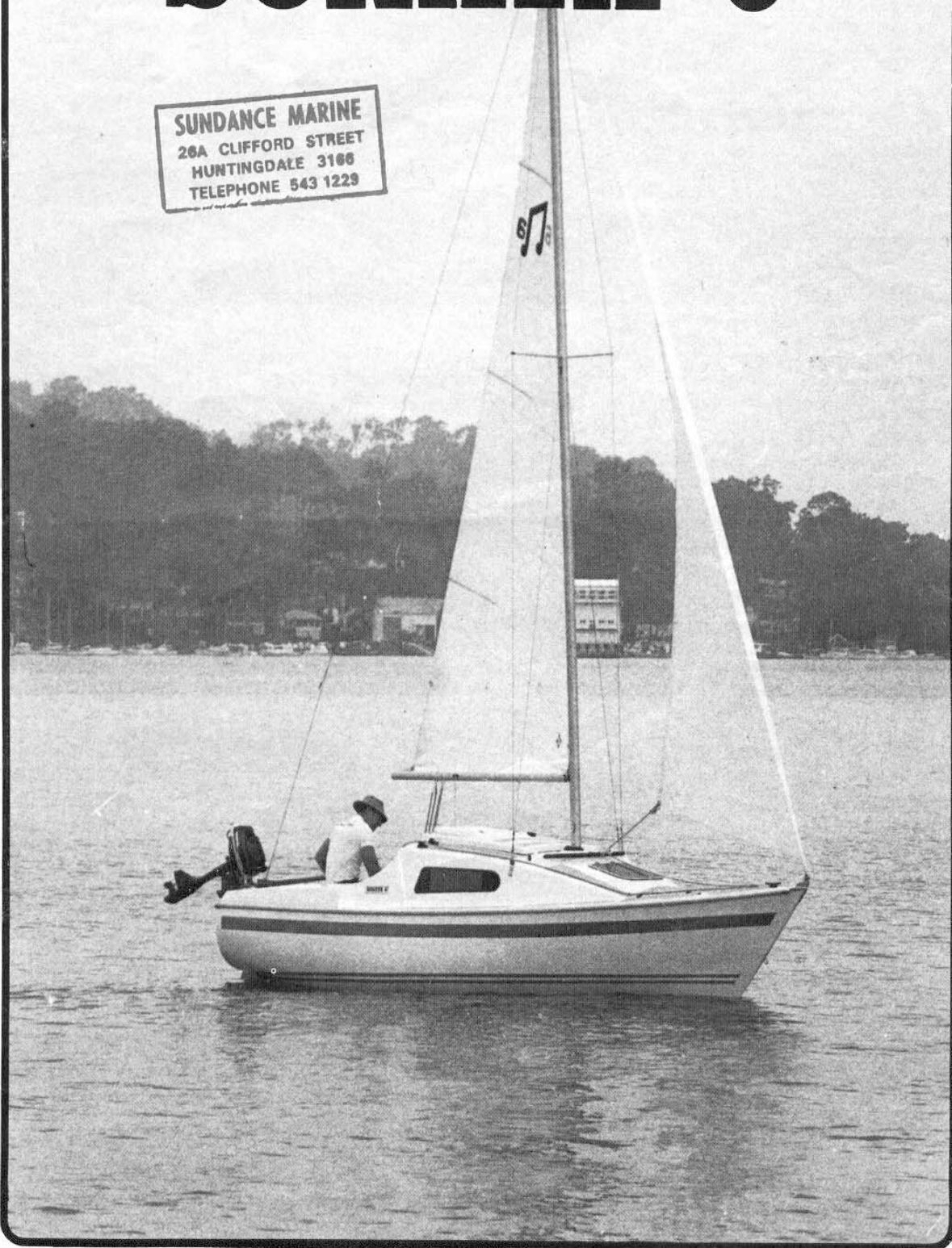


# SONATA 6

SUNDANCE MARINE  
26A CLIFFORD STREET  
HUNTINGDALE 3188  
TELEPHONE 543 1229



# BOATS

## Sonata 6

This is the second time that Australian Sailing has evaluated the Sonata 6, the swing-keel 20-footer designed by Jim Voyzey and built by his Sonata Yachts company in Sydney. The first report appeared in the December 1977 issue. There were several good reasons for taking another look at the boat. Apart from the fact that she is one of the prettiest fibreglass trailable yachts on the Australian market, in the 21 months that the boat has been on sale she has proven one of the most popular of the "little" trailer-sailers. There are now 140 on the water. Voyzey's idea all along has been to sell a very basic yacht, with a small and simple rig, that would get the novice sailor and his family afloat at minimum cost and with a reasonable degree of comfort.

That philosophy has obviously worked, but Sonata Yachts have continued to modify and improve the boat. The first few Sonata 6s that came out of the mould were fairly rough but since then, a lot of attention to detail has gone into the boat. And since I last sailed a Sonata, a year ago, several parts of the deck, cockpit and interior layouts have been re-designed and a number of features have been added to the standard sailaway package. The glass-work and interior finish are also as good now as on any yacht this size on the market.

The Sonata is quite a sleek little yacht by the standards of today's necessarily fat trailer-sailers. The hull has a fine entry, firm rounded bilges in the mid sections and a flattened run aft that kicks up to the transom at waterline level. She is designed for inshore waters but on previous sessions with the boat I have found that her raised bow and easy motion keeps her easy to handle and reasonably dry in a good-sized chop.

The boat is available in both fixed-keel and swing-keel versions, each with 500 lb ballast in the keel, but the trailable boat has been by far the bigger seller. Its lead-and-antimony swing keel has a deep "hockey stick" profile that winds up easily (no winch is needed) into a shallow centrecase that divides the interior floor and is moulded into the galley unit.

The cabin slopes up gently from the foredeck to provide headroom inside with the pop-top raised (when the boat is not sailing) and comfortable accommodation for four adults. The interior layout includes a big settee berth on either side of the companionway, a



double vee-berth under the foredeck, and a moulded one-piece sink/stove unit. There is plenty of storage space within all these structures and room for a portable toilet in front of the galley unit. Adding to the excellent interior finish is a headliner, flow-coated surfaces throughout the boat, teak trim, carpet on the floor and cabin sides, and tinted perspex windows.

The self-draining cockpit has easy seating room for three adults, with a fourth on deck. But she will handle two adults and three children quite comfortably. The deep cockpit coamings, the moulded-in toe-rail along the gunwale and the non-skid deck surfaces make her safe for children and easy to move about on.

The hull construction, which includes the centrecase within a one-piece moulding, is two layers of chopped strand matt and woven rovings with four layers on the bottom of the boat and at reinforced areas like the bow and stern and the keel area. The one-piece deck mould is also of reinforced glass construction, with built-in plywood in sandwich to provide extra stiffness in the stress areas.

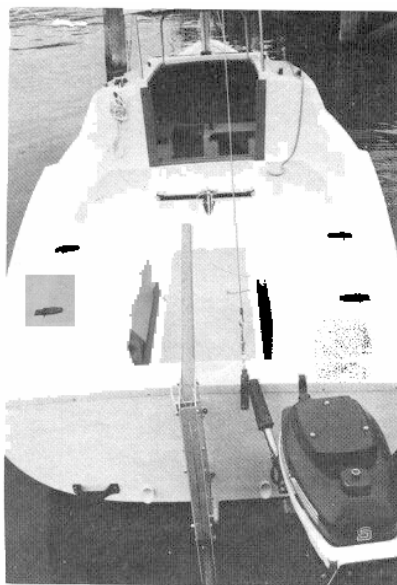
The Sheerline spars and simple rigging plan support a standard main of 90 sq ft and either the smallish 85 sq ft jib or a 110 sq ft masthead genoa as a racing option, along with a 280 sq ft spinnaker. On the occasions I have sailed or raced against Sonata 6s they have given a consistent impression of a lively and responsive yacht in moderate to fresh conditions, though underpowered and a bit sluggish in lighter conditions if rigged with the smaller

sailplan. I think she needs the bigger genoa on any sort of sloppy water but I take Jim Voyzey's point that beginners who can learn to sail on this boat will want an absolute minimum of complexity.

In effect Sonata Yachts are now selling two different boats under the one name. The basic version, with the smaller sailplan and only the essential equipment on deck, is aimed at owners buying their first yacht or wanting simple family sailing with possible overnight accommodation. The racing version, with genoa and spinnaker and a substantial range of options, is marketed as a useful club handicap racer (and recently as a class racer) that doubles for family sailing and cruising.

Most Sonata 6 owners have preferred





The cockpit now features two big lockers. It is deep and safe.

to buy the basic boat and add the racing or cruising extras later. It was the basic boat, fitted with the equipment listed as standard at the sailaway price, that I looked at this time. Basic is the word for it; there is no vang, reefing gear or sheeting winches. For the first-time owner the key to sailing the boat seems to be the self-tacking and furling jib, which is the essence of simplicity. The jib's single sheet is led aft along the cabin to a cleat within easy reach of the cockpit, as is the furling line. The three-foot long track for the jib is mounted immediately in front of the mast-step. If the wind gets up the crew can furl the jib

and sail under main alone, though the furling gear and line look strong enough to support a half-furled jib, which would make the boat a lot more manoeuvrable to windward.

There are no major changes on the new boats but quite a number of minor modifications have been made that add up to a substantially improved yacht. For example, there are now two big cockpit lockers in place of the single starboard locker on previous boats. They are now watertight and the lids are reinforced with plywood. The lockers provide stowing space for sails, ropes, lifejackets, spare fuel and a spare anchor. (There is a recessed anchor well on the starboard foredeck.)

At the aft end of the cockpit lockers there are now two inspection ports that give access beneath the deck if stanchion, pushpit or spinnaker fittings are to be mounted. A third port has been set into the transom, giving access to check the gudgeons for the swing-up wooden rudder. Inside the boat another inspection port has been set in the bottom of the sink/stove console to give access to the swing-keel's pivoting bolt.

All the halyards and their controls, which used to be on the mast, are now led back to the cockpit.

Stainless steel lock-down fittings have been added to the pop-top to make it completely watertight, with the aid of a two-inch-wide rubber gasket inside the edge of the pop-top, when in the lowered position.

All the berths have been lowered to provide more headroom, the forward vee-berth has been angled downward toward the bow for sleeping comfort

and the two settee berths have been extended aft another four inches. The settee berths are moulded in one piece with the floor now and the finish is much better than when they were glassed to the floor.

The most noticeable improvement is the tinted perspex forehatch that has replaced the opaque 'glass hatch on the Sonatas. It lets light into the boat and can be installed in its aluminium frame to hinge either forward or aft, according to the owner's preference. The old hatch could only hinge forward (i.e. with the exposed hatchway facing the bow), whereas it is safer to hinge aft if the boat will be used on exposed waters like Port Phillip Bay.

The deck moulding on either side of the new hatch has been raised so that the hatch itself is flat (the old one was curved) and easier to walk on. It is also fitted with support arms and can be positioned at any angle to ventilate the yacht.

The pop-top, and especially its support struts, are still too light in construction. The whole structure sways a bit in the raised position and should not be used to sit on or rest against.

A year ago the sailaway price of the basic yacht with its standard equipment was \$5938. She now retails for \$6338 — a reasonably small increase considering the improvements to the boat. That price is ex-factory in Sydney, and includes the interior furniture, teak trim, hatches, windows, stormboards and door — all fitted.

The list of options is a long one. Included are the sink, stove, water tank and pump, bilge pump, bunk cushions, portable toilet, pulpit-pushpit-stanchions and lifelines, anchor, interior and navigation lights, outboard bracket, sun awning and folding table.

Among the racing options are the genoa and spinnaker, the JOG-rated sails, storm jib, spinnaker gear, slab reefing gear, winches, cleats, tracks, vang and backstay adjuster. Sonata Yachts also offer a registered galvanised tilt trailer with brakes for \$880. The fixed-keel version of the Sonata 6 retails for an extra \$100. — **Sandy Peacock**

Length ..... 6.2 m (20ft 3in)  
Waterline ..... 5.2 m (17ft 0in)  
Beam ..... 2.1 m (7ft 0in)  
Draft (keel down) ..... 1.4 m (4ft 6in)  
Draft (keel raised) ..... 25.4 cm (10in)  
Displacement ..... 589.7 kg (1300 lb)  
Ballast ..... 226.8 kg (500 lb)  
Sails: Main 8.4 sq m (90 sq ft), jib 7.9 sq m (85 sq ft), genoa 10.2 sq m (110 sq ft), spinnaker 26.0 sq m (280 sq ft).  
Designer: Jim Voyzey.  
Builder: Sonata Yachts Pty Ltd, 89 Darley St, Mona Vale, NSW 2103.  
Distributor: Southern Cross Marine (same address).

Interior finish is improved; galley top has teak fiddles.





**SONATA 6 FIXED KEEL VERSION**

**Manufactured by**

**SONATA YACHTS PTY LTD**

89 Darley Street  
Mona Vale NSW. 2103  
(02) 997-2269

**Distributed by**

**SUNDANCE MARINE**

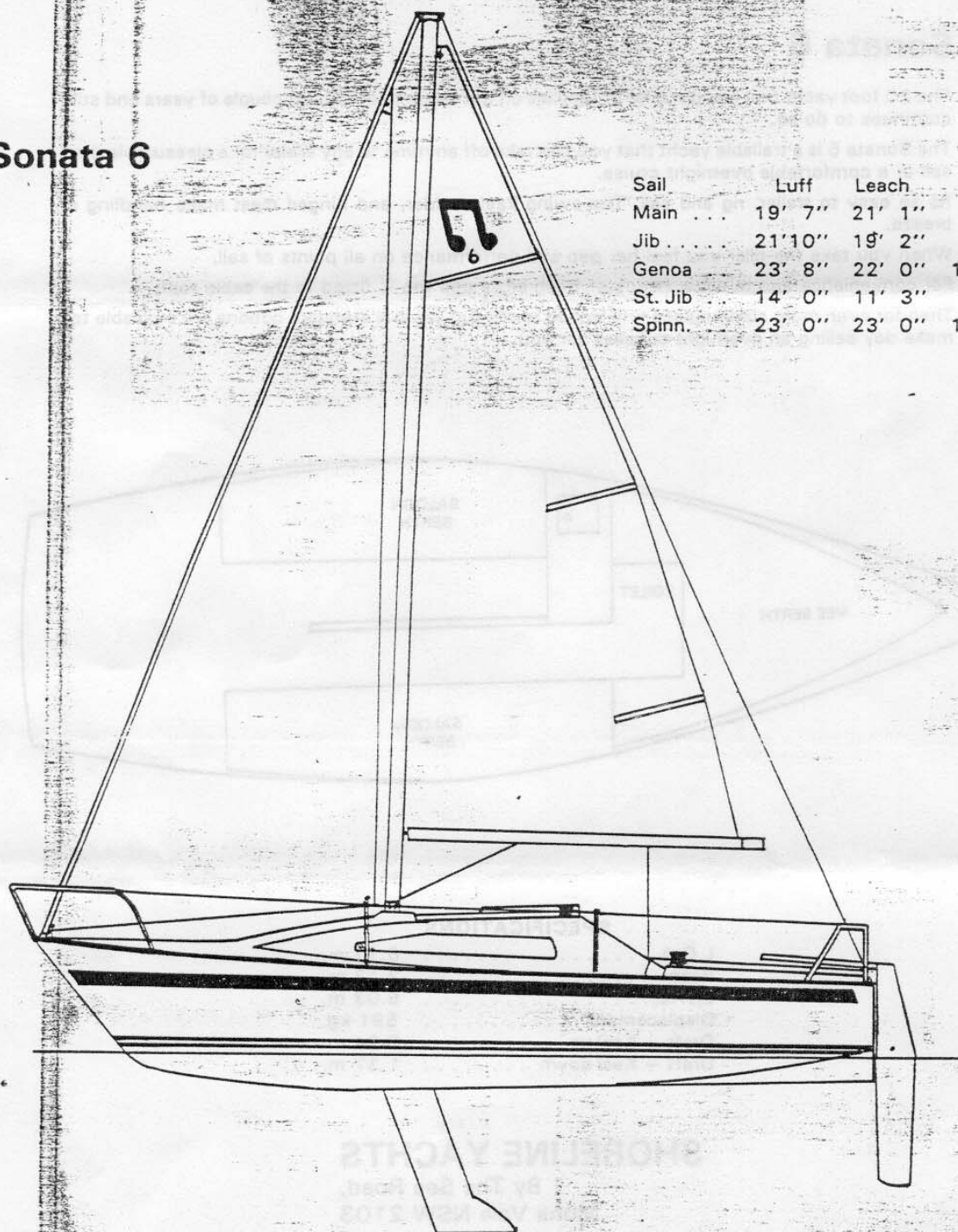
26A CLIFFORD STREET  
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# SONATA

the cruiser/racer perfectionists

## Sonata 6



Sail	Luff	Leach	Foot
Main . . .	19' 7"	21' 1"	8' 0"
Jib . . . . .	21' 10"	19' 2"	8' 0"
Genoa . . .	23' 8"	22' 0"	10' 0"
St. Jib . . .	14' 0"	11' 3"	6' 1"
Spinn. . . .	23' 0"	23' 0"	13' 9"

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## Sonata 6

The 20 foot yacht that has put a lot of families on the water over the last couple of years and still continues to do so.

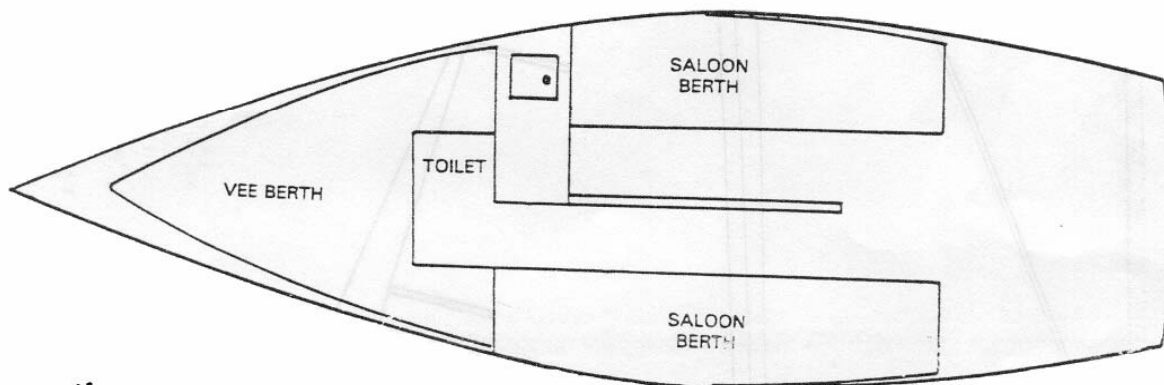
The Sonata 6 is a trailable yacht that you can take off anytime to any water for a pleasurable day sail or a comfortable overnight cruise.

Its so easy to trailer, rig and sail. The swing keel, rudder, and hinged mast make handling a breeze.

When you take the tiller you feel her pep and performance on all points of sail.

For convenience and to allow heaps of fresh air, a pop top is fitted to the cabin roof.

Then for even more convenience and to add to the fun, several standard options are available to make day sailing an overnight success for you.



### SPECIFICATIONS

L.O.A. . . . .	6.17 m.
Beam . . . . .	2.13 m.
L.W.L. . . . .	5.03 m.
Displacement . . . . .	591 kg.
Draft — Keel up . . . . .	0.24 m.
Draft — Keel down . . . . .	1.37 m.

## SHORELINE YACHTS

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