

The Tomahawk

The bulletin of the Tomahawk Owners Association

July 2010

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The Commodore's Bitt

After an unseasonably cold spring and early summer the warm weather has finally arrived and I hope everyone has managed to get their Tomahawk fitted out and in the water. *Nokomis* (Gordon Keyte) and *Tawasa* (Andrew Henegan) are certainly afloat, having completed the Isle of Wight's annual Round the Island Race in good time, with only fifteen minutes separating them both after more than nine hours sailing. Though *Nokomis* was first TOA Tomahawk across the line, *Tawasa* was first on handicap (by three minutes). Congratulations to Andrew who will be presented with the Commodore's Cup at the TOA AGM in January.

Other Tomahawks have been cruising – the South Coast members assembled at Gins Farm on the Beaulieu River in June and are already planning their cross channel cruise to St Vaast in July. The East Coast members are getting ready for their exploration of the Suffolk coast and, wind and weather permitting, a trip up the River Deben to Woodbridge.

We welcome new members Chris Stroud (*Ann Rose II*) who sails out of Plymouth, Peter Hinchliffe who sails from the River Yealm and Chris Burgess, who has bought *Moon Rover* from Dave and Heather Phillips and will be sailing her on the Humber.

In my last Commodore's Bitt I proposed contacting individual members and giving them the details of their nearest Tomahawk-owning neighbours. There are privacy implications to such a strategy, so instead we are including a list of members with this Bulletin, just giving each member's name, boat name and sailing area. Members wishing to contact another member in the same region are asked to email or phone one of the Association's officers for contact details (as shown on the list). We hope that this will lead to boat-viewings, exchange of Tomahawk information on a personal basis, and perhaps some sailing in company.

For 'isolated' members in far-flung parts of the country, and certainly for our growing number of overseas members, our TOA web site Forum is the place to gain information. Earlier this week I responded to a member who had a query about siting the control panel for his new Beta engine. I was able to offer him photos of my own Beta control panel, and explain how I had made a recess from grp to fit into the bridgedeck of *Malibu*, with a hinged perspex cover for easy access.

Good sailing – calm seas and fair winds!

Don Baines, Commodore

A cruise in Icelandic waters by Hakon Helgason

This article has been written by Hakon Helgason – a TOA member from Iceland. Hakon is an experienced sailor, an airline pilot and an engine fitter – he has offered to help members if they have problems with their boats! Hakon writes:

“Dear friends, I would like to tell you about a sailing trip in Icelandic waters, from the capital city, Reykjavík, around the Snæfellsnes peninsula into Breiðafjörður bay and back - around 290 Nm in total

The first day I sailed with my daughter-in-law on my Tomahawk *Molly* from Reykjavík across Faxaflói bay to a small village (Stykkishólmur) in Breiðafjörður. We had reasonable good weather, south westerly 15-20 kts. Apart from a fuel hose coming apart after 2-3 hrs and which could easily be fixed, everything went well. West of Snæfellsnes, where I decided to take a short nap, my daughter-in-law told me we had an escort of 2 or 3 dolphins for over an hour as close as 1-2 meters from the stern. This part of the trip took 22 hrs and covered some 115 Nm.

At Stykkishólmur, I left the boat in the harbour and we drove back to Reykjavík. Then a few days later my wife (Milly) and I went back to Stykkishólmur and took a tour around Breiðafjörður bay in CAVOK weather (this is an aviator's term, clear sky and visibility OK) and in our case no wind! First we went to an island (that is by the way how we write Iceland, ís, meaning ice) called Flatey, only approximately 17 Nm in size. This is the only island in the bay with permanent residents. There we dropped the anchor by a small horseshoe island about 200 meters from the main island. On Flatey people collect æder down from the æders nests; it is cleaned and dried and then put into pillows and beds (our substitute for quilts) – it is very light and warm.

After strolling around viewing the birds and having a few brandies we stayed the night in a newly renovated house made into a small hotel. This was very good - the whiskey too!. The hotel stay was a treat to my wife as this was her first real sail with me. (The year after we chartered a 45 foot Jeanneau in Turkey but that is another story.) After a good night's sleep we rowed our dinghy to Molly and sailed to Kvígingisfjörður, a fjord where, as a boy, I spent 6 summers on a farm. In 1960 there were people working on 10 farms but now there is none. The trip to my farm at Kirkjuból took 4 hrs and covered 18Nm in a strong southerly breeze of about 20 kts. After dropping anchor at a familiar place and rowing ashore, I went a trip down memory lane and showed my wife around.

After a good meal and playing cards we went to sleep in our Molly. The morning after there was no wind but some drizzle. We spotted strange looking vessels in the fjord; on closer inspection they turned out to be seaweed harvesting boats. They cut the weed and tie it in bundles, which is later picked up by a small freighter and shipped to a nearby factory. Then, still in no wind and beautiful sunshine, we started our next leg of 18 Nm to a group of islands called Akureyjar. I knew that the inner part of the bay was rather shallow and the deepest we saw on the whole trip was 36 meters but on this leg, miles from shore, we sailed for over an hour on a constant 4 meters depth.

At Akureyjar we were met by friends that stay there during the summer collecting and cleaning æder down. After coffee and cookies and being showed around in beautiful weather, we started our last leg of 18 Nm to Stykkishólmur, again with no wind, just our trusty old Yanmar which pushed us along at around 5 kts. But, in spite of good weather and flat sea, you can't afford to relax too much for in this area there are literally hundreds of islands, with small and big reefs and skerrys. So you carry good charts and keep a good look out!

In Stykkishólmur we had a good shower in the fine swimming pool there. We have a lot of these pools around the country, almost all heated with geothermal water. Then, after a good meal in a fine restaurant we drove back to Reykjavík in about 3 hours. A few days later my brother-in-law and I drove back to Stykkishólmur to sail Molly back to Reykjavík, a distance of approx. 115 Nm. we left the harbour around dinner time; sailing around the clock during summertime is no problem, because the sun doesn't set from mid-May to mid-July. Now we had some wind, south to southeasterly 15 to 20 kts. So in stead of our steady 5kts we now



Titles on pictures:

1. The renovated hotel in Flatey
- 2 Collection of æder down left for drying
3. Seaweed harvesting in Kvígindisfjörður
4. My wife Millý (first mate) at Stykkishólmur harbor
5. High tide in Kvígindisfjörður. My old farm.
6. Low tide, same spot - the reason for bilge keels!
7. First mate at the helm on our way to Flatey.

were doing up to around 7! It was good sailing north of the Snæfellsnes peninsula, I therefore used the opportunity to make us a good meal. (I was expecting shorter waves west of the peninsula but this was a bit of an underestimate.) But now we enjoyed our meal watching beaked whales about 50 to 100 meters to port. Then, when we turned south at the end of the peninsula, I seriously considered turning around. We had waves 5 to 7 meters high, wind around 30 kts on the nose and current of 1,5 to 2 Kts from behind - consequently a rather sharp sea!. But after about half an hour, doing 3-4 Kts with double reefed main and just a small piece of the genoa out for steering, I was getting relaxed. Passing the end of the peninsula took som 4 hrs with 2 or 3 dolphins following for over an hour, sometimes only 1 or 2 meters from the boat. Sometimes it was like sailing off a wall, but strangely enough she only slammed 2 or 3 times. But after the 4 hrs we now had 65 Nm ahead of us to Reykjavík with the wind on our nose and dwindling fuel supply. So we decided to head for a small port 2 hrs away, Arnarstapi, on the south of the peninsula. We thought it would be a good idea, not least because my friend has a summer house there and both or wives stayed there that night.

Two days later my friend's daughter sailed with me the last leg through the night to Reykjavík in beautiful weather, once again no wind just the trusty Yanmar, doing good job. After this trip I can truly say that the Tomahawk is a realy a fine ship in lousy weather. Having experienced crossing the North Atlantic numerous times on a freighter with winds up to around 90 kts, sailed on herring boats, 45' yachts in the Med and some smaller boats at home, after this trip I have sailed in strong winds and sharp seas in Molly and I admire how well behaved she is."

Sailing in Greece

by Geoff Newson, *Hawkeye*

"Keep your eyes open for dolphins", came the call over the radio. We had just spent three days holed up in Vonitsa in the Gulf of Amvrakia due to high winds and were on our way to Preveza.

We saw the dorsal fins of a pod of dolphins several hundred yards away to starboard; it was fairly obvious that they were feeding, so we held our course so as not to disturb them.

Suddenly I caught sight of a movement very close on our starboard beam. I realised it was a single dolphin headed towards the boat. It was coming in very fast. At the last moment it turned on its side and disappeared under the boat. I thought that was the last we should see of it, and went back to concentrating on my steering. Then, about 25 yards in front of the boat, a dolphin (the same one?) leapt out of the water at right angles to our course. Not once or twice, but three times in quick succession. Then it vanished, and we didn't see it again, although we saw more dorsal fins in the distance from time to time.

What were we doing there? It all started last December, when Jim, a friend at the Sailing Club, told us that he and Helen, his wife, were going sailing in Greece in May. My first question was, "Who with?". "Sailing Holidays", was the answer. We had had three holidays with Sailing Holidays in the late 1990s, and had very fond memories, both of the company and of Greece. "What sort of boat?" was the next question. "A converted Jaguar 27". Sailing Holidays have been using a fleet of Jag 27s for a long time; originally they were in their original configuration of a double berth in the forepeak, two quarter berths, and a dinette which could be converted into another double. Since most of the people who booked the Jags were couples, the Company decided to convert some to reflect this. They added an anchor windlass, fitted in-mast mainsail furling, extended the forward berth to make it 8 feet long, fitted a calorifier for hot water and made a compartment to contain the toilet, a shower and a sink. They also fitted a small chart table.

Helen and Jim said they would be happy for us to keep them company (in our own boat, of course), so we immediately phoned to book our place on the flotilla.

So, early one Sunday morning, we were at Gatwick to catch the flight to Preveza, where we were met by shore reps, placed on a bus and taken to Plataria to pick up our boats. Plataria is a village on the east coast of Greece opposite the southern end of Corfu, in the Ionian.

Flotilla sailing has changed enormously since the early days. Then, we have been told, it was a "Mother ducky" setup, with the boats following a lead boat from place to place. Now, people are left very much to their own devices. Each morning there is a briefing, when we were told where the lead boat's destination was, and any hazards we might encounter in the

area. We were at liberty to go elsewhere if we wished, but most people did end up with the lead boat.

The lead boat crew was a skipper, engineer and hostess – all very efficient and helpful.

The first day's sail was a short shake-down trip of about nine miles. We all moored up – bows to – and ate together in a waterside taverna. This was very much the pattern of the fortnight, although it was rare for the whole flotilla to eat together.

The weather was kind most of the time, although there were a couple of days when it rained, one of which was absolutely torrential. But, unlike sailing in Britain, everything dried out very quickly as soon as the rain stopped. There was no sitting around in damp clothes, trying to sleep on damp bedding or huddling up trying to get warm!

All too soon it was time for a final clean-up of the boats before catching the flight home.

There were so many memorable and amusing moments, not least when we saw the National Bank of Greece had, on its frontage, not only the name in Greek lettering, but the initials NBG in large letters!

Would we go again? We've already booked for next year, but on a larger boat.

RTIR – 2010

from the editor

This year's Round the Island Race saw the usual massive entry of which there were three Tomahawks: myself in *Nokomis*, Andrew Henegan in *Tawasa* and *Lorenda* (currently not a member of TOA). As usual with the RTIR, there were so many boats at the start that we did not see each other, even though we were in the same class.

The wind was N or NE so care was needed to avoid being swept across the start line especially with the west going tide. A good fast run to the Needles followed and then a beam reach in gusty breeze down to St Catherine's Point. We were making very good time – I was already almost an hour ahead of my passage plan!

After St Catherine's (where, in the midst of all the racing yachts, we spotted wind surfers tearing out to sea in fine style) we hardened sails and began the tack to Bembridge Ledge. A little adverse tide followed but by Ryde this had eased and we again had a favourable tide to the finish off Cowes.

My actual time was 9hrs, 22 min and 35 sec (an average speed of almost 6kts), and with handicap this became a corrected time of 8hr 30min, 16sec. *Tawasa* finished about 8 minutes after us but, with her lower handicap (this depends on sail size and on whether a spinnaker is carried) her corrected time was 8hr, 27min and 2sec. So, congratulations to Andrew, who should receive the Commodore's Cup at the next AGM.

For me this was a most enjoyable race, with a very good overall time and position overall – I was 348th and Andrew was 319th – out of nearly 1700!

A few days later I discovered that the outright winners of the RTIR was a Folkboat sailed by three sailors from Frensham Pond Sailing Club in Surrey, where I first learnt to sail an Enterprise dinghy back in 1972!

South Coast Rally report

from the editor

The first of the 2010 South Coast rallies was held on June 5th at Gins Farm, on the Beaulieu River. I arrived there shortly after 2.00pm and was surprised to find that I was first. Recalling that we'd probably have to use the pontoon in mid river, I tied up and shortly after, greeted Ian Bremner in *Cochise*. Soon we were joined by Tony and Ruth Hepworth in *Rebellion* and then Roland Liddell in *Squaw*. (Interesting that the three Tomahawks arrived single handed!).

No sign yet of *Benita* (Bill Garrod) so, after playing musical moorings (the harbour master told us that one of the berth holders was returning so we had to do a shuffle along the pontoon) we settled down to a drink or two on *Rebellion*. We found that *Benita* and *Spinola* (John Hatch) had managed to find berths at the shore pontoon so we quickly rowed shorewards (in Tony's inflatable) and joined them for a brief chat before dinner at the Royal Southampton Yacht Club.

The meal was excellent and a sizeable quantity of wine accompanied the food! The club dining room has grand views across the river – an almost perfect spot for a rally. After the meal, several of us went back to *Benita* to help Bill deplete his stock of liquor (he'll be

repairing the 'damage' at the TOA cross channel rally later this month). The evening passed quickly, it was certainly quite dark (despite being a mid-summer evening) when Tony and I 'navigated' back to the mid river pontoon (a hasty call from *Benita* stopped us heading for the open waters of the Solent!)

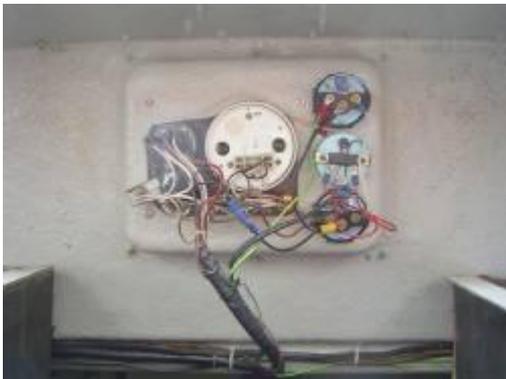
The following morning saw excellent weather but Ian had to depart early to catch the tides for Poole. For the rest of us, it was a leisurely departure with a very pleasant, if boisterous sail back home in a fresh SW breeze. Many thanks go to Tony Hepworth for his organisation and to the RSYC for their hospitality.



Ian Bremner and Roland Liddell alongside *Squaw* Dinner at RSYC – Bill Garrod checks *l'addition*

Malibu's Engine Control Panel

Recently, there was an exchange of emails between Don Baines and Jim McPhillips () on the subject of engine control panels. Don fitted *Malibu's* panel five years ago when he installed a new Beta 13hp engine. The panel fits in a recess cut beneath the mainsheet track – the photos show the installation. The first two are of the rear panel with cover removed, the remainder show the hinged flap at the front.



Tomahawk sails round Britain

As this Bulletin is being prepared, a lonely Tomahawk is making its way round Britain. The skipper is Ivan Thompson, an English teacher from Newcastle University. Ivan started the journey on June 1st, at Blyth Harbour, just north of Tynemouth. The Tomahawk, *Geordie Mermaid* is a fin keeler and from his blog seems fairly standard. His start was delayed because of engine trouble – but he is now well under way, having passed through the Caledonian Canal and negotiated the notorious Corryvreckan whirlpool. Currently he is passing Ailsa Craig.

Ivan hopes that by doing the cruise, he can raise money for the Ellen MacArthur Trust – which helps young people who suffer from cancer or leukaemia. TOA members are invited to contribute – just go on to the ‘just giving’ website: www.justgiving.com/ivanthompson .

The committee feels that, in recognition of his cruise, we ought to consider offering Ivan Honorary Membership of the TOA. This is a decision that would need to be taken at the AGM but, recognising that not all members can get to the AGM, the committee feels that we should invite members to submit their views to the Hon Secretary. So, please let us know if you agree with the idea of offering Ivan an Honorary membership, the Hon Sec’s email address is a.hepworth@ntlworld.com.

Membership map

Tony Hepworth is in the process of adding members boats/location/details etc to the website. If you log in and go to Members and boats you will see boats listed in various areas. It would be nice to include a photo of your boat so could you send a copy to Tony at a.hepworth@ntlworld.com . and he will add it to the site. He is also trying to find my way around Google maps which can be viewed on the link 'Tomahawk Boat Map' on the Members and boats section. It would be handy to have the lat/long coordinates so we can locate the exact position of your mooring so you and others can view your boat from space! This is very much work in progress so will be adding boats as and when information becomes available.

If you have trouble in logging on to the TOA website please contact Ian Bremner who should be able to sort you out ianbremner77@btinternet.com.

Forthcoming TOA events

Cross Channel Rally – July 16th to 19th.

This will be a cruise from South Coast (Portsmouth area) to St Vaast. These dates mean that the lock gates of St Vaast are open at lunchtime (for an overnight sail from South Coast) and 7-8pm for a day sail. Contact Bill Garrod if you’re interested, Wgarrod@aol.com

East Coast Rally – July 22nd to July 26th

Starting from the River Blackwater, this will be a long weekend cruise to the River Deben, calling at places for refreshment en route. Contact Don Baines on donbaines@keme.co.uk or 07596 508812 if you’d like to participate.

South Coast Marchwood rally – September 11th and 12th

Marchwood SC is located on Southampton Water and the advance organiser, Peter Llewellyn needs to have some idea of numbers so that catering, etc, can be arranged. Those members intending to participate should email Peter (pjmjl68@yahoo.co.uk) in the next week or so with boat names and number of crew.

And finally.....

The Hon treasurer notes that there are still quite a few members who’ve not yet paid for 2010. The sub is still only £12, so please send cheques to Gordon Keyte, Cherry Bank, Dippenhall St, Crondall, Farnham, Surrey, GU10 5NZ