



NATIONAL SONATA
ASSOCIATION

Autumn '93!

NEWSLETTER

C H A I R M A N ' S S I G N A L

As the 1993 sailing year draws to a close one reflects that it was a much better year weather wise than 1992, the winds strengths were much more temperate even though for most of us the sun refused to shine for any length of time.

My sailing year has been very frustrating, second in the Eastern Area Championships, Eastern Traveller's Series and the Crouch Autumn Series, beaten in each case by Peter Iszatt who has returned after a couple of years absence to campaign Billericay Dicky II and also in the Nationals to Mike Hart, in Jabiru, who is now Class Champion for the second year running.

The event I did win was the Royal Corinthian YC's prestigious Phantom Trophy which had an interesting sequel. The cup is a beautifully sculptured affair with two 'gargoyles' one of which leaked when the cup was filled with champagne at the prizegiving. I took it to my local jeweller for repair who took one look at it and said that it was fairly valuable. On checking the hallmarks it proved to have been crafted in 1813, yes 1813, by a well know London Silversmith, J. & J Aldouss and was valued between £5000 and £8000. Panic struck as I realised it was probably uninsured - I rushed it back to the Royal Corinthian where it is safely under lock and key. Another interesting feature is that it was first presented in 1833 by the 'British Yacht Club'. Does anyone know the history of this club?

The next International Championships would normally be held in Hong Kong in autumn 1994 but a recent letter from Brian Edwards says that the fleet is much depleted from its original 26 boats due, in part, to simple neglect and the problem of insurance companies insisting on surveys before renewal. However, the Hong Kong Sonata Association certainly does not want to lose touch with the UK and would organise an Interport team racing event with possible teams from Vancouver and Auckland also competing. If you would be interested in participating could you please let me know.

Notice of the AGM and our annual dinner and dance is included with this newsletter Our AGM's are quite informal so even if you are not a member why not come along and air your views and then join us for dinner - always an enjoyable evening with a tremendous buffet meal with a bottle of wine all for £22 including tip. If your are down for the boat show why not round off the day and bring your friends with you, whether Sonata owners or not all are welcome.

Next year will be my sixth as Chairman and Secretary, providing I am re-elected at the AGM and it must definitely be my last. If there is a volunteer out there Mary and I would be delighted to help in any way we can to aid the transition so if you feel you can help please call me.

May I wish you and yours all the very best for Christmas and a happy new year.

Mike Owers

The **LONDON BOAT SHOW** with its Sail Scotland theme, which is very appropriate in the year we shall be holding our Nationals at the Royal Gourock Yacht Club, is on from 6 to 16 January. As our AGM is on Saturday 15 January close by the Exhibition why not combine a trip to the show followed by the AGM and, even more importantly, the traditional dinner dance at Lorenzo's. If you can raise a party of 10 or more adults (one FREE ticket for every 20 adult tickets purchased) the price is reduced from £7.50 to £5.50 each (including 2 children under 16 per adult admitted free) when booked in advance. If you cannot raise 10 people the advance booking reduced price is £6.95 per adult. Advance bookings will only be accepted up to 20 December 1993.

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SONATA NATIONALS 1993

Twenty eight Sonatas converged on the Island Sailing Club in Cowes for the 1993 National Championship. The Sonata is probably the biggest trailable cruiser and with its 1.4M draft is an impressive sight on the back of a 2 litre car. Five trailed from Windermere, one from Scarborough and five from East Anglia the remaining boats sailing on their bottoms from various points on the south coast except 'Melody' who had a very dusty trip from Burnham on Crouch with force 6 to 7 on the nose from the South Foreland all the way to Cowes.

The first race was on 19 July and was won convincingly by sailmaker Steve Goacher, in 'Eric the Boat', hot from his success at the Rover Series. Second boat was 'Dolly' from Scarborough sailed by John Edwards and third was 'Cadenzza' sailed by local hotshot, James Froy.

As Monday's race, the two Olympic races on Tuesday were sailed in the Hillhead area which has a reasonably even flow of tide across it by Solent standards but with the top of spring tides being two days away there was the inevitable problem of a 2 knot west going tide and westerly breezes making it very difficult for boats to stay on the right side of the line. After two general recalls and a five minute rule the fleet got off to a good start in the morning race. First at the windward mark was Class Chairman, Mike Owers in 'Quiet Air' followed by 'Jabiru' sailed by Class champion Mike Hart, which positions they maintained till the finish followed, again, by 'Cadenzza'. In the second race the first two positions were reversed and this time 'Dolly' was third. Wednesday was the long distance race and as the tides grew stronger so the wind became weaker and Bob Milne, the Race Officer, wisely set a course around the middle Solent to keep-the boats within contact should the wind die all together. Although the marks were never more than two miles apart the boats were on a number of occasions sailing on either side of the Solent some four miles apart to try and avoid the worst of the tide. Mike Hart, who magnificently covered the rest of the fleet by sailing down the centre and having led at the first mark, finished in first place. Mike Owers, who was second at the windward mark, then chose the wrong side and was second from last at the next mark and finally finished eighth. Steve Goacher was second and Peter Mills from Lymington in 'Quest' was third followed by 'High and Dry' sailed by Bernard Price and his two sons one of whom, Martin, was at the helm. Several boats changed places in the last few minutes of the race as the fleet was running against the strong tide across the mouth of the Medina when an incoming Red Funnel ferry decided to plough through the fleet which was only doing one knot over the ground. 'Dolly' boldly tried to go ahead but with the speed differential was seen to be tacking away under spinnaker, 'Gin Fizz' (Charles Stimpson), 'Air on a G String' (Mike Corduff) and Cowes boat 'Pay Off' (Steve Cole) bore away into an even stronger tide and lost out badly but Mike Owers, who had gained plenty of experience of ferries having hit the static ferry between East and West Cowes the evening before, aimed at the stern of the ferry and picked up five places.

The following day were two Olympic courses held in a much fresher breeze. In the morning race Mike Owers was first at the windward mark followed by Steve Goacher and the pair got away from the rest of the fleet and enjoyed some excellent match racing both up and down the wind. Third was 'Jabiru' and fourth was 'Duette' sailed by Ross Letten who had flown in from Namibia especially for the event. Fifth was Mike Corduff from West Mersea and sixth was local boat 'Fruesli II' sailed by Class Treasurer David Riley. The second race of the day was a repeat of the first for places one and two but this time 'Duette' was third followed by David Hopkins in 'An'metoo', previously owned by Chris Ratsey, whose performance had been improving all week. Fifth was Geoff Payne in 'Exposition' another West Mersea boat and sixth was Paul Fisk in 'Melody', their best results of the week.

Going into the final race on Friday, a medium distance, passage race, 'Quiet Air' led by 1.25 points from 'Jabiru' who had a one point advantage over 'Eric'. With a freshening south westerly breeze 'Jabiru' made the right decision to take a port tack away from the line to sail along the north shore in less tide than 'Quiet Air' and 'Eric' who went out to sea. 'An'metoo' was first at the windward mark followed by 'Jabiru', 'Quiet Air' came in on port and infringed 'Duette' who was on starboard and did much the same thing to 'Dolly' at the leeward mark and after an altercation with another mark finally decided to retire having torn her spinnaker. 'Eric' also did not get away from the fleet and retired. 'Jabiru' managed to get ahead of 'Antmetoo' to win his second National Championship followed by 'Duette' in third place. 'Gin Fizz' helmed by Kevin Marshall of the Royal Gourock Yacht Club, where next year's Nationals will be held, in his best place of the week as was 'Obsession' (Glynn Davis) and Steve Cole in 'Pay Off'. The week's social scene included a superb reception by the Lady Mayor and most of the councillors of the Medina District Council where some 200 people enjoyed the magnificent surroundings of Northward House on the hill overlooking Cowes harbour.

C O W E S W E E K 1 9 9 3

The week started fairly quietly but the wind increased in the following days with gusts of force six or more. Thereafter, for the second half of the week, the sun shone with light to moderate breezes which provided wonderful racing and sailing.

Courses were by and large very good except that on Sunday the second mark was designated as number 14. Half the fleet, after much discussion on each respective boat, sailed to number 14 but the other half, after an equal amount of discussion' went to number 1 and then number 4. A protest followed against those who had taken the "wrong" course. The eventual race result was that those who had sailed the "correct" course kept their positions and the "incorrect" course sailers followed in their positions. This decision, as far as the latter was concerned, was an award of redress for a "reasonable error". There was one unhappy entrant who sailed a hearty chunk of the "wrong" course and then sailed the "right" course but despite applying the same reasoning to the protest committee no redress was awarded.

The local boats, with their local knowledge, did very well at the beginning of the week but as the week progressed the visitors began to make their mark. James Froy (Cadenza) was top dog with five wins from the seven races. He sailed faultlessly and had to be admired. The best visiting boats were Scirocco (Steve Tribe from Burnham on Crouch) and Exposition (Geoff Payne from West Mersea). Apart from James Froy the positions were fairly open until and including the last race. Boats generally had good and bad positions and any boat well down on overall points could climb well with a successful result.

The organization provided by Mike Salter, the fleet representative and his equally charming wife, Shauna was excellent including a very enjoyable and tasty barbecue evening and a visit to a restaurant, and helped to make the week a great success.

The week, in any event, was a great carnival with so much to see from the big ships including the QE2, the Britannia and many others to a square rigger under sail, the Admirals Cuppers and many one offs. The writer will most certainly be going to Cowes next year.

Roger Watson

NEWS FROM THE FLEETS

from Steve Tribe - Burnham on Crouch Representative 0277 654458

Burnham Week has come and gone again this year, sailed in calmer weather than 1992.

We were pleased to welcome our visitors from the Medway, Derek Blanke with Samurai and Mike Harrison with Blew Biyou, from the River Blackwater Nick Derrick in Prelude and someone you are pleased to see the back of, Geoff Payne with Exposition and his merry crew who keep turning up, be it at Cowes or Burnham and making my racing difficult!

Malcolm Denham in If is still turning out regularly and has to be kept an eye on as with Len Web in Harvest Moon who can often surprise you. Some of us would like to see more of F Sharp - Gordon Self and Ian White pushing their weight out and, of course, the best looking boat on the Crouch, Good Lookers (Steve Farnsworth) who is getting his act together after some early misfortunes.

I would like to thank Mike Salter (Cowes representative) for his help and assistance before, during and after Cowes Week and hope he stays with Sonatas and finally, my thanks go to Mike Owers and his wife, Mary for holding the whole thing together.

from Kevin Marshall - Scottish Representative 0475 36648

The Scottish Championships were held at Royal Gourock Yacht Club over the weekend of September 11th and 12th as part of their one-design Olympic weekend. The series consisted of four races with no discard and attracted thirteen entries.

Saturday's first race was sailed in a brisk south westerly which favoured the left side of the course. Fraser Hunt in Diana quickly put his stamp on the race by leading out of the start and was never headed whilst Kooshtie (Graham Campbell) and Snot Rag (Kevin Marshall) were comfortably second and third respectively.

The second race provided further evidence of Hunt's determination to win the trophy for the third time in four years with a forty five second win over Marshall who had this time won the battle for second with Campbell.

Sunday was almost windless for the first race and the first beat turned into a fetch against a strong tide. Serenata (Murdo Tolmie) and Kooshtie got away from the rest of the fleet only to be caught in a hole at the gybe mark. This produced much place changing and the shortened race was finally won by Pastiche (Martin Nicol) with Fiasco (Tim Cross) second and Thingummyjig (John Dryburgh) third. This seemed to open up the series with Kooshtie fourth and Diana and Snot Rag in seventh and eighth respectively.

The breeze returned as an easterly for final race. Short tacking up the Gourock shore and getting the starboard lift was the order of the day. Serenata was the early leader from Snot Rag, Kooshtie and Diana. The order changed on the second beat with Snot Rag taking the lead and Diana passing Kooshtie. Wicked Willy (Kevin Aitken) came through to fourth on the run and the finishing order of Snot Rag, Serenata, Diana, Wicked Willy and Kooshtie meant that Fraser Hunt had indeed done it again whilst Marshall won the battle for second place by a quarter of a point from Campbell.

Twenty two Sonatas entered the 1993 Rover Series at Tarbert, Loch Fyne from May 27th to June 1st, coming from all over Scotland and the north of England. With a couple of notable exceptions the entry list read like a Who's Who of Scottish Sonata sailing and the racing was as close as promised, with one notable exception. Steve Goacher, sailing David Clark's Saraband won every race; indeed he led round every mark of the series except Carradale on the offshore race.

The series started with the offshore race from the line at Royal Gourock Yacht Club on Thursday night with an easterly breeze giving the fleet a fast run and reach all the way to a couple of miles short of Caradale where the Kilbrannan Sound played its usual tricks and a drifting match ensued until the breeze picked up enough for the fleet to round in close company, then promptly turned off again! The boats which kept away from the Arran shore in the later stages of the run back up the sound benefited from a short lived north easterly and when the gradient southerly wind came in the finishing places were all but decided. Saraband won from Serenata (Ian Paton) and Wicked Willy (Kevin Aitken).

Saturday saw the first of the Olympic courses in shifting winds from the west varying in strength from nil to force three. Saraband sailed an excellent race to win from Pastiche (Gerry Fitzgerald) and Kooshtie (Graham Campbell).

Sunday started with a strong easterly which saw most of the fleet using number twos for the first beat of the inshore race. The course zig-zagged across Loch Fyne then had a long run back to Tarbet with the second round doing the same but not going all the way to the other side of Sgat Island. At the end of the first round the order was the same as the previous race and the top three managed to maintain their places despite the disappearance of the breeze halfway through the second round.

A blockade by the fishermen meant the cancellation of one of Monday's two windward/leeward races. The course for the one that was sailed was set in a very shifty and gusty westerly. At the first windward mark a hole to the right of the mark let the first five boats to the left get away leaving a big gap back to the pack. Saraband chalked up her fourth win, this time from The Reiver (Richard Bolton and Frank (Robert Cornwell)).

Going into the final race Saraband was the only boat on Loch Fyne with a 100% record. This race was another Olympic course in a southerly which started as a force three but fell away to a force one during the second round before building again for the last beat. Saraband won again from Frank and Snot Rag but the race was notable for the battle royal between Pastiche and The Reiver for second place overall which was finally decided in Pastiche's favour with a seventh to The Reiver's eighth.

The committee of the Clyde Cruising Club quite rightly decided that the Rover Trophy for the most meritorious performance should go to Saraband, a decision which had unanimous approval judging by the tremendous cheers at the Tuesday night prizegiving.

PS just to finally set the record straight, it was CATACOL BAY where Snot Rag was parked during the offshore race not LOCHRANZA. When taking the mickey the helm and crew of Snot Rag would be grateful if you would at least get it right.

from Ross Will - Tay Representative 0382 76856

The Tay estuary boasts five yacht clubs three of which provide keelboat racing. The Royal Tay Yacht Club is home to five Sonatas and three have been regular competitors in this year's keel handicap racing. Away from the Tay the Sonatas once again took part in the Rover Series and East Coast Sailing Week which this year was hosted by the Royal Northumberland Yacht Club at Blyth.

It is a pity that the latter event did not attract entries from the various North of England Sonata fleets.

Two Sonatas, Minstrel and Fiddlers Three, cruised from the Tay to Blyth to take part in ECSW and experienced some high winds on the way, which made for fast and exciting passages. One memorable afternoon we had the strongest winds that I have been caught out in during seven years of Sonata sailing and it was interesting to see how well the boat stood up to the conditions. Yachts which took part in the feeder race from the Tay had a "screaming" reach all the way to Blyth and the leading First Class 8 covered the 100 mile course in a little over 13 hours.

The ECSW racing was very enjoyable. The regatta fleet spent 5 nights with the Royal Northumberland YC, one night as guests of the Sunderland Yacht Club and one night in the Tyne where the Tynemouth Sailing Club defied the driving rain and put on a barbecue.

The Wednesday "fun" race from the Tynemouth SC, up the narrow and congested River Tyne, round a mark at Newcastle where the Tall Ships were assembled, was an unforgettable experience.

The spectacle of the sixty strong fleet, flying spinnakers, sailing through the city, against a backdrop of all those fine square riggers, was quite a sight and an unexpected treat for the thousands of spectators who had come to see the Tall Ships.

A date for your diary - next year the Royal Tay Yacht Club hosts East Coast Sailing Week commencing 6th August. Preparations are already well under way.

from Rob Hall - Medway Representative 0634 718516

Medway Yacht Club Sonata Fleet is still on the increase and we expect another two boats to join us before the end of the year. We now average sixteen to eighteen starters - it's a marvellous sight that has generated great interest at our Club. Saturday afternoon racing has proved very popular, even though the start line is now getting little crowded! We have run three race series this year, Spring, Summer and Autumn. The Spring series was won clearly by our own Commodore, David Townshend, sailing Solution. The next four or five places were very close. It certainly has not been easy for anyone to win a race at the Medway this year and even finishing in single figures is not a bad result.

Our Autumn series has been mainly led by Peter Straus sailing Cock-a-hoop but, as you know, it's never over till it's over!

Although moorings are difficult at the Medway we are always happy to see any visitors and if there are any Sonatas out there feeling lonely why not join us.

MOONGLOW EUROPEAN TOUR 1993!

Sonatas are not just good racing boats but also make excellent cruising craft. Moonglow, a Sonata already made famous by an article in Jan '92 issue of Yachts and Yachting concerning her exploits in the West Country, has notched up another cruising success.

With skipper Jon Woodrow and crew Warren Goddard and Doug Leacy she battled against fresh headwinds for almost the entire fortnight at the beginning of July to clock up 358 nautical miles in thirteen days. Starting from home, Essex Marina on the River Crouch, we visited Ramsgate, Dunkerque, Oostende, Zeebrugge, Vlissingen, Veere and Breskens before hidden damage caused whilst moored in Dunkerque when a Customs RIB collided with us, finally took its toll some eight days later when the Honda outboard waterpump impeller disintegrated!

Moonglow was greeted with a certain amount of fascination wherever she put into port in France, Belgium and Holland. It was not so much the size of the Sonata (people seemed surprised that three hefty chaps had crossed the North Sea in her!), it was not even the fact that skipper was so meticulous that she always had to be the smartest boat in the marina - what seemed to impress onlookers was that it had all been achieved with no electronic nav whatsoever, just good old fashioned chartwork, a pair of dividers and an Admiralty pattern parallel rule.

There were some wonderful moments and memories that would stretch my supply of superlatives but more than anything I would like to commend the kindness shown to us by everyone we met at the Breskens Jachtclub. In particular Manuel de Lobel and Franz Punt who spent nearly two days driving us around for spares and attempting repairs on our sick outboard until eventually when repairs proved impossible they drove all three of us to Bruges and dropped us off for three hours of sightseeing in the beautiful old town whilst they dashed home to dig out an ageing Seagull from the garage. Despite the fact that this had not been used for two years they spent an hour getting it working and then 'gave' it to us totally trusting of the fact that one day they would get it back. I wonder if the two 'heroes' would have been shown the same overwhelming helpfulness in a U.K. marina - I sincerely hope so but I have to say I suspect not! I really wish we had had an NSA pennant to add to those that bedecked the bar at the Breskens Jachtclub.

Manuel and Franz escorted us to the mouth of the Schelde at 2100 that same evening for us to begin what became a 158 NM fifty hour non-stop passage back to Burnham which left us becalmed for a total of 8 hours partly at the edge of the main shipping lane and again over one of the nights. I have always felt comfortable sailing without engine and rarely motor sail even when single-handing but the fact that we had no means of charging the batteries did

increase the challenge! Somehow, despite the fact that our temporary outboard was only there for emergencies, our strategy worked and we arrived back a short while after the batteries finally gave up the ghost, a few hours before the third nightfall and moments before the force 8 gusting force 9 really hit us!

Our humble little lifting-keel Sonata served us so well throughout the trip that at no stage did we feel alarmed despite some quite heavy conditions at times. Even the close encounter with a wreck way out in the approaches to the Thames Estuary which left us playing a kind of marine 'chess' to escape it didn't rattle us. Well, okay, maybe there was just one occasion that the skipper heard a few choice words drifting down from the cockpit on the night air at an impending broach off Zeebrugge! At the end of the day though all credit to Hunter and of course to my excellent crew neither of whom had more than a seasons sailing experience and who certainly had never tackled anything quite like this before.

Jon Woodrow
Skipper- Moonglow

Dear Mike . . .

...our Sonata fleet remains strong with thirteen to fourteen boats raced regularly and competition never closer. My own results have been fairly middling but my crew and I did manage to win our match racing championships which gave us the opportunity to compete in the HK "Champion of Champions" in which we managed 3rd place. When not bouncing around in a Sonata there's plenty of other sailing. I've recently crewed in the China Coast Cup, a new event here which will hopefully become a sort of Southern Cross Series, with sponsorship from Corum and Champagne Mumm next year. I was on a J105, a lively beast with a 2-metre bowsprit; it blew 20 kts all week - I had the bruises to prove it. Next week it's off to Malaysia and Thailand to do the Raja Muda and the King's Cup in a chartered Ericson 38 and if that is not enough we are going to Auckland in February with twenty other HK Sonata folk for an Interport which includes Japan, Australia and Canada.

Brian Edwards (Hong Kong Sonata Association) 10.11.93

...I would like to say a big thank you for all your help and efforts over the years. I have enjoyed my time racing (and cruising) Sonatas and fully appreciate the enormous efforts you and all the committee put in.

Geof Gibbons (ex Minuet) 16.11.93

FREE INFORMATION SHEETS

GO FASTER - A copy of an informative article on how to sail your Sonata in all wind strengths by a top Sonata sailor. An article on the use of woollies and one on how to get the best from your fractional rig, the last two items from that very excellent magazine, Yachts and Yachting.

NEED A CLASS CERTIFICATE? - This is a gentle reminder that to race under Class Rules you must first be a member of the Association and secondly have a current certificate. The first is easy, just send a completed membership form and £10 to the Secretary and request the info sheet on how to obtain an up-to-date certificate.

THE POWER OF ADVERTISING

NEWSLETTER - Those of you who have advertised gear for sale in the Newsletter will agree that it sells very quickly. Why not convert your unwanted sails and other gear into cash. We have many cruising members who are happy to buy ex-racing equipment which still has some life in it. If the prospective purchaser lives a long way from you just send the article 'on approval' to be returned if it is not suitable. We do not give a cast iron guarantee on the integrity of Sonata owners but you should have no problem.

BUYING OR SELLING A SONATA? - The Association maintains an up to date list of boats for sale which is available to potential owners. For those of you intending to sell your boat the fee is only £10 (£15 non members) for inclusion on the list and as we currently have more than 40 people on our books looking for Sonatas this is good value for money.

For any of the above please contact Mike Owers.

A S S O C I A T I O N W A R E S

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 non-members).

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.

S M A L L A D S

FREE TO MEMBER Sonata Cradle - needs new rubbers. Stored Ullswater YC Must collect before end November '93

CONTACT Rod Hepworth on 0609 881473

FOR SALE Sonata Mast Proctor. Slight dent. Open to offers

CONTACT Brian Vincent on 0255 243366

FOR SALE IYE Boom Fully rigged with reefing lines etc. £125
Tomos 4hp Long Shaft lightweight engine. Professionally serviced and new fuel tank 1993 £175
Sonata Sails 2 Mains (old size), 4 No 1 Dacron genoas, Spinnaker, No 2 Genoa. Most in good condition £25 - £50 each

CONTACT Geof Gibbons on 0962 885761

FOR SALE Dolphin Main 1992 £100
Dolphin No 1 Mylar Foil 1992 £100
Ulmer Kolius Main 1990 £75
Ulmer Kolius No 1 Mylar Hanks 1990 £75
Dolphin Main 1989 £50
Dolphin No 1 Mylar Hanks 1985 £25
Bruce Banks Main 1985 £25
Seahorse No 1 Hanks 1980 £20
Seahorse No 2 Hanks 1980 £15

CONTACT Steve Tribe on 0277 654458

FOR SALE Original Sonata Fin Keel trolley Hunter built approx 3 years ago, with std small steel wheels. Painted. £225 Could deliver.

CONTACT Cranfield Sonata No 1 Dacron, used less than 1/2 season £230
Peter Strauss on 081 748 8702

WANTED Secondhand Sonata Spinnaker

CONTACT Richard Cox on 0626 66257

WANTED Secondhand Sonata Sails. Good condition Main and/or hanked No 2

CONTACT Bob Baker on 0590 22975

F U T U R E E V E N T S

A date for your diary from Peter Mills - Solent representative 0590 679161
Sonata Southern 1994 to be held at Lyminster Town Sailing Club over weekend of 25/26 June. Also the LTSC Round the Island Race to be held 16 July 1994 - Sonata Prize for 6 or more entrants.

1994 Warsash Spring Series - A six race Spring Series will be run on 13 March to 24 April - Sonatas will be welcome in the CHS classes or in own separate class subject to entries numbering six or more.

"Early Entry" rate for the Series of £55 per boat. Details from Mary Greenway, Series Administrator for Warsash Sailing Club, on 0329 664666.

1994 NATIONAL CHAMPIONSHIPS to be held at Royal Gourock Yacht Club w/c 18 July

The Tomos outboard engine which, was original equipment supplied by Hunter Boats, has changed their UK distributors on a number of occasions but currently it is being handled by TOMOS Outboard Motors UK, 144 Furzebrook Road, Wareham, Dorset BH10 5AR Tel: 0929 551406 where Colin Page will be delighted to help.