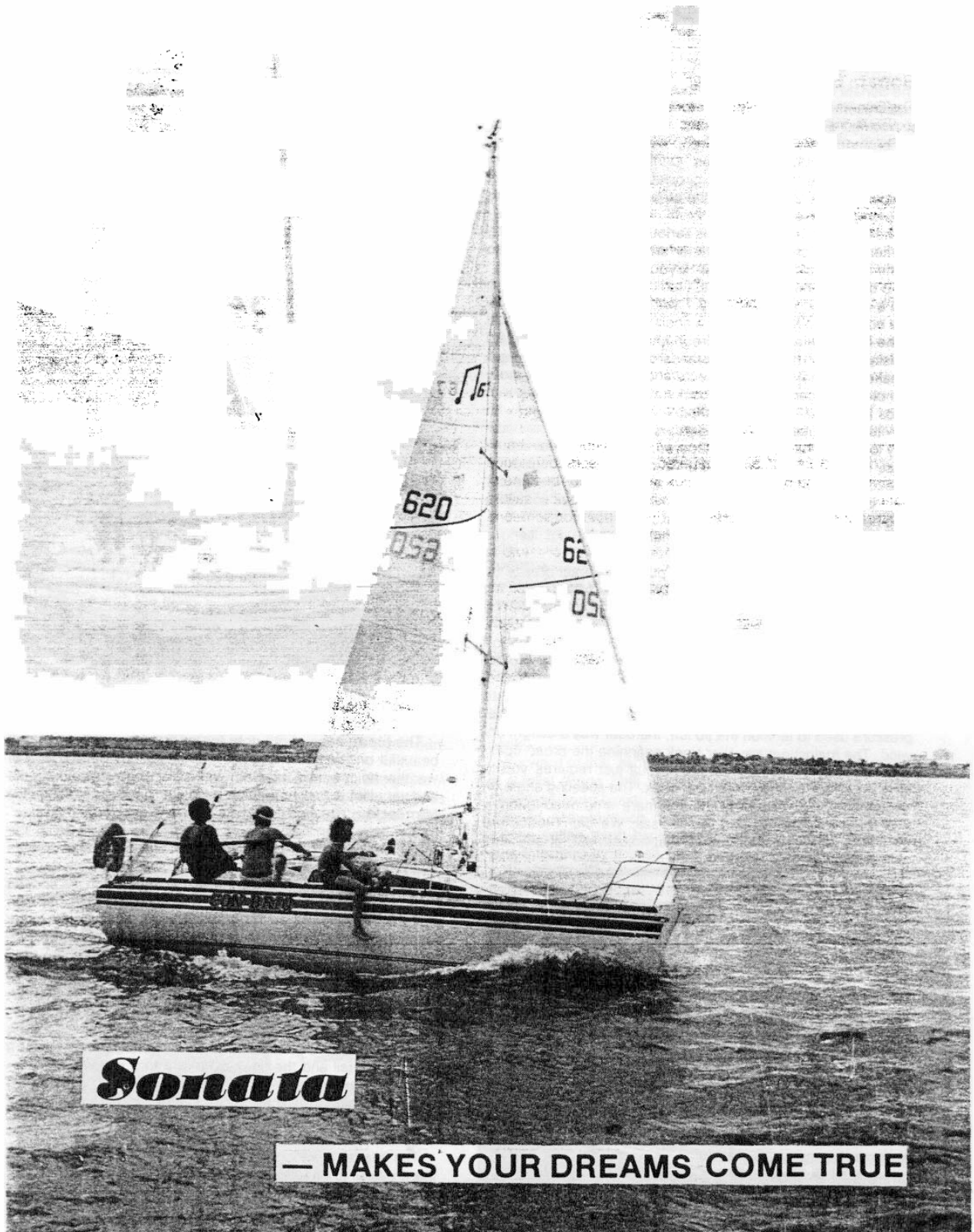


**SONATA 6.7**



**Sonata**

**— MAKES YOUR DREAMS COME TRUE**

# Production Boats

## Sonata 6.7 cruiser/racer

The Sonata 6.7, a Gary Mull 22-footer, has fully lived up to the expectations of its designer and builder in its first season of racing. Fixed keel versions won the Australian and Queensland Junior Offshore Group championships and many important individual JOG races. Centreboard versions have starred on the trailer-sailer circuits. But how does this obviously quick little yacht fill the other side of its dual role — as a family cruiser.

The builder is seriously chasing the cruising market with a "cruise pac" interior arrangement as an option to the more basic "sports boat" layout.

To broaden the perspectives, I took the wife along for a sail and a sit-around on a Sonata 6.7 with the cruise pac interior. The boat, Music Machine, had a short time before placed third in the NSW Junior Offshore Group championship with the full cruising fitout. The only non-standard bits on the boat were tweekers for the spinnaker sheets and jib sheets and a more complex arrangement for the backstay adjustment tackle with leads to either side of the cockpit.

- \* With the complication of runners as well as adjustable backstay to control the tall, bendy, tapered, double-spreader-rigged mast, the Sonata 6.7 would be a daunting boat for beginners; indeed, the builder does not try and steer novice sailors towards the boat in its marketing. "It is a boat for someone who has come out of dinghies or trailer-sailers."

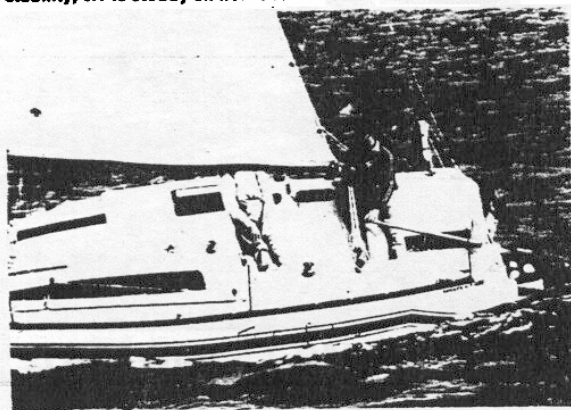
"But it is a comfortable vehicle for serious cruising as well as serious racing."

We hoisted sail, three of us, in a puffy southeast breeze on Pittwater with the gusts up to 18 knots and lulls 10-12. We carried full mainsail with just a touch of trim reef (leech Cunningham) and number three jib.

Before we set out, I thought the big mainsail might be too powerful for the conditions. But the little Sonata proved remarkably easy to sail under this rig.

With backstay pressure bending the mast only a moderate amount to partially flatten the mainsail and slight runner pressure used to tension the jib luff, the boat was a delight upwind. The mainsheet traveller track spanning the broad cockpit is so long that depowering in a puff just requires you to keep dropping traveller down the track. The sheeting angle offered quickly becomes so wide that there is no need to throw mainsheet as well to depower the sail. We didn't touch the mainsheet settings once, after initial adjustment, at any time

**Board stern provides power without penalising directional stability; 6.7 is steady on her feet.**



upwind in the couple of hours we spent sailing around. We either dropped traveller or feathered the boat ever so slightly with the helm and she stayed on her feet.

The breeze was about right for the little jib and the boat felt beautiful on the helm upwind; well balanced with a touch of weather helm but no tendency to violent roundups in the puffs and very fast. It tacked quickly, easily, and accelerated quickly from tacks.

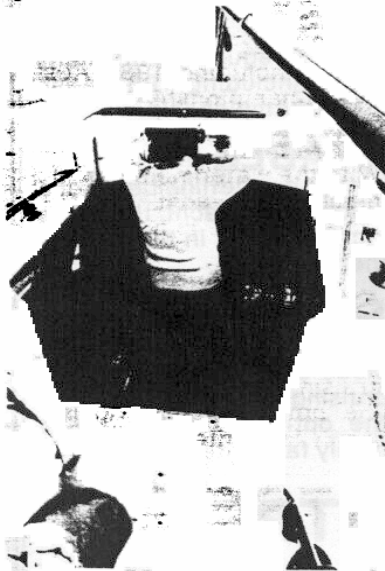
The helmsman has a lot of room in the cockpit aft of the mainsheet to wander through a tack and the lift-up tiller creates even more space for him.

The boat can be steered comfortably from within the cockpit with the feet braced across it and back against the high coaming for a low-key cruising outing. For racing, with crew weight needed out on the rail for maximum efficiency, the helmsman and mainsheet man can sit out comfortably over the cockpit coaming which has its outboard face angled and contoured just for this purpose. I found the boat truly comfortable to steer from this position with the tiller extension.

The missus had no trouble handling the jib sheets through a tack with only two turns needed around the Barlow 16s for a quick initial tail and the finish-off trim with a winch handle.

Unlike the bigger IOR fractional-rigged yachts, the runners are not critical to the mast staying in the boat. They need not be used at all while cruising and can be clipped forward to the shrouds.

The headsails attach to the forestay with hanks which make them easier to handle for family crews. They sheet to single, unbroken tracks each side. The mainsail reefing system is a



Pop-top raises headroom from 4ft 7in to standing height.

usual jiffy arrangement. All reefing and other sail control lines, lifts and halyards lead back to the very large cockpit. There are three rope jammers a side backed by a Barlow 15 winch a side.

\* The deck-stepped mast is nicely tapered, supported by a double spreader rig with check lowers and intermediates and caps in line with the mast.

The main deck hardware is substantial and includes a bow fairlead with roller backed by a mooring cleat and aft mooring cleats.

The slotted alloy toe rail, as well as adding strength to the hull/deck join, provides multiple fixing points for spinnaker gear, outboard sheeting for headsails while reaching and runner tails. An adequate, covered anchor well is provided in the foredeck. The flat deck surfaces are covered with a pronounced non-skid pattern.

The forehatch, of a particularly neat flush-fitting design, is of perspex. A perspex panel in the cabin top aft of the mast, as well as the two long side windows of smoked perspex, also

Galley area; WC is behind half-bulkhead.



## SPECIFICATIONS SONATA 6.7 (CRUISE PAC DE LUXE)

|                                       |             |
|---------------------------------------|-------------|
| Overall length                        | 6.7m        |
| Waterline length                      | 5.9m        |
| Beam                                  | 2.5m        |
| Draft                                 | 1.5m        |
| Displacement                          | 1154kg      |
| Ballast                               | 432kg       |
| Sail Area (100 per cent foretriangle) | 20.85 sq m. |

**Accommodation:** Five permanent berths (double vee berth forward, two quarter berths, saloon berth. L-shaped galley unit with two-burner metho stove, icebox and sink with pump, handbasin and pump, plate rack, table, fabric-covered bunk cushions, interior lights, Poptop.

**Standard equipment:** Stem fitting with roller, mooring cleat, genoa tracks, cars and blocks, 2 Barlow 16 primary winches, 2 Barlow 15 halyard winches, six sheet stoppers, winch handle, navigation lights, 12 volt battery, fuses and switches, pulpit, pushpit, lifelines, bilge pump, fire extinguisher, anchor chain and line, out-

board bracket, hatches, smoked perspex windows.

**Spars and rigging:** Alloy tapered mast with genoa halyard, main halyard, spinnaker halyard, topping lift, alloy boom, stainless steel standing rigging, boom vang, mainsheet traveller.

**Auxiliary power:** Outboard (extra).

**Construction:** Fibreglass hull with Core-mat sandwiched in the bottom 1 m wide, full length of hull; fibreglass/Coremat sandwich deck. Hull and deck bonded together with Sikaflex through-bolted with a slotted alloy toe rail. Structural fibreglass pan bonded in. All chainplates fitted. Windows of smoked perspex, all hatches sealed and secured.

## PACIFIC SAILBOAT CENTRE

246 PACIFIC HIGHWAY  
CHARLESTOWN 2290

contribute to admitting light below.

A short pop-top, about 1.5m long, incorporates the sliding companionway hatch of heavy smoked perspex; another very neat arrangement. The pop top opens up over the galley area. With the pop top down, headroom is 4ft 7in.

Gary Mull's design, featuring beaminess and flat sections aft for improved downwind performance over the very successful Mull-designed Sonata 8, also creates a lot of interior space.

The Sonata 6.7 takes advantage of this for two big quarter berths and there is a lot of space between them, under the cockpit floor, for stowage.

The cruise-pac layout features an L-shaped fibreglass galley unit incorporating ice-box, sink and two-burner methylated spirits stove. A seat, with stowage under, is provided for the cook.

Forward of this, separated by a half bulkhead in timber, is a toilet (Porta Potti Safari on the boat tested) and a small fibreglass hand basin. There is a usual vee berth in the bows with an easy-to-reach recessed storage compartment. The saloon settee berth backrest incorporates two stowage bins and is topped by a shelf.

The floor is plywood and shag pile carpet covers the exposed topsides area. The ceiling and under-deck areas are flow-coated.

The interior has lots of natural light and the arrangement makes best use of the roomy internal space. The package offered by this 22-footer for the type of estuary water cruising we enjoy on the Broken Bay-Hawkesbury system surpasses that of many bigger boats. My wife, with recent memories of a cramped and spartan weekend away on a certain 24-footer, gazed thoughtfully at the toilet and galley areas in a silent endorsement.

The Sonata 6.7 is offered in both centreboard and fixed keel versions at the same prices and is available at a lesser degree of fit-out. — **Bob Ross**

# SONATA 6.7

## ... SIMPLY BRILLIANT!

### OPTIONS:

● Fixed keel or highly efficient ballasted centreboard

● Open plan or Cruise-Pac interiors

\*

● Choice of two rigs:- In line spreaders with running back-stays or aft swept spreaders with self tacking jib

● 8 stages of completion, from basic assembly to deluxe cruise/race.



### FAST -

The 6.7 regularly wins many races, including 1981 Aust. JOG Championship.

### STABLE -

With the waterline beam of a much larger yacht, the 6.7 is incredibly stiff in heavy weather.

### SLOW -

With its great stability, spacious cockpit and deck and cruising interior, the 6.7 with the optional family rig is a family favourite.

## PACIFIC SAILBOAT CENTRE PTY. LTD.

ON THE TOP OF THE HILL

246 PACIFIC HIGHWAY, CHARLESTOWN 2290, NEWCASTLE. (049) 43 0055

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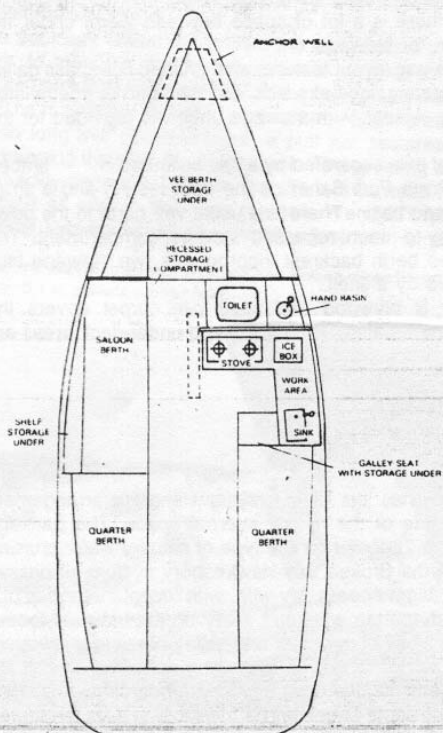
SONATA 6.7 — YOU'LL BE PROUD TO SAY, "SHE'S MINE"

### Terms and Conditions of Sale

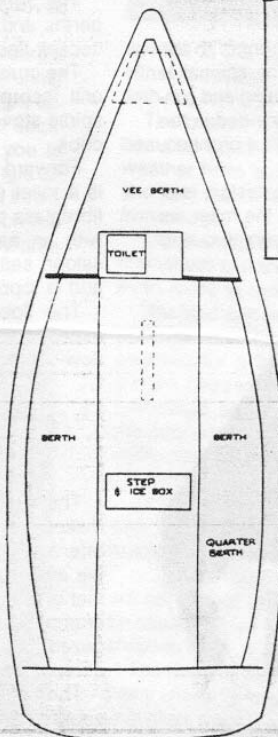
Prices quoted include sales tax.

20% deposit with order, balance payable before boat leaves factory. Although all descriptions of the products specified are believed to be correct at the time of publication, accuracy cannot be guaranteed. The policy

is one of continual improvement, therefore, specifications and prices are subject to change without notice or obligation.



CRUISE - PAC INTERIOR



OPEN PLAN INTERIOR

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