

We are holding the Eastern Area Championships at Burnham this year. It is to be held over the first three days of Burnham Week, which is Saturday 29th, Sunday 30th and Monday 31st August. It would be nice seeing some travelling boats make the effort as the racing is great and there is plenty going on in the evenings.

As I am not only the Burnham Rep, but also the 'Boats for Sale' contact, I would like to say again that if you sell your boat, or wish to withdraw it from the list, please let me know. Prospective buyers phone me up complaining they have wasted phone calls.

Steve Tribe
Burnham Rep, 01277 654458



Northern England

Boats from the North continue their tradition of travelling to open events. Even some who could only get away for the weekend felt it worth the effort to enjoy some great competition. At least eleven northern boats made it to at least one of the Scottish events this summer. However the top honours for travelling must go to both Friesli II who towed up to the Tarbert series from Cowes and Pied Piper who came from Essex for the Nationals and then returned home via the Medway regatta. Towing the boat is not that difficult and you get to experience so much more. Go on and try it.

The Royal Windermere Yacht Club is hosting the Northern Area Championships. Racing will be over two weekends, 10/11 and 17/18 October. The £35 entry fee will include moorings right in front of the club in Bowness Bay for the duration of the event. It is anticipated to have seven races including Olympics, windward/leeward and a distance race.

I will be posting a Notice of Race to previous entries of the event before the end of the month. Please give me a call if you require further information or have any suggestions about the racing or socialising. The Windermere Winter Series then starts on November 1st.

David Clarke
 Northern Area Rep, 01325 730413



Who's Who on the Committee

Chairman

David Lippold 01489 581232

Treasurer: Situation Vacant

Technical

Andy Mitchell 01723 581729

Boats for Sale

Steve Tribe 01277 654458

Scotland: Situation Still Vacant!

Northern England

David Clarke 01325 730413

Hamble & Cowes Week

Robin Nixon 01703 457630

Duncan Morris 01327 262133

Mike Jaffé 0171 7368645

Lymington

Barry Dutton 01590 642296

Medway

Mike Harrison 01233 850423

West Mersea

Roger Sydenham 01206 384619

Burham on Croach

Steve Tribe 01277 654458

Northern Ireland

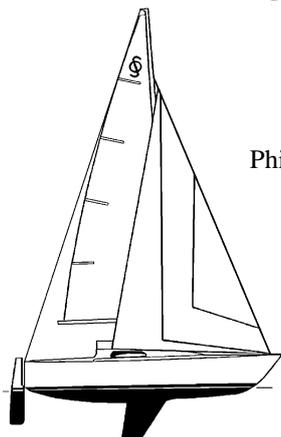
Robbie Richardson 01247 872269

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



Medway

Our Spring series has been recently concluded and was won by Musical Express who established an unbeatable lead with two races to go. Chrysalis was in second place closely followed by Marimba and Cock a Hoop. One of the advantages of a large fleet is that no matter how proficient you are or not ! there is always someone to battle with and this produces plenty of tussles throughout the fleet.

Our single handed race was not well supported but the boats that entered had an enjoyable race with the lead changing several times and eventually Tosca took line honours.

Three Sonatas, Red Dwarf ,Tosca and Musical Express cruised to Bradwell and Brightlingsea at Whitsun and returned unscathed despite the Fleet Captains attempt to demolish the Harbourmaster's launch at Brightlingsea much to the amusement of the other crews! The tides were wrong, the weather cold but we slept on board, cooked

food, provided hot drinks and managed to sail most of the way there and back demonstrating what a versatile boat the Sonata is.

We have enjoyed some excellent Wednesday evening races courtesy of the Upnor S.C. in the Handicap Fleet and I must express my gratitude to the Upnor and the race committee for their efforts.

Recently we started with 18 boats on the line the highest turnout this

season so far. With Solution returning for the Autumn series and the addition of Melody recently purchased by David McDonald we should be able to regularly turnout 20 boats or more.

At the Medway Regatta we were pleased to welcome Sirocco from Burnham and Pied Piper from West Mersea. Over the four days we encountered a variety of conditions from

smoke to force 4/5 gusting 6. The courses were set out into the Thames except Sunday when the fleet was kept in the River.

Pied Piper kept the local boats on their toes with a 1st and a 2nd in the first two races but at the weekend Musical Express with the owners son Neil at the helm won the Saturday race by a considerable margin but were pushed hard by Pied Piper on the Sunday with both boats going into the last race on equal points. Credit must also go to Marimba who won the Friday race by 6 seconds after 5 hours of sailing despite losing the lead after going aground. To Exposition who fought hard in all four races, to Goodbye Mickey Mouse for excellent starting, to Chrysalis for banging the corners and finishing 2nd on Saturday, to Harmony who kept his No1 up with only two up the windy race and finally to Tosca for the best wipe out!

Over the next few weeks some of our owners and boats are off competing at Cowes and Burnham and we wish them

Strangford Lough

Since the start of the new season, we have had our own class starts in all the Strangford Lough Yacht Club racing, with at least 5 boats on the line every time. Again the Sonatas have proved to provide by far the best racing. There were seven races in the first series of the year, with Bad Company winning from Napper, then Thingymajig, Intruder and Adagietto.

At the end of May, Kircubbin Sailing Club ran a three race event for all the Sonatas based around Strangford Yacht. Nine boats competed and again the racing was absolutely superb, with positions changing constantly. At first, the local boats were followed as it was assumed that tidal knowledge would be critical. However, in the end there was a different winner in every race and nothing between the first 5 or 6 boats going into the final race. Both Ian Bogie's Napper and Walter Moore's Avalon only needed top three places to win. But it all fell apart on the last beat allowing

| Medway Sonata Spring Series '98 | | | | | | | | | | | | | | |
|---------------------------------|-------------------|--------|--------|----------------------|--------|--------|--------|--------|--------|---------|---------|--------|-------|--|
| Race | Race 1 | Race 2 | Race 3 | Race 4 | Race 5 | Race 6 | Race 7 | Race 8 | Race 9 | Race 10 | Race 11 | Points | Place | |
| Course | Z | V | UZ | V | BJ | W | BA | R | BC | | BB | | | |
| Musical Express | 1 | 2 | 4 | 4 | 2 | 1 | 1 | 2 | 2 | | 1 | 12 | 1 | |
| Chrysalis | 2 | 1 | 3 | 13 | 4 | 8 | 6 | 3 | Ocs 19 | | 4 | 31 | 2 | |
| Marimba | Ret 10 | 3 | 1 | 6 | 11 | 5 | 7 | 6 | 1 | | 3 | 32 | 3 | |
| Cock-a-hoop | Dns 26 | 4 | 5 | 2 | Dns 26 | 9 | 3 | 1 | 5 | | 5 | 34 | 4 | |
| Tosca | 3 | Dns 26 | 6 | 8 | 6 | 4 | 5 | 7 | 6 | | 9 | 45 | 5 | |
| Pianissimo | Dns 26 | Dns 26 | Dns 26 | 1 | 1 | 2 | 10 | 5 | 3 | A | 2 | 50 | 6 | |
| Exposition | Dns 26 | Dns 26 | 7 | 5 | 8 | 10 | 9 | 4 | 3 | B | 6 | 52 | 7 | |
| Cappricio | Dns 26 | 8 | 2 | 3 | 3 | 3 | 2 | Ocs 17 | Rtd 19 | A | Dns 26 | 57 | 8 | |
| Redwarf | 5 | 7 | Ret 15 | 9 | 5 | 12 | 13 | 13 | 12 | N | 7 | 70 | 9 | |
| Harmony | Dns 26 | 5 | 8 | 7 | 10 | 11 | 11 | 9 | 11 | D | 10 | 71 | 10 | |
| Simple Minds | 4 | 6 | 13 | 14 | 13 | 14 | Dns 26 | Dns 26 | Dns 26 | O | Rtd 15 | 105 | 11 | |
| Vivace | Dns 26 | 9 | Dns 26 | 11 | 7 | 15 | 16 | Dns 26 | 9 | N | 12 | 105 | 12 | |
| Brahams & List | 6 | Ret 14 | Dns 26 | Dns 26 | 12 | 13 | 15 | 11 | 14 | E | Dns 26 | 111 | 13 | |
| Fortune | 7 | Rtd 14 | 11 | 10 | 15 | Dns 26 | 14 | Dns 26 | 16 | D | Dns 26 | 113 | 14 | |
| Obsession | 8 | Ret 14 | 12 | 15 | Dns 26 | Dns 26 | Dns 26 | Rtd 17 | 10 | | 11 | 113 | 15 | |
| Aeolian | Dns 26 | Dns 26 | Dns 26 | Dns 26 | 9 | Dns 26 | Dns 26 | 8 | 7 | | 8 | 136 | 16 | |
| Mussette | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | 6 | 4 | Dns 26 | 8 | | Dns 26 | 148 | 17 | |
| Skipper | Dns 26 | Dns 26 | 10 | 12 | Dns 26 | Dns 26 | 12 | 12 | Dns 26 | | Dns 26 | 150 | 18 | |
| Silver Lining | Dns 26 | Dns 26 | Dns 26 | Dns 26 | 14 | Dns 26 | 8 | 10 | Dns 26 | | Dns 26 | 162 | 19 | |
| Gdbye M Mouse | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | 7 | Dns 26 | Dns 26 | 13 | | Dns 26 | 176 | 20 | |
| Stiffy | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | 17 | 14 | 15 | | Dns 26 | 176 | 21 | |
| Cry Havoc | Av Pts 22 | Dns 26 | 9 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | | Dns 26 | 187 | 22 | |
| Anmetoo | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | Dns 26 | | 13 | 195 | 23 | |
| | Declared Entry 25 | | | 11 Races, 9 to count | | | | | | | | | | |

every success.

Due to our expanding fleet one or two boats are looking for regular crews and anyone interested should either phone me or turn up approx. 1pm on a Saturday and ask for me.

Mike Harrison,
01233-850423
Fleet Captain
Musical Express

Medway Regatta Results

| | | |
|-----|-----------------|-------------------|
| 1st | Musical Express | M. Harrison |
| 2nd | Pied Piper | J.& J. Hardie |
| 3rd | Marimba | Gyngell/ Stevens |
| 4th | Exposition | Townsend /Lee |
| 5th | Harmony | J. Clarke |
| 6th | G'bye M'Mouse | Breslin / Chapman |
| 7th | Scirocco | S. Tribe |

Virtuoso to come through and take overall victory.

A big 'thank you' must go to everyone at Kircubbin SC for a fantastic time; good racing, good food and good crack! Let's have lots more.

Our most important announcement is that the SLYC will be running the first ever **National Sonata Irish Area Championships** on 18th, 19th, 20th September here on the Lough. We have excellent sponsorship, fantastic prizes and great entertainment lined up. For more information please call me on 01247 872269 or by fax on 01238 541787. So far we have roughly 16 entries and it would be great if we could get some boats over from the mainland. We'll give you whatever help you need including accommodation lists etc, so please think about it. The more boats the better as we are keen to see exactly how well we are doing as the classes newest converts to Sonata sailing. We are keen to keep on improving as our target is to make a good showing when we hold the Nationals over here in the year 2000.

Cheers for now
Robbie Richardson

Spring Cup, Hamble, 23/24 May

Five boats enjoyed close racing for the Spring cup. The wind was light and from the north west on both days. Reading the wind shifts caused by the sea breeze was an important factor in race strategy as was the Solent tide in the light winds.

Race 1 and 2 were won by Hobo with honours in race 3 going to Moonshine. High Note challenged with a third and two seconds. Hobo had the edge upwind, seeming able to point higher, whilst High Note was faster downwind.

On Sunday the Whitbread fleet returned to Southampton. The race area was well away from the melee of spectator boats and Whitbread 60's but it was possible to see the returning yachts, and to listen to the radio traffic between the skippers and race control.

With the Sonatas all so close on points after Saturday racing the start was always critical. High Note consistently started well, a little bit of tuning produced improved pointing. High Note won all three races, with Hobo second in all three.

Positions:

| | | |
|-----------|---------------|-----|
| High Note | Pat North | 1st |
| Hobo | Gareth Morris | 2nd |
| Moonshine | Andy Fernie | 3rd |

Pat North
High Note

Warsash Spring Series, March/April 1998

A not to be missed series of 6 races very well run by the Warsash Sailing club. 7 Sonatas sailed along with about 250 boats in the other classes.

The weather was kind, with only one race lost due to a gale. It was usually mild, sometimes sunny, a little wet, and shorts were the dress code for one of the Sonatas.

Race 1 was sailed in moderate winds and strong tide and was won by 'Fat Hen' with 'Hobo' second..

Race 2 had light northerly, and although it was sailed on a neap tide the tidal strength was a factor. The tidal height was also significant for some boats in the other classes whose navigators found themselves on the Brambles. 'High Note' was first with 'Hobo' second

Race 3 was sailed on a Spring tide with the wind oscillating 25 to 30 degrees from south east. The strong Solent tide was a significant

factor with 'High Note' finishing 11 minutes ahead of 'Cacciatore'.

Race 4 was cancelled for the Sonatas. It was sailed in a gale with at least two sailors falling overboard, but happily retrieved, and one broken mast which caused unhappiness to Southampton Harbour Control until it was found and removed from the shipping channel.

Race 5 was produced a close finish with four boats finishing within two minutes. Again 'High Note' was first over the line with 'Hobo' second.

Race 6 was sailed in a moderate to strong wind. 'Fat Hen' did not make the start, her main sail split on the way out. 'Andante' showed her speed in the stronger winds with 'High Note' second, and 'Hobo' third.

Pat North
High Note

Sonata Southern Area Championships

The Sonata Southern Area Championships, hosted by Lymington Town SC, was sailed on the weekend of 6th / 7th June. There were only nine entrants but plenty of excellent and skilled sailing. Although it's probably better to have quality rather than quantity, we had hoped for more boats.

Saturday proved to be the best days sailing and you could not better the weather. After a misty start we sailed in a steady and constant F3 from the southwest under sunny skies. The first race was a conventional windward / leeward course, won by Music Maker by a considerable distance, but with some excellent and enjoyable racing by the rest of the fleet.

The second race was a round the cans race giving a scenic route around the more picturesque parts of the western Solent. Most of the boats were happy for Music Maker to do the pathfinding for them, the theory being, "it's a local boat and should know their way around that end of the Solent." This turned out to be a very bad move because Music Maker went nearly all the way to the wrong mark before the crew realized their mistake and had to put their spinnaker back up again to retrace their route to the correct mark.

This manoeuvre turned the fleet on it's head.

The Sunday racing was quite different with a F6 and gusts to 35kts from the west. Nine boats started the day but only four finished following a series of breakages, some minor and some quite serious. Robin Nixon in Fat Hen, with more Chiefs than Indians on board, were particularly unlucky, losing their mast when leading the fleet around the

| Southern Area | Championships | | | | | Points |
|---------------|-------------------|---|---|---|---|--------|
| Music Maker | Barry Dutton | 1 | 2 | 2 | 2 | 7 |
| Dry Red | David Lippold | 8 | 1 | 1 | 1 | 11 |
| Zebedee | Ken Hay | 7 | 3 | 4 | 4 | 18 |
| Selene | John Mc Quillan | 5 | 9 | 3 | 3 | 20 |
| Fat Hen | Robin Nixon | 3 | 4 | 7 | 9 | 23 |
| Spellbound | Paul Macklenburgh | 2 | 8 | 5 | 9 | 24 |
| Tiger Rag | Sandy Woodward | 6 | 5 | 9 | 9 | 29= |
| Andante | Richard Wheeler | 4 | 7 | 9 | 9 | 29= |
| Cadenza | Bob & John Baker | 9 | 8 | 7 | 9 | 33 |

first mark, embarrassing but I gather no one was hurt. The boat is now called the MV Fat Hen! David Lippold had a chequered meeting, only making eighth in the first race, but then winning the next three. He was particularly lucky to be able to finish the last race with a broken forestay.

I spoke to several competitors after the racing and they all said how much they had enjoyed the meeting and what an excellent job the race officers had done in such trying conditions.

Barry Dutton, Music Maker.

National Championships

Random Ramblings

Gourock '98 was my first Nationals since buying Random FFD last year, with a boat load of ex-university team racers I was hopeful that we wouldn't embarrass ourselves. Most of those sailing this year had already raced at Clyde Weekend for the Scottish Championships just beforehand and this gave us a good indication of the boats to beat.

Monday's first race was a long windward-leeward, the breeze was influenced at times by both sides of the river and in the shifty conditions it paid to stay well away from the corners. We managed to avoid getting too lost and ended up fourth. In the afternoon, we again found ourselves mid-fleet but a disastrous last beat saw us dumped down to ninth by the finish. The only thing I don't want to forget about this race was watching Eric play chicken with a large tanker - and losing!

Leaving the marina on Tuesday morning we met the committee vessel coming the other way under sail, the first casualty of the week wasn't going to be one of the competitors. The assistant committee vessel was pressed into service and after a short delay, racing was under way. The biased line saw us involved in a start line altercation with Jammie Dodgem (sic) and we had to restart. The westerly breeze was steadier than the previous day and we managed to climb back to sixth, later elevated to fifth after a visit to the protest room.

The afternoon proved less traumatic, we found ourselves up with series leader Eric and Clyde rivals Kooshtie fighting for the lead. However, a spectacular inability to sail the last beat in light airs and chop saw first Eric, then Kooshtie overtake on the way to the line, still a boy in a man's world it would appear.

Preparation for Wednesday's distance race involved buying the appropriate chart to find out just where Ascog Pillar was. It's strange that despite sailing on the Clyde for over fifteen years the race organisers had found a selection of marks I'd never heard of (Admiralty chart no. 1907 now for sale at a substantial reduction on the new price). Working our way into to light Southerly breeze we arrived at Toward point and indulged in a spot of rock hopping, before setting off after Pied Piper towards Toward Bank with Sonateigna, High & Dry and Eric

in pursuit. The wind went from light and variable to nonexistent and team Eric showed the way with a nifty bit of spinnaker work seeing them into first place. As ever willing students we watched, learned and managed likewise, following them through into second place at the next mark, where the race was shortened.

The dying wind at least made for perfect boozing and cruising conditions on Wednesday evening. We toured through the evening club racing scene on the cruise boat, 'Second Snark' before exploring up Loch Long and Loch Goil, taking in the wonderful scenery and picturesque submarine bases.

Thursday's more vigorous Southerly breeze made for superb sailing and off

into third behind Kooshtie. Another win for Eric meant the game was up overall, however, the race for second was definitely on!

With Eric going home a day early, the two Friday races would be wide open. In the morning the lead was exchanged between ourselves, High & Dry and Kooshtie in the fresh westerly breeze. We finally managed to take the win from Koostie on the last beat despite doing some knitting on the foredeck on one of the downwind legs.

The breeze increased even more over lunch and we opted for the number two, along with most of the fleet. This proved to be too conservative as the wind eased prior to the start leaving Kooshtie perfectly placed



the first start we joined the group drag racing for the port tack lay-line. This proved the side to be on as we all rounded at least 200 metres ahead of the first boat coming in from the right. Trying hard to fend off the attentions of Dark & Stormy down the run, we managed to get clear into second behind High & Dry by the end.

After lunch the casualty score became Sonatas-0, Committee Vessels-2 as the fickle finger of fate once again invited the committee to take some sailing practice, this time just after the 5 minute gun. Race officer Bill Aitchison heroically transferred to the RGYC launch, clutching his VHF and got us away. A lesson learnt from the first race meant most favoured the left side, it wouldn't be a repeat of the morning's race. Our performance wasn't helped by an IVT halfway up the first beat, but we managed

setting her number one. A quick change on the first run meant we hadn't lost much, but after hitting the windward mark second time around we were dumped down to fifth and stayed there for the rest of the race. A bum note to go out on, but we'd done just enough to keep second place.

Overall I thoroughly enjoyed the Nationals and hopefully the first of many, though next year I hope to avoid fellow competitors and parts of the course. Although the turnout was less than I expected, the conditions were generally excellent and the racing well organised (breakdowns excepted), the race officer sensibly avoided 'Olympic' triangles as the windward-leeward courses suit the class well. Finally the social programme provided excellent opportunities for celebration or drowning of sorrows.

See you all at Dabchicks in '99
Crew of 'Random FFD'



Overnight to Tarbert

Despite the hassles of getting the boat up to ORC Category 3 and its sometimes rather chilly reputation, the over night race at the Tarbert Scottish Series is a unique and brilliant way to start a regatta. It's one of the few racing occasions when Sonatas leave the other dayboats behind and go out to play with the big boats.

After a mile or so from the Royal Gourock's start line, the course swings south around the famous Cloch Point lighthouse. The Clyde estuary stretches away into the distance, directly into the early evening sun and usually the prevailing wind. There on the horizon is Goat Fell on the Isle of Arran with its rugged skyline rising to over 3000ft. At its foot is Brodick Bay and although it seems miles away, its not even the half way point of the race. This is when it sinks in as to quite how long a night it's going to be. But this year things were a little different as we had a good northwesterly gradient wind that promised to stay with us all night. So with kites up, the pack had the scent and was off.

Even on long Scottish summer days, it does get dark eventually. The clear picture of the fleet spread out around you is transformed into a mass of bobbing lights. It's hard to keep track of who is where and how well you're doing. Sometimes you're relieved to discover the lights that have been gaining

A Scarry Moment

Many theories were touted around to explain Kooshtie's stunning performance at the Tarbert Scottish Series. As usual, Graham Campbell kept his council, but did let slip that he and his crew had done far less drinking this year and a lot more sleeping. Well, this revelation swept through the Sonata fleet like wildfire, causing near panic on some boats. What if this sort of behaviour was ever proved to work; it could destroy Scottish Sonata sailing as we now know it.

So worried were some crews that they immediately started a research program to refute the very base tenets of such a doctrine. 'Skinny Chicken' decided throughout the Nationals to follow a regime as diametrically opposite as was humanly (or inhumanely), possible. Not only did their skipper, Graham Galbraith organise the social program, but he led from the front at every event. Never has anyone single handedly done so much to guarantee the

from astern all night are not a rival snotty, but a 35 footer on another course. As they go past in the dark, they look to be rather short handed, until you realise on the larger boats they can have crew below in the warmth of their bunks. Somehow it only serves to make you feel colder.

The first turning mark is a very large steel ship's mooring buoy that the Navy only marks with a pathetic little yellow flashing

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light. It's so dim that even a cowboy building contractor wouldn't dare use it to mark an empty skip left in the road. Finding this buoy is always one of highlights of the night when a lasting breeze conspires to get you there in the dark. Getting to the approximate area is easy enough, but picking out the actual buoy against the shore lights is always fun. Things are not helped

success of every session.

At the end of the week the entire crew were adamant that their non stop revelry had had absolutely no adverse effects on their performance what so ever. When it was suggested that this might appear to be at odds with their results, which were (at best) erratic and that in addition, they had spent 45 minutes aground on a rock during one race, that their cockpit man had wantonly smashed the gooseneck fitting one day just to avoid racing and that overall they had finished last but one, these details were dismissed as spurious data that were statistically inconsistent with the true picture. The rest of the local Sonata sailors (along with Tennents brewers) breathed a collective sigh of relief. Comforted by the results of such a rigorous scientific experiment, they could return to plan A.

Better get the bar at the Dabchicks stocked up; they're heading your way. □

by having to dodge all the other classes who are also converging there. Masthead tricolour lights are a lousy way of indicating positions at close quarters, its actually easier to pick up the luminescence and hiss of the bow wave. This year, we were fortunate to be guided in on the final approach to the mark by the screaming and shouting from the large boat ahead. We scooted round the aside of them as they continued to fend off the buoy. I don't think any serious damage was done.

Everybody knows sunsets are romantic. But what is it with dawn? Maybe it's my body clock, but I don't get on well with dawn. Sometimes, like at the start of an Alpine climbing day, you know it's going to be brain crushingly cold, but at sea, dawn seems to have a grey, numbing character all of its own. I don't think I'm alone in finding them a low point, as the first thing you see as the darkness recedes, is the

miserable looking crew sat out on the rail. They look more like an identity parade of 'Britain's Most Wanted' instead of a race crew on their way to Tarbert. Strange then, that it's easier to find crew for this race than any other in the calendar. Andrew Lysser even came up from the Lakes just to do this race on 'Moonlight'. Wierd creatures, these humans.

The morning's sail north to Loch Fyne can see the fleet spread out as each boat tries to balance distance sailed and steady wind. The final mark dishes out proof of what's worked and what hasn't. After that its only a couple of miles to the finish, but this is no time to relax. This final leg is usually a beat and now with so many boats from the other classes around, its hard to keep your air clear and whilst covering the other Sonatas. It might seem a little unnecessary after a sixty mile race, but the four snottys around us all finished within one minute. Just how it should be.

Through the line and then motor up to the raft of other Sonatas at the far end of the harbour. A quick check of the numbers already there confirms we've squeaked the top 10 again. Now time to sign in, down a full greasy cafe breakfast, shower and bed. There is an alternative finale that dispenses with the food / shower / bed and instead substitutes the collection and consumption of the free slab of beers provided by one of the events main sponsors. I guess it separates the men from the boys.. Ed □

Letters

Cowes Week '98

The Sonata's provided a nail biting finish to Cowes week with the result decided in Andante's favour simply because the unfortunate, but very experienced, Dick Owers on Pianissimo threw away the series by not completing his paperwork properly. If ever there was a lesson learnt to read the rules carefully, this was it. Dick had won Cowes week on the water, but lost it all on dry land. During the Thursday race, Pianissimo infringed a rule leading to a collision with Crisis, and properly flew her yellow flag to accept a 2% penalty. She matched Andante's overall points but had won two races outright against Andante's best place of third making Pianissimo the champion. But Dick Owers hadn't read rule 1.2.b(ii) which states that where a boat intends to take a penalty, she must do so on a specific form provided by the Regatta Centre, and her registering the penalty on the declaration form was inadequate. The consequent penalty became 5% and not 2%, which pushed her from first overall to sixth place, repeating her 1997 position.

This 3% extra penalty on one race moving one boat from first to sixth demonstrates how close the top six boats were. Indeed, on Thursday night Dry Red led the pack, with Andante, Hobo, Crisis, Zebedee, and Pianissimo all snapping at her heels. It must have been a huge disappointment to the Owers family having sailed Pianissimo over 100 miles from Ramsgate (as had eighth place Chrysalis) to enter the regatta. (That's got to be the basis of another newsletter article. Please! Ed.)

Richard Wheeler, skipper of Andante with his brother Jonny on helm, and crew of Martin and Gilly Dyer, with Charlotta from Denmark, sailed a classic consistent Regatta. She never won a race, yet won the series against a fleet of nineteen very competitive, mostly family managed boats, improving vastly on her 1997 performance of twelfth. Just nine points separated the top eight boats. David and Sheila Lippold on Dry Red with just one point behind Andante, repeated their 1997 performance of second place, although they finally won some races at Cowes week a feat which had so far eluded them. Zebedee equalled Dry Red's points but were placed third not having won any race outright.

Sunday's light winds favoured Mike and Emma Jaffé on Sonic who have won Cowes week for the previous two years. She was not to compete for the rest of the week but would have undoubtedly been a threat had

she continued.

Monday's was another classic Cowes Week strong winds day, with some of the epics in other fleets making the national news. In the Sonata fleet there were five retirements including Spirit, which carried by far the youngest crew member in the fleet, Elizabeth Franks aged twelve. Hobo won the race with a reefed main, seeing off Dry Red who had carried a full main and led until the main halyard broke toward the end and Hobo luffed Dry Red into lighter winds, shook out her own reef, and powered up to the finish line. Andante was just seconds behind Dry Red. The Sonata proved again what a strong boat she is, for a 23 footer, with no mast failures in the fleet.

Tuesday was a spinnaker start with Dry Red winning, and Guy Palin on Crisis finishing second. The top five boats finished within 60 seconds of each other, with their final jostlings causing much amusement to Prince Phillip who keenly watched the finish on board Getty's yacht.

Wednesday saw Pianissimo show the fleet how to beat the tide. She alone crept up the Cowes shore following the beat to Gurnard Ledge, craftily not crossing the foul west going tide until it had weakened to find Meon buoy on the Hill Head shore. She was ahead of Crisis by over five minutes, whereas ten other boats finished within five minutes of Crisis.

Cowes Week '98, Results

| | | |
|-----|------------|-----------------|
| 1st | Andante | Richard Wheeler |
| 2nd | Dry Red | David Lippold |
| 3rd | Zebedee | Ken Hay |
| 4th | Hobo | Gareth Morris |
| 5th | Crisis | Guy Palin |
| 6th | Pianissimo | D Owers |

Thursday again saw sunny weather and F4 winds, but with a stronger tide pushing the fleet on to the line with three boats over, one of which did not return. Dry Red again won the day from Tom White's Pizzicato.

Pianissimo provided the drama over his penalty points, a matter not fully resolved until after Friday's race at a protest hearing.

Friday's last race was won by Pianissimo from Ken Hay's Zebedee, following a late start waiting for the sea breeze to fill in.

Overall the Sonata's provided some exciting racing for the fleet, as well as several social events, one of which was kindly hosted by Guy and Jan Palin, and another organised by Robin and Caroline Nixon of Fat Hen fame.

David Franks - Spirit

Keeping in Touch

The class maintains two mailing lists for the Newsletter. One is for paid up members, the other is for people, clubs or magazines who receive a free copy as a way of promoting the class. Included on this are also people who gave long service to the class, perhaps as committee members, and even though they have now sold their boats, they still want to keep in touch with the Association. Peter Hornbrook has recently sold his boat, Sonata in C, after 21 years. He was also the original Class Secretary who did so much to ensure the success of the Sonata in those critical early days.

Dear Jim

Many thanks for your message. What a lovely idea. It will be great to keep in touch with the class. Postage is not cheap these days so I will send a small contribution to cover the cost.

Having been the first class secretary I am so pleased to see that the class today is in the hands of such an enthusiastic committee supported by an equally enthusiastic membership. Whilst it is sad to see the class wither at Burnham this is more than balanced by the growth of the class on the Medway and elsewhere.

The boats are so rugged they will last for years and I am sure the class will outlive many of today's more fashionable designs. I guess the reason why people still race Snipes and X-boats is that, like the Sonata, they provide great competition and are fun to race. When not racing the Sonata is also a practical small cruiser. In the early days of the class one of the East Coast boats was not only runner up in the Nationals but also cruised to Holland two or three times each year.

Best wishes
Peter Hornbrook

□

Parallel Event for Non Racers

Pen goes to paper! Many thanks for my 1998 membership renewal. I note that you state in the accompanying letter that I am one of twenty members with lift keel boats who join the association and that you are conscious of the fact that 'as an Association, we do not cater particularly well for Cruising Members'. They're your words, not mine, but how true!

I bought a lift keel for a number of reasons; the first is because of the sort of mooring I have on the River Blackwater in Essex, secondly, I like the convenience of being able to easily recover and launch the boat from its cradle without the use of a crane.

□ I have had 'Live Wire' since mid 1994 when

I had to give up racing cats. At that time, I had no intention of going back to racing, but somehow the bug bit. So now I've brought her up to racing spec, complete with Goachers and a highly polished bottom. I'm enjoying handicap racing at club level and am even thinking of doing the 'Sail East' regattas.

So why have I paid my subs and joined the Association? Principally to give them my support as I believe this is what owners of any class should do. But sometimes I despair of the NSA and worry that unless more is done for **all** its members, the class will not continue to thrive.

In 1995, I had a number of conversations with Mike Owers about having a second fleet of Sonatas at the Nationals at West Mersea. This fleet would consist of either drop keel or fin keel boats, that wanted a fun week of informal non competitive racing, over courses around fixed marks away from the main fleet's courses. Apparently the idea was accepted at the AGM, but foundered due to logistical problems that I believe could have been overcome given the will. I even had courses planned for each day. I believe a complimentary event such as this would broaden the support for the class.

But enough of the moans. I have included my solution to the pivot bolt problem on the drop keel Sonata. (Reproduced else where in the newsletter, Ed.)

Regards
David Payne, Live Wire,
01621 856237 or Dpayne0207@aol.com

Does the idea of a parallel event need resurrecting for next year. Anyone interested or volunteers to help ? Ed.

Medway:

As part of the debate about using the Medway as the venue for the Nationals in 2001, I asked Jack Hardy who was on his way to their regatta directly from the Nationals on the Clyde, to give us his impressions. Ed.

Jack replied: Our weekend racing down on the Medway was excellent. We came second overall to Mike Harrison in Musical Express and as always, doing well can colour one's perception of an area.

However setting aside any such bias, these are my objective reflections on the Medway. Although it's true that the waters are a bit restricted, they are no way near as narrow as the River Crouch at Burnham. There are wide bits where you could set a tight triangle or windward-leeward. You can't avoid the

tide though; there's a good 2 knots at times and there would be some through-traffic of yachts and maybe the occasional ship across the race area which would add to the fun. It reminded us strongly of Cowes, especially while we were defending a first place by trying to get around a cardinal mark that never seemed to get any nearer.

The race organisation was pretty good with the odd glitch, but that was for over 50 boats racing in a regatta for several classes sailing different courses. A Sonata Championship would be much simpler and I'm confident it would be excellently run. Very much on the plus side, is the very friendly welcome they extended to visitors and the shore side facilities are first rate. The boat launching, mooring, and camping field are all very convenient to the MYC's luxurious club house and they run a free launch service out to the boats. There's also a good pub within walking distance and a chandlery that even managed to mend our broken spinnaker pole on a weekend.

I've never seen so many Sonatas at home in one place. The challenge would be to get them all out for the Nationals. Add to this a dozen or more visitors and you have the ingredients for a truly memorable event with way over 30 entrants.

Cheers
Jack Hardie, Pied Piper

Membership Categories

Surely your decision to dispense with a category of membership will need to be voted upon at the class AGM ? Or has this vote already been carried out and the appropriate motion to amend the rules / constitution carried ? Apologies if this is the case.

Otherwise I feel it is wrong to designate a 'Primary Owner' when, in many cases a boat will be owned by several persons, each with an equal stake and equal liability !

Surely the most equitable solution would be to address joint owners, eg Messrs. A Smith & B Jones, but use one postal address, say the one from which the subscription payment emanated!

I was interested to learn from my co-owner, when we discussed the subscription renewal this evening, that he had received a similar letter to me. Suffice to say that, at either end of the telephone, pens were poised above respective cheque books. You will therefore gather that your effort to sort this out are much appreciated, but you will only be getting one subscription for our boat !

Exposition, GBR 8327N

News from Portsmouth

Enclosed is my membership for the coming year. Fitz's Flyer is out of class these days as I have fitted a roller reefing genoa (Duette pattern) as at 73 and with a replacement hip I am not as agile on the foredeck as I used to be. It is also virtually impossible to get in and out of Portsmouth Harbour against the tide with a standard Tomos or similar engine now that we are no longer allowed to sail, as the loup frequently lifts the stern clear of the water. I have therefore fitted a Johnson Saitwin 8hp motor with an extra long 25" shaft which is a godsend but which cannot be lifted off when racing and stored below. My racing is now limited to the Emsworth Slipper Sailing Club Regatta and perhaps the odd evening race which I do under PY.

Yours Sincerely
Norman FitzGerald

Cheaper Gear

Want to buy bits to upgrade your Sonata a lot more cheaply than the local UK chandlers? If you or a friend are visiting the USA then order the bits you need by phone or Internet email. Then have them sent to where you are staying in the US or collect them near the airport .

Example: a Harken Windward Sheeting Traveller Car 212 is \$226 at West Marine.

Allowing for local sales tax this is about £150 compared with the UK list of £279. Similarly a 019 Hexaratchet block is \$36 vs. £39. Similar discounts also apply to electronics including GPS sets.

There are several big discount mail order chandlers in the US such as:

West Marine:
Tel: 00 1 408 728 4430
<http://www.westmarine.com/>

Consumer Marine Electronics:
Tel 00 1 732-681-9025
<http://www.cmelectron.com/>

Performance Yacht Systems
Tel 00 1 410 268-9696
<http://www.pyacht.com/>

So far I have used West Marine. They have 160 stores in North America and are quite happy to send you a copy of their catalog.

One word of caution - this only really works if you go over and bring the gear back within your duty free allowance. You can mail order bits and have them shipped over here, but you get hit with carriage, UK VAT , import tax and handling fees.. This eliminates any saving you might have made.

Regards,
 Bob Baker, 'Cadenzza'

Rules

In addition to amending the original article, Sandy wanted the the folowing added:

“... under the rules for team racing, ISAF 16 is amended as follows... “Furthermore, when boats are on a beat to windward and a port-tack boat is keeping clear of a starboard-tack boat, the starboard-tack boat shall not change course if that immediately compels the port-tack boat to change course.”

This was refused the first time round but they are talking about bringing it in at the next revision, for both up and downwind. It is, of course, entirely permissible to insert it in your own local race instructions, if you are so inclined. I remain of the view that the present ISAF rules on all this are vaguely and therefore dangerously worded. I can imagine the splintering crash as P and S, both sportboats planing downwind at 15 knots, misjudge each others' intentions and get it fractionally wrong. At those kind of speeds, someone is going to be seriously hurt quite soon. And it will difficult to know who was wrong short of another Dunraven case to establish it.

Notes

A. Before the Start: (after the preparatory signal): There is 'no proper course', so therefore you can always luff up head to wind. and, 'on approaching the line to start' you can luff people into the starting mark / committee vessel, or over the line provided they still have room to keep clear.

B. Immediately after the Start: The only limitation on your luffing rights occurs when you established your overlap within 2 boat lengths, when you may only luff up to close hauled (ie. proper course).

C. On the Course, Clear of Marks, Same Tack:

If overtaking:

a. To windward: Keep clear of leeward boat, (who may luff head to wind) until clear ahead, (when leeward boat must resume proper course)

b. To leeward: You may not luff windward boat above your 'proper course'.

If being overtaken to leeward:

a. You may not sail below your proper course if the leeward boat is overlapping and with in 2 boat lengths.

D. On the Course, Clear of Marks, Opposite Tacks.

1. Port gives way to Starboard.

2. Port will need to delay his avoidance manoeuvre until the last possible moment if Starboard is likely to have 'evil intent' towards him.

3. If Port tacks onto starboard, completing her tack 'clear ahead', then 'same tack' rules apply, with the original Starboard boat now seen as the 'over taker'.

4. If Port tacks on to Starboard, completing her tack 'overlapped' by the original Starboard tack boat, the windward boat, which ever it may be, becomes the 'overtaker' for luffing rights allowed to the leeward boat. NB: The Port tack boat must get onto her new closehauled starboard tack before she has any rights of way, so she can not hold herself head to wind to obstruct the other boat.

5. Downwind the same applies until the boats are 'about to round', when the Port tack boat can claim (if overlapped) 'Water at the mark I am about to round'. Remember, in strong winds this may be called more than 2 boat lengths from the leeward mark.

E. On the Course, Within 2 Boat lengths of the Mark.

1. Port Gives way to Starboard

2. If Port ducks under Starboard, no problem.

3. If Port tacks on to Starboard, he must continue to avoid obstructing Starboard's approach to the mark, regardless of Port's position relative to Starboard on completing his tack. In addition, if Starboard has to luff above close hauled to avoid the old Port, the old Port has infringed the rules.

F. Penalties: Its 360° for touching a mark or 720° for a rule infringement, and both to be completed before passing the next

mark, unless modified by the Sailing Instructions.

General Deductions

1. Because of the many disadvantage involved in approaching the windward mark on Port and inside 2 boat's length of the mark..... **don't do it**, or even come near it, unless:

a. The course is clear and there was good reason to come in that side (windshift, current, perchance).

b. Boats on Starboard have seriously overstood and you can tack early onto a solid Starboard tack and clear the mark without luffing.

c. There is simply no other course left open to you, ie, it seems better to do a 720° just upwind of it all than go round everyone else to keep clear. But, in 95% of all cases, should you be on port, **duck**, duck, and duck again until you find a clear hole.

2. As ROW boat, you may alter course at **any time**, provided the give way boat can finally keep clear, ie no collision actually occurs. Therefore, the **conclusions** from this would be:

a. **As ROW (starboard) boat** on the beat, either:

(i), Bear off a touch, if you are well on top of him **and** want him to tack early, under your lee bow, (to miss a mark, for example). This makes it a touch more difficult for him to pass under your stern, which might have been the better option, so only do it when it really pays.

(ii) Luff up a touch, if you are not well on top of him. While your speed holds, this might make him duck. Then you can afford to bear off again when he is committed. NB: Until you change your course, the onus is on the Port tack boat to prove his innocence. He would have to prove you had altered course unnecessarily to avoid him and it is essentially Starboard's judgment here that counts. But if you change your course, the situation starts to alter towards favouring Port. Most protest committees, if there is any doubt, will decide in favour of Port if Starboard had changed course.

(iii) Bear away in an **obvious** manner and hail, 'hold your course' or similar. You will generally be better off going under Port's stern, unless it is going to cause you to miss the mark.

b. **As NON-ROW (Port) boat**, you have three options:

(i) Only cross ahead if you are quite sure you can keep clear, even if Starboard luffs a bit to make life more difficult for you.

(ii) Watch for opportunities to lee-bow the ROW boat, if you are confident of your boat speed.

(iii) But usually **duck** as late as possible.

Sandy Woodward



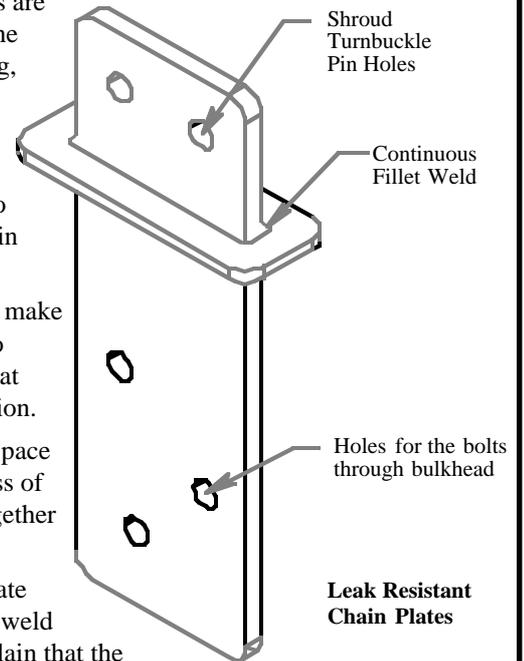
Tech Tips

Cure for Leaking Chainplates As seen on 'A Sharp Exit' and 'Dark & Stormy'

Whatever you use to seal the chainplates, they always seem to leak when the boat is 'working' in heavy weather. This breakdown of the sealant occurs as the chainplates are bent slightly back and forwards with the rig movement, imposing tensile loads on the sealant which pulls it away from the faces of the chainplates. No amount of cleaning, roughening of the chainplates or the use of expensive 2 part polyurethanes with their primer, seems to produce an adhesion which can resist these loads.

This modification puts a welded flange around the chainplates at deck level. The sealant under this will now be subject to shear loads that any sealant is better able to resist. The only difficult part of this process is being able to guarantee the flange is in exactly the correct position when it is welded.

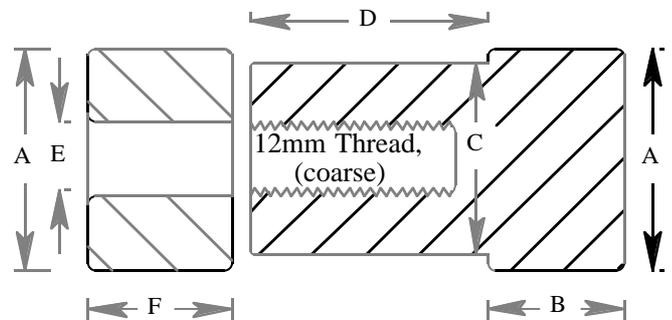
- At this stage, leave your chainplates connected to the boat. Have a machine shop make up the two flange plates in 3mm 304 stainless plate. They should be large enough to project from the sides of the chainplate by a good 12mm all round. Make the slot that allows the chainplates to pass through, an easy clearance to allow for weld penetration.
- Now take the flange plates back to the boat and place them over the chainplates. Space them evenly off the decks by 1 or 2mm with a piece of card to simulate the thickness of sealant that will eventually be present. Now 'stick' the flange and the chainplate together with a good 'fillet' of body filler so as to hold the two parts solidly together.
- Remove the chainplate bolts from the bulkhead and lift out the assembled chainplate and flange. Take it to your local specialist welder and explain you want a TIG fillet weld around the top of the flange only and that no misalignment is permissible. Also explain that the chainplate is the load carrying part and no undercut of the weld can be tolerated.
- Return to the boat, add plenty of sealant, push the assembly home and put the bolts back through the bulkhead.



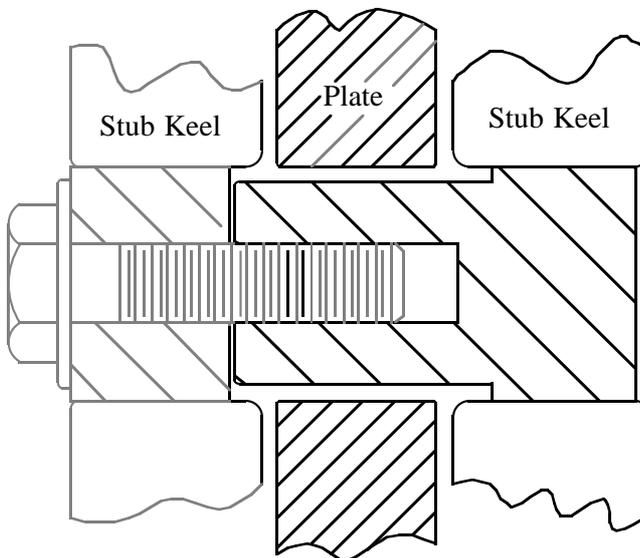
Cure for the Lift Keel Sonata Pivot Pin By David Payne, 'Live Wire'

Tel: 01621 856237 Email: Dpayne0207@aol.com

- Drill out the existing nylon pivot, remove centre plate and clean the slot and hole.
- You will now need a set of inside callipers and a zero to one inch micrometer. (Yes, some of us still work in the good old imperial).
- You will need to find a local machine shop who can work in stainless and have the two parts made as in this sketch.
- Make sure to use plenty of grease when it is all fitted together.
- When removing the pin, replace the bolt with a length of threaded rod screwed into the pin and punch out.
- I have sailed with this mod since '94 with no problems to date.



Pin to be made of Stainless Steel
Bolt diameter to be 12mm (coarse)



- A: Diameter of Hole + 40 thou
- B: Length = Width of one side of stub LESS 1/4 inch
- C: Dimension of hole in plate, LESS 60 thou
- D: Length = Width of slot + 1/2 inch
- E: Diameter = 14mm
- F: Width of Stub LESS 3/8 inch

Taffrail

Gear and Equipment For Sale

Offbeat's Summer Sale

| | |
|-------------------------------------------------------|------|
| Complete headsail Foil | £30 |
| Hood Spinnaker, complete w/ pulpit bag | £50 |
| Ulmar Kolius Genoa, used (foil) | £30 |
| Hood Spinnaker, w/ pulpit bag | £50 |
| 91 Dolphin Genoa, (Foil) Little Used, w/ bag | £100 |
| 91 Dolphin Big Main, Little Used, w/ bag, | £100 |
| 94 Goacher Genoa, (Hanks), w/ bag, | £75 |
| 94 Goacher Genoa, (Hanks) Good Condition, w/Bag | £150 |
| 94 Goacher Main, Good Condition, w/ bag, | £100 |
| MacWilliams Spinnaker, | £50 |
| Holt mast, c/w Foot & Spreaders, (no rigging), | £350 |

Regards, Andy Gibson, 'Offbeat'

Home Tel: 0141 563 8473, Work Tel: 0141 883 2244

Fax No: 0141 883 7733

E-MAIL transkemmixers@btinternet.com

PS. We are currently working on an article for the Newsletter about our cruising in the area around Tarbert, Andy.

Looking forward to it, Ed

Gear and Equipment Wanted

Storm Jib Wanted: Do you know of anyone who would have a second hand Sonata storm jib for sale? Thanks.

Keith Stewart, 'So'

Email: Keith.Stewart@nessco.co.uk

And finally.....

One group of people that seem to have been omitted from the articles so far, are our sponsors. At the events I attended this summer, there were prizes and sponsorship from Nicholson Hughes Sails, Maiden Marine in Windermere, Goacher Sails and Kelvin Hughes. Thanks to the all for their support and help. Please remember to mention any sponsors when you write up events. Then remember to use them when you spend your money.

I'm pleased to bring you nothing but good news about Duncan. Apparently he has survived the change of job, new house and baby without selling 'Steamy Windows'. He is planning a return to Sonata sailing next summer with another crack at the Nationals.

Some of us certainly missed Steamy this summer. I think they could have convinced some south coast boats that it's no further from the Hamble to Scotland, than it was last year when the Scottish boats managed to travel down in the opposite direction.

However, while window shopping in the offices of the yacht brokers 'Schmitt, deBoer and Dunn' in Cannes earlier this summer, I noticed they were handling the international interest in Steamy Windows when she was

originally for sale. I was intrigued with the description they had of her: ".....The design of the National Sonata is very representative of its era, carrying rather more beam and displacement than younger designs. This example in particular is now well into middle age and bears the battle scars of a hard, fast life. In particular, it needs some cosmetic work together with a little more TLC and maintenance to ensure it can face the second half of its life with all the vigour and pace that characterised its youth". And I thought it was only dogs that bore an uncanny resemblance to their owner.

What is it that makes a boat a 'cruiser-racer'? Apparently, a Sonata wouldn't qualify as one under IMS because of its lack of head room, but that's bizarre as it's clearly capable of fulfilling both roles. After this year's Nationals, Charlotte joined me up at Kip Marina and after loading on some food, water and the golf clubs, we headed out for a few days. We had an brilliant time: We were knocked flat in rain lashed squalls trying to get out of Loch Riddon, we reached down Inchmarnock Sound in 30 knots of showery sunshine, we slept through a perfect calm overnight at anchor in

Trailer: Custom built Sonata Trailer, High Speed 24" wheel, excellent condition. £1000
Geoffrey, Home 0181 5083964, Work 0181 9065541

Depth Sounder: Brand New Nassa Marine, Clipper model. 100mm square, big digital read out, unwanted duplicate, perfect and essential for next years Nationals £100
Jim Dominy, 01524 733891,
Email: 106163.3207@compuserve.com

Sonata Cradle: Unwanted cradle at Gourrock free to anyone who will collect it Free
Sandy Gibson, Minx, GBR 8062N Tel: 01475 650507

Rudder, little used, kept as spare, £45
Charles McNally, (Katrina) 0181 979 9244 (Fax and Tel)

Brand New, '98, Goacher No1, hanks, Unused, £425
Goacher Spinnaker, '98, Used twice, £400
Goacher No2, '98 used 6 times, hanks, £250
Stuart Eggleton, 01473 652434

Spinnaker Wanted: I'm looking for an old cheap spinnaker for my drop keel Sonata.

My postal address is Richard Barton Wood, 11 Fawn Gardens, New Milton, Hampshire, BH25 5GJ

E-mail: Richard_Barton-Wood@deloitte.touche.co.uk

Millport, rode around Great Cumbrae Island on a hired tandem and whacked stupid little white balls around on Bute. It was fun and very low hassle; we had absolutely no problems with any electronic / pressure water / refrigeration / heads or roller furling systems. To round it off, we were back on Windermere just six hours after being craned out of the Clyde.

But the best reason I've heard as to why they're called cruiser racers came from Ian Dodsworth. He was also at Kip Marina, having been away on his Sonata on what he claimed was a gentle cruise with his wife. He gave us a run down of where they'd been and what they'd done. He then added, "Although we might not be fit enough to do the Nationals at the moment, there wasn't a single boat that got passed us to windward all week. We saw them all off!" That's why they are called cruiser racers.

Well, that's another edition completed. I hope I included everything promised this time. Thanks again to all the contributors. If your area was under represented, write something and let me have it.

Cheers, Jim.