

The Tomahawk

The bulletin of the Tomahawk Owners Association

July 2009

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Tomahawks rally round!

The 2009 rally season has started well with successful rallies at Poole and on the East Coast. A full report on the East Coast rally will be given in the Autumn bulletin but suffice to say that 7 Tomahawks took part in a very pleasant cruise from Maldon to Harwich. The photo right shows *Malibu*, *Ceilidh*, *Varuna* and *Vandini* at Halfpenny Pier, Harwich.



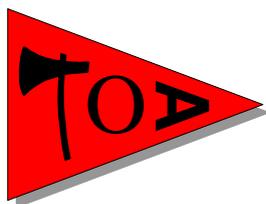
The Poole rally, organised by Ian Bremner, took place on the weekend June 13/14 and attracted three boats, *Cochise*, *Incamoon* and Bill Garrod's *Benita*. Ian had arranged berths in the Poole Quay Boat Haven, offering very good shelter and excellent access to the town (photo below left, view from *Cochise* with *Incamoon* on left, *Benita* on right, right photo, drinks on *Benita*). Yours truly also turned up (boat less) with the excuse that *Nokomis* had some urgent jobs that needed attention prior to the RTIR (see p3). A dinner had been arranged at the nearby RNL college and, in addition to the crews of the fore mentioned boats, we were joined by Steve Newcombe, new owner of *Mojave*. Following pre-dinner drinks overlooking the RNL training flotilla, an excellent meal was enjoyed prior to an evening stroll along the quay, commenting on the array of Sunseeker craft on the opposite side of the harbour! On the following day *Incamoon* enjoyed a good sail back to the Hamble, flying her spinnaker from Hengisbury Head to the Hamble.



A new Burgee?

From down in the Mediterranean, Rob Haines wrote in to the editor recently:

"I am writing this letter to you as I have your address in front of me – from the recent Tomahawk Bulletin – and I confess I am mailing this in haste. *Many Moons* is at anchor here in Vathi, waiting for foul winds and rain to cease so that we can continue our passage to Gulf of Corinth (from there through the canal and onwards to Mikonos, Santorini, Rhodes and Crete). Throughout our journey in Greece I have been flying the TOA burgee from port flag halyard; I had to snip off the point to stop it bashing my outer shroud. I often glance up at it proudly, but wonder whether another design would do our association more justice. Someone said it looks like TOD (because of sideways 'A'). So I thought I'd have a go myself. Without any presumption I enclose a design of my own. Please feel free to show it to the rest of the gang, have a good laugh at it, or even incorporate it as our new burgee. I seek no reward. To those members of the association who are romantics (I suspect most) in my design some may see something akin to a yacht flying a spinnaker, while the sun sets behind a palm tree.....? Yes, I know, this ouzo is dangerous stuff. I wish you and the TOA all the best. Safe sailing."



Above: existing design, right: Rob's design.

Editor: Rob's design was in pencil – I have taken the liberty of adding a red background and colouring the letters black – see picture right.

(Please note, the burgee would actually be triangular – the picture was cropped to fit.)

Well, I like it but what do members think? Send me an email or drop me a line – and your views will be published in the next (Autumn) bulletin. My address is: Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ. Email: jengo@talk21.com

THE COMMODORE'S BITT

The season is well under way (weigh?) now, and I hope TOA members are managing to find some fair winds and weather in between the showers. *Malibu* enjoyed her East Coast Rally at the beginning of July (a full report in the Autumn Bulletin) and was able to welcome new members Derek and Marilyn Lyne (*Trial and Error*) into the fleet. They enjoyed the opportunity to look over other members' boats and "talk Tomahawk" with like-minded enthusiasts. The Rally was made all the more enjoyable by Geoff and Senta Newson's (*Hawkeye*) hospitality on the final evening, when they arranged a super barbecue for us at their club, the Harwich and Dovercourt SC.

Derek observed that the TOA website appeared under-used, and offered to start posting. I quite agree, though our new site is in its early stages, and maybe members haven't got regular visits incorporated into their on-line schedule. (I confess I haven't.) However, it's still a valuable resource for far-flung members, especially if their Tomahawk is newly-acquired. Any problem you have with your boat, you can be sure that out there somewhere there is a member who has experienced (and probably solved) the same.

I am very pleased to welcome the following new members into the Association, and hope they will soon make contact with their local group, or start one if none exists, and post queries on the forum!

Steve Newcombe *Mojave*, Corsham, Wiltshire; Bill Barna *Sanibel*, Clevedon; Helgason Hakon *Molly*, Gardabaer Iceland; Stuart & Julia Nicholls *Macaw*, Bangor, Gwynedd; W A Jones *Tomahawk One*, Jersey; Garry Seed *Skip*, Whitley Bay; Andrew Henegan *Tawasa*, Poole; David McNeil *Dancing Cloud*, South Queensferry; Kevin Gorrington *Seawind*, Polegate, E Sussex, Tony Harris *Keewaydin*, Portugal.

(If I have inadvertently left any newly-joined member off the list, sincere apologies. Please email me on donbaines@keme.co.uk)

Good sailing – and please write up your experiences and send to Gordon Keyte for the Autumn Bulletin !

Don Baines, TOA Commodore, *Malibu*

Scrum at Ryde

The forecast for this year's Round The Island Race (RTIR) was NW4 or 5 – couldn't be better! Nevertheless, when *Nokomis*, with Jamie and Emma (son and daughter) as crew, arrived at the start line off Cowes (see right), the wind had virtually disappeared. We had to hold back for fear of being swept across the line by the tide – as it was, many boats were recalled after the start – faced with an exhausting paddle back to the line!



The winds soon picked up and we were soon beating down the Needles channel in a very pleasant F3 in bright sunshine. As we approached the lighthouse masses of spinnakers could be seen as boats bore away onto a broad reach. Soon our 'kite' was up and drawing – and it remained up until we arrived at Bembridge Ledge. The sight all round us was magnificent – coloured spinnakers stretching from horizon to horizon. We kept close to the island shore so as to pick up the east going tide but then as the wind came almost abeam, struggled to keep the spinnaker aloft until round St Catherine's. Off Dunnose Point the spinnaker was gybed and we held position with several larger craft as we approached Bembridge Ledge buoy. At home, Jenny was following the race on the 'web' and phoned to say that most of the earlier (and much faster) starters had been becalmed off Bembridge – so there was a huge 'traffic jam' ahead!

From all directions boats were converging on Bembridge buoy and in very close company we sped off on a beam reach towards No Man Lands Fort – the wind having now returned. This year, the fort was not a rounding mark so we could go between the fort and Seaview. With many others, we steered a course towards Ryde sands, keeping an eye on the echo sounder. Dead ahead I could see a solid line of boats with clear and seemingly, navigable, water in front. A frantic consultation of the chart and tide tables resulted in a swift change of course to clear the clear and very shallow water over Ryde sands and we were in the scrum! About 1000 yachts were fighting to get to windward, pinned between Ryde sands and the strong East going flood tide. Screams of 'Starboard' alternated with unprintable expressions as boats struggled to keep out of each other's way. Several yachts had gone aground on the sands – one helmsman was seen, neck deep, pushing his craft into deeper water. The Fast Cat ferry, trying to avoid the worst of the scrum, had also gone aground!

On *Nokomis*, we decided to beat our way out into the channel, and for a while made slow progress against the tide. We soon gave this up and returned towards the island shore, but now the scrum had dispersed a little and we were able to tack and work past Ryde pier and into the slower tide off Wootton. An hour later we crossed the line having taken eleven and a half hours to get round. A nice surprise awaited us next day when my wife, Jenny, phoned to say that we had finished 138th overall, out of over 1770! This, we learnt, was mainly due to the light winds which had held back many of the faster boats. Nevertheless, a very well organised event and a thoroughly enjoyable day's sailing with much to remember and think about before next year's race!

Gordon Keyte, *Nokomis*

Wobbly Keels!

Having acquired *Incamoon*, we noticed that she performed better on starboard tack than port and put it down to the rig not being set up properly, or our own unfamiliarity in handling her.

The First winter she was lifted into a cradle at Warsash Sailing club, but at the end of the following season, we took her to Lauren Marine on the Itchen at Southampton, (which is incidentally on the site where Tomahawks were built by Marcon Marine). The owner Danny Wheeler found that, when he lifted her out and went to shore her up, the boat was moving on the keel. Upon further investigation, it appeared that although the keel was firmly attached to the hull, the hull was flexing either side of the keel stub. Looking inside at the moulded floor pan, there were found to be signs of star cracking in places. Danny thought the explanation to be, that the floor of the inner moulding was originally bonded to the hull to give it rigidity. The bond had failed and needed to be restored. He cut out the floor pan in the main saloon about 25mm out from the vertical sides of the engine compartment, the lockers below the berths, the cool box and the galley. We then prepared the whole area, degreasing and cleaning it and making a good key on the moulded ribs that straddle the inside of the hull in order that Danny could then re-bond the floor pan to those ribs. Danny carried out the re-bonding and filled the join around the floor pan which we then masked with smooth Trackmark.



This resolved the problem and made the boat a lot stiffer also equalising the performance on both tacks!

Having suffered the age old headache of maintaining a cast iron keel, about two years ago we went back to Danny and he put *Incamoon* in his boat lift and epoxied the whole keel after suitable preparation, using a thin mat which extended over the whole of the keel and over the joint between it and the hull. Gone are the chores of scraping and grinding that we seemed to have to undertake every other year.

Peter Llewellyn, *Incamoon*

Cross Channel Rally to St Vaast (from Bill Garrod)

I have again been asked to organise the annual rally to St Vaast. The proposed dates for the rally are over the weekend Friday 24th to Monday 27th July. We have chosen this weekend as this means the lock gates will be open in the middle of the day, convenient for overnight crossings from the UK or daytime crossings with entry after 2200 hours.

Tides:

High water St Vaast is one hour after high water Cherbourg, and the lock gate opens approximately 2 ½ hours before high water, and closes 3 hours after.

Cherbourg Tides:

25.7.09	11.56
26.7.09	00.12
26.7.09	12.41
27.7.09	00.57
27.7.09	13.26
28.7.09	01.44

All times are French summertime, i.e. 1 hour ahead of British summertime.

Arrival:

If you arrive off St Vaast when the lock gate is closed there is a good anchorage to the South of the approach channel. Do not anchor North of the channel as there are extensive commercial oyster beds.

Note – when the lock gate first opens a number of French fishing boats come out at speed.

Mooring fees are payable at the harbour office, only open mornings, and for a Tomahawk will be approximately 20 euros per night. Mooring for boats under 10 metres is on pontoon E. Remember French finger berths are very short.

Shopping:

Most shops, like elsewhere in France, close on Sundays and for lunch. The exception is the Geurselion emporium, which opens on Sunday mornings, but closes all day on Monday.

Crews:

Anyone wanting to go but who lacks a crew, please contact me on 01903 859332, of Wgarrod@aol.com and I will try to put crews together. We will of course welcome other members of the TOA who keep their boats elsewhere, and would like to come down to the South Coast to take part in this rally.

Let's have a real South Coast rally. We have had up to 10 boats before, and it would be great to beat or at least equal this number.

I look forward to seeing you in St Vaast.

Bill Garrod

Sailing the 'ARC' 2008 - Las Palmas to St Lucia by Don Baines

Having delivered *Musar* to Las Palmas, Gran Canaria in September / October (see last TOA Bulletin) it was not long before we (Skipper Graham and his wife Tricia, Penny and myself plus our 18-year old gorilla, Alex) were back in the Canaries on November 17. We had just six days in which to complete our preparations and provision our boat (a 37 foot Jeanneau Sun Odyssey) for what we anticipated would be an eighteen or nineteen day crossing.

Our days were spent checking *Musar* from mast truck to keel bolts. We hauled Graham aloft in the bosun's chair [Picture 1] while we stripped and greased all her winches, and overhauled turning blocks, clutches and anything else that moved at deck level. We then diligently scoured Las Palmas for the best offers on fresh fruit, vegetables and enough provisions to see us across the Atlantic. Evenings were spent partying – something for which the ARC is notorious.

Sunday November 23, the ARC start day, was also Tricia and Graham's ruby wedding. Don and Penny had made and smuggled a special cake on board and we celebrated the anniversary a day early, on the Saturday, together with the crew of *Sunbeat IV*, another Blackwater boat participating in the ARC. Don found time to paint a mural on Las Palmas' harbour wall – another ARC tradition – and was captured in action by the official ARC photographer, who placed the evidence on the ARC website for all to see [Picture 2].

Our provisions were delivered to the end of our pontoon by the helpful supermarket, and the afternoon was spent stowing everything in its right place. Great care was taken not to allow any box or packing case on board – cockroaches love to hide in corrugated cardboard. *Musar* is too small to carry a water maker, with its associated diesel generator and additional fuel tanks, so we had to take all our water for the voyage. With 320 litres in her two water tanks, we also carried a further 60 litres in plastic 5 litre bottles stored in her fore cabin (which was not used for sleeping whilst at sea). Once at sea we used the bottled water first, replenishing the bottles when empty with fresh water from the tanks, just in case the tank water became contaminated. Our last evening ashore in Las Palmas culminated in an impressive midnight firework display over the harbour. Hard luck on anyone hoping for an early night.

Sunday morning saw us out of the marina bright and early in time to beat the rush. We had elected not to use a spinnaker on the crossing, choosing instead twin boomed-out headsails. These had been hoisted up the twin-tracked foil whilst in the marina, and we were to deploy them for the first time at the start. The thoroughbred racing boats went off twenty minutes before the cruising boats started precisely at 13.00 hours, and we went for the line in a fleet of 147 other boats. At 37 feet, *Musar* was the tenth smallest boat in the fleet. Had we been in our 25 foot Tomahawk we would have been totally out-sailed!

The photos of the start show that most of our competitors set off with a conventional main / foresail rig, with the wind somewhere off the starboard quarter. We deployed *Musar's* twin boomed-out genoas which gave us a useful turn of speed, but reduced our ability to round up when having to take avoiding action [Pictures 3 & 4]. But we survived, and fairly soon the bulk

of the fleet had put their helms up and were setting their spinnakers to sail away from the island and the in-shore wind acceleration zone we had all been warned about [Picture 5].

Not flying a spinnaker, we welcomed wind acceleration, and were soon surfing down the wave crests at eleven plus knots, parallel with the island [Picture 6]. Once clear of Gran Canaria the wind eased and we settled to our first night at sea, with only half a dozen boats betraying their proximity to us by their masthead lights. We had agreed on a rolling watch system of four hours on and six hours off, which worked well the whole crossing. With two people on watch at all times, it meant that you always did the first two hours of your watch, then the second two, with the same two people. Whoever came off watch at 1800 hours was responsible for cooking the main meal of the day – and for washing up afterwards. Not a bad system – you only had to cook once every five days. In the tropics night falls rapidly around 1800 hours, which was when the engine went on for an hour and a half to charge the batteries. The cook therefore had the luxury of the galley's electric light while the engine was running. Lunchtime was always sandwiches – the long-life sliced bread we found in Las Palmas stayed fresh for the whole crossing – and whoever came off watch at 1200 was responsible for making them. Breakfast – usually cereal – was a do-it-yourself affair.

After the excitement of the start, and eleven knots surfing in the wind acceleration zone, our next couple of days were spent sailing at a leisurely (and frustrating) four to five knots in less than ten knots of wind [Pictures 7 & 8]. All thoughts of a record crossing were abandoned as we crept south rather than west in the direction of the Cape Verde Islands off the west coast of Africa. In the pre-start weather briefing from Chris Tibbs, World Cruising's weather guru, we had learned that the Azores' high pressure anticyclone had failed fully to establish itself (partly explaining the indifferent summer experienced in the UK in 2008). The NE trade winds were therefore diminished in strength, and, to make it worse, a shallow but large depression had drifted across the eastern Atlantic from the NW African coast seriously compromising the wind patterns on the Great Circle route from Gran Canaria to St Lucia. Some competitors chose to head west very soon after the start, and were soon battling head winds.

On *Musar* we continued to head south, but had to change our twin boomed-out headsail rig for a conventional main-plus-single headsail. In practice we had each headsail rigged with its own sheets, so that in coming off the wind one sail simply lay inside the other, and the leeward of the two was the one hard-sheeted onto the winch. When using both headsails one was boomed out using the spinnaker pole; the other's sheet ran through a block attached to the boom, and thence to the winch. [Pictures 9 & 10]. The topping lift acted as an uphaul. This caused some confusion on board when it parted during the night watch on Day 4. (Moral: renew *all* running rigging before crossing an ocean.) Under full main plus genoa we sailed on a reach almost due south until at last the wind veered enough for us to re-set the twin genoas and head in a sou'westerly direction past the Cape Verdes.

We had seen dolphins early on in our passage, but in light winds we carried insufficient speed to interest them for long. Once our speed increased we were frequently entertained by their antics as they criss-crossed beneath *Musar's* keel. There was a new moon on Day 3 of our crossing, so cloudy nights were pitch black. When the dolphins swam swiftly beneath us they left a bright phosphorescent trail behind them, like ghostly torpedoes – magic! We saw our first flying fish on Day 7, about 20 degrees north, sadly finding one dead on the fore deck at the end of the night watch. On cloudless nights we marvelled at the density of the night sky with many, many more stars visible than on shore. There is no light pollution in mid ocean. At 20 degrees of latitude the Pole star is low on the horizon, and the Plough didn't arise until well into the night watch. To the south the Southern Cross was easily seen on clear nights, just above the horizon.

Over Days 7 to 11 the wind increased to a useful F5 on occasions, and then started to back and diminish to F3 or less. Don fashioned some fishing lures from a couple of empty coke cans and lost several hooks to unseen sea monsters [Picture 11]. When he did finally haul a fish in there was a dispute with the skipper about where it was to be despatched – in the cockpit (Don's choice) or, precariously, on the sugar-scoop stern (skipper's). As is proper, the skipper's wish prevailed, and by the time the dispute was resolved, the fortunate fish had managed to free itself from the hook, and we went back to eating our tuna from tins.

Day 13 was hot, sultry, and stifling. Category A (Ocean) yachts have to meet the stringent EU 94/25/EC Recreational Craft Directive safety regulations, including surviving a knock down. Sadly this has resulted in such civilised things as dorade boxes and mushroom ventilators falling out of fashion in modern yacht design. In the tropics, in heavy weather, when all the

hatches are shut, washboards in, and main hatch closed, there is no ventilation below deck. Run the engine for a couple of hours to charge the batteries and the temperature below rises uncomfortably. Sleeping is difficult.

Early in the night watch the wind suddenly increased, and backed. We had to change our boomed-out headsails back to conventional mode, hoisting the main with two reefs in, and rolling the genoas down around a third. This was more of a mini-cyclone than a squall, and was probably the tail end of some dirty weather from the depression further north, accompanied by lashings of rain [Picture 12]. Thankfully the F7 reduced soon after dawn, and the wind veered once more to the north east but diminished rapidly. By mid morning we had a flat calm and found ourselves drifting in a wind hole. There was still an uncomfortable swell from the recent strong winds, and *Musar's* sails slatted uselessly above our heads.

Graham had downloaded some freebie Atlantic wind forecasting software onto *Musar's* laptop and throughout the night it defiantly showed gentle easterly F2 – 3 winds for the area we were sailing through. It certainly didn't indicate the wind hole we found ourselves in, still over 1,000 NM from St Lucia. We hesitated to use our engine (a penalty time of 1.1 hours is added to your crossing time for every hour you use the engine for propulsion) but when a light wind came out of the west and headed us, we had no choice but to motor for the next three hours, covering 17NM. This proved to be a wise move, for we were then able to sail on a close reach with all the reefs shaken out and a fully unrolled genoa. The only down side was that with the boom nearly central we couldn't deploy the bimini to shade us from the midday sun. We were 15 degrees north of the Equator.

The last sea birds we had seen for a while were some Stormy Petrels off the Cape Verdes. Imagine our surprise when the day after the mini-cyclone we spotted four Little Egrets gliding effortlessly at our stern. After circling a couple of times, sizing us up, one flopped onto the aft-pulpit and the other three disappeared over the horizon ahead. We all assumed that this poor be-draggled creature had been left to die – she certainly looked all-in, with wet plumage and mottled legs and beak. She ignored some tuna left over from our lunchtime sandwiches and settled on the halyard clutches under the sprayhood, busily preening herself. She then flew aft, flopping into the sea about twenty yards away, and we all thought that that was The End. However five minutes later she was back on board, and spent the rest of the night under the sprayhood, covering the halyard clutches with guano. We named her "Dottie" and were sad (but relieved) to see her fly strongly in the direction of her companions at first light the following morning. The nearest land was French Guiana, at least 800 nautical miles away on the South American coast.

The next two days went well, with an average speed in excess of seven knots after we were able to re-deploy our boomed-out genoas. Each afternoon the cumulus clouds built all around the horizon in the tropical heat, leading to dramatic lightning storms at night and occasional squalls. Only Tricia timed one of these downpours just right, and had a good night-time hair shampoo with fresh rainwater rinse. (We were all deeply envious.) In the squalls the twin headsails could be easily reduced by easing the sheets and winching in the furling line. The bimini was necessary each mid-day, which hampered us in our attempts to take a midday sun sight with the sextant we had on board. We certainly appreciated the navigational skills of those seafarers who sailed the seven seas in the days before GPS.

Day 16 was Alex's nineteenth birthday. Penny and Tricia baked him a chocolate cake, with a special "19" candle bought in Las Palmas. We enjoyed two relaxing days with 15 – 20 knot steady ENE winds, and caught up with our holiday reading. A requirement of sailing the ARC is that each participant must phone / radio in their noon (UCT) position. In return the ARC office broadcasts the previous day's noon position of all the other boats in the fleet. So we had some idea of where everyone else was, even if the information was twenty-four hours out of date. There were roughly a hundred cruising boats ahead of us, plus the entire racing fleet, but as the tenth smallest boat making the crossing we felt we weren't doing too badly. Early on in the race we found faster boats passing us during the day about half a mile off, with spinnakers straining. But at night, when they dropped their spinnakers, the wind often increased and our boomed-out headsails came into their own. Next morning the yachts who had passed us the previous day were again several miles astern – until they overtook us once more. !

By Day 19 we were more than 55 degrees west and had already adjusted our watches to UCT minus 3 hours. We had a couple of days of exhilarating sailing, though the following seas made cooking something to be undertaken with care, and there were a few serious night-time squalls. Although it was too hot below deck to sleep in one's sleeping bag, it was very necessary to

deploy the lee cloths. On Day 20 we took another hour off the UTC time, and phoned in our “noon” position at 0800 hours. The Caribbean suddenly seemed much nearer, and frigate birds made a welcome appearance. We hadn’t crossed in the eighteen or nineteen days confidently forecast in Las Palmas, but we knew there were at least fifty boats behind us, most with lower handicaps.

We calculated that we would be arriving some time during the early hours of Day 22, which proved to be the case. There were two final glitches. The first was the discovery that the VHF radio was not working – we hadn’t used it since we talked to a fellow competitor on Day 10. It was essential to inform the ARC committee boat of our imminent arrival so that they could time our finish. Graham hastily dug the emergency VHF out of the grab bag and tried to contact race control. However Pidgeon Island – a large volcanic hill on the northern tip of St Lucia - blanketed the line-of-sight transmission, and our calling signal was not acknowledged. While Graham was down below frantically trying to coax a signal out of the main VHF the second glitch occurred. We were only a couple of miles off the island, to leeward. In the confused seas a rogue wave quartered the cockpit, breaking completely over Tricia, on the helm, and landing in Don’s lap. This was not appreciated by either of them, since the entire crew had enjoyed a freshwater shower that afternoon and donned clean clothes with matching *Musar* T-shirts in preparation for the photograph at the finish. However, once past Pidgeon Island radio contact was established, and the committee boat (and Tim Wright, the official photographer) alerted to our imminent arrival. If you wonder what people look like at three minutes to one in the morning after three weeks at sea, see [Picture 13].

Once safely in Rodney Bay (**14° 3’ 0” N; 60° 58’ 00” W**) we were shown to our temporary overnight pontoon mooring, and received the traditional Caribbean welcome of a large basket of fruit and lots of rum punch. This ensured we slept well, though we would have done anyway, really appreciating a berth that stayed horizontal for what remained of the night. Next morning we were greeted by “Jingle Bells” played on a steel drum by Joseph, who apologised for not being around to welcome us earlier on. He had finally hit the sack around 1.00 am but took his responsibility to play to every new arrival very seriously.

During the following lazy day we cleaned and tidied the boat, swam in the marina’s open air pool, drank a few beers and generally chilled out. Our laundry was efficiently collected, washed, dried and delivered, and we topped up our water tanks. We had done very well with our water consumption, and still had an estimated 100+ litres left. It somehow made all the saltwater shampoo washes worthwhile. We, along with more than three quarters of the fleet had missed the big official welcoming party five days earlier. Everyone had taken three or four days longer than expected. But the manager of the marina threw a huge party in the grounds of his splendid house overlooking the harbour, with loads of delicious Caribbean food and lots of rum punch – all free.

Another day of this and we were anxious to be afloat once more. We sailed along with our Blackwater friends on *Sunbeat IV* and explored the western, sheltered side of St Lucia. One night was spent in the beautiful natural harbour at Marigot Bay [Picture 14]. Then after rounding the famous Pitons [Picture 15] we found another idyllic anchorage at Labore, a delightful Caribbean village. Next day was the flight home, and back to a cold and wintry Maldon in time for Christmas.

Once the final competitor had crossed the line, exactly a week after ourselves, the race results were published. On handicap *Musar* had finished a commendable thirtieth out of the starting fleet of 147, having only run her engine in propulsion mode for the three hours on Day 13. In her class (G) she finished fifth out of eighteen, being beaten by a Swan 47 (31.25 engine hours), a Wever 52 (31.50 engine hours), a Halberg Rassy 42 (14.70 engine hours) and an Oyster 46 (18.00 engine hours). Next time we’re going to challenge our rating before we start! The full results are still available on the World Cruising website: www.worldcruising.com/arc

Don Baines



1. Graham checking the rigging



2. Don painting the harbour wall



3 & 4. Musar looking for clear water at the start and being denied by boats crossing on port !



5. Farewell to the rest of the fleet



6. All alone and into the wind acceleration zone



7. Penny ending the afternoon watch



8. Tricia enjoying the midday watch



9. Boomed-out genoas (head)



10. Boomed-out genoas (foot)



11. Don making lures from coke cans



12. Graham helming in an F 7



13 *Musar* finishing the ARC – 21 days, 57 minutes and 16 seconds after leaving Las Palmas
[Photo : Tim Wright]



14. *Musar* and *Sunbeat IV* at Marigot Bay



15. *Sunbeat IV* is dwarfed by the Pitons

South Coast Autumn Rally – October 10th/11th

It was originally intended to hold a second South Coast rally on September 19th and 20th, but due to the difficulty in booking venues, it has been decided to postpone the rally to October.

The South Coast Autumn rally will now be held on October 10th and 11th, with a venue at Lymington. We have booked berths at the Dan Brown Pontoon, Lymington, located close to the Royal Lymington Yacht Club and just a short walk into the town centre.

HW Portsmouth is at 1554 on the 10th and 1656 on the 11th. Would members intending to participate please contact Tony Hepworth on, a.hepworth@ntlworld.com (or 01252 655849) as soon as possible and **no later than September 30th** so that berths can be confirmed and arrangements made for the rally dinner.

Southampton Boat Show

Through Roland Liddell, our retiring Commodore from last year, his friend John Goode (Nautical Adviser to National Boat Shows) has again offered members of the TOA and their friends discounted tickets for the forthcoming Southampton and London Boat Shows. Here is a copy of John Goode's letter and the process for ordering tickets

"Following your much valued 'reinvigorated' participation in the Clubs & Associations initiative at the last London Boat Show, I'm delighted to confirm that members of the Tomahawk Owners Association, along with their families & friends, are again invited to take advantage of a heavily discounted, no-strings ticket offer that includes admittance on Preview Days at both Southampton 2009 and London International Boat Show 2010. And, even better this time, thanks to the kind support of my old mates at International Paint, everyone who takes up this offer under your banner will also be entitled to a free pint of beer, glass of wine or a soft drink during their visit to either show.

Because ticketing and other arrangements will differ slightly for London, at this stage I've only given details for the Southampton Boat Show at the bottom of this email – for which the ticket ordering system is already up and running, although they won't be printed and ready for dispatch until the middle of July. As before, so you won't have to get bogged down with any cumbersome administration, these tickets can be ordered directly by individuals using your unique TOA reference code (SJG51) either over the Internet or by telephone."

Notes on ordering tickets

PSP SOUTHAMPTON BOAT SHOW (11th – 20th SEPTEMBER 2009)

Tickets: £11.00 and are valid any day including Preview Day,

Telephone bookings: 0844 209 0333

Website bookings via: www.southamptonboatshow.com

Quote Tomahawk Owners Association reference code: SJG51

IMPORTANT NOTES

The above telephone number and website are for orders of less than 10 tickets in any one transaction. Orders for 10 or more tickets at a time (still the same price) can only be made by telephoning National Boat Shows group booking ticketing agency on 0207 014 8444.

Ordering using the above reference code will produce tickets that are valid for 'Preview' day (11th September) or any other day of the show.

A single transaction fee of £1.25 applies whether ordering one or any greater number of tickets, which can be purchased right up until the last day of the show.

Because it could take up to 7 days or so for them to arrive by post, tickets purchased shortly before or during the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

Youngsters under 15 years go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

A voucher will be sent with each purchased ticket, which can be redeemed for a drink at any of the refreshment outlets surrounding the Guinness Village in the Solent Park area of the show.

The above drinks offer only applies to paid for tickets (i.e. not to free tickets for under 15s or those issued on a complimentary basis).

Subscriptions for 2009

A number of members have still not yet paid their subscriptions for 2009. If your copy of the Bulletin contains a red cross in the box on left, it means that I have no record of having received your subscription for 2009. Please inform me if you are a member that joined in or after September 2008 are considered to have paid for 2009. If you have a cross and believe that you have paid, please contact me. Otherwise, I would be very pleased to receive your subscription of £12.00. Cheques should be made payable to the Tomahawk Association and sent to: G E Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ. Many thanks!

AGM 2010

The TOA Annual General Meeting will be held at the EXCEL London Boatshow at 1200hrs (room to be notified) on the first Sunday 10th January 2010. Socialising will continue afterwards, for those inclined, in the RYA lounge. Further details, including arrangements for obtaining Excel London Boatshow tickets, will be given in the Autumn Bulletin.

Autumn Bulletin

It is planned to issue the Autumn Bulletin in early November. Contributions are invited from members, eg: stories of notable or interesting cruises, articles on modifications to your Tomahawk, comments on the Bulletin, etc. Don't forget to write in (or email jengo@talk21.com) with your thoughts on the proposed new Burgee! The editor's address is given above.