

# *The Tomahawk*

The bulletin of the Tomahawk Owners Association

March 2009

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## **Don takes the Helm!**

Our new Commodore, Don Baines, was voted into office at the last AGM and he kindly agreed to provide a few words of introduction. So, without further ado, I'll hand over the front page to Don.....

### **THE COMMODORE'S BITT**

Hi there! The Committee has asked me to write an autobiographical note for the Bulletin, so that members can find out who has the honour of serving them as TOA Commodore for the next three years. So here goes:

I learned how to sail as a sea scout in the late fifties. We had two GP14 dinghies on the River Crouch. We also had an annual Broads' cruise, and I skippered my first Broads' yacht when I was sixteen. I trained as a teacher in South Wales, where I sailed with Barry Yacht Club, crewing in Albacore dinghies, and participating in the Club's annual Round the Island race (Lundy Island).

I started my teaching career in Leicestershire, where I qualified as a sailing instructor and met my wife Sarah, also a sailing instructor. We took Leicestershire pupils sailing at Brancaster, towing the schools' Enterprise dinghies all the way to Norfolk just for a weekend's tidal sailing. We moved to Wiltshire and started sailing with friends in their Macwester Rowan, out of Poole. We had two daughters, and had just bought our own Enterprise dinghy when sadly Sarah died.

The next few years kept me busy bringing up two young daughters, though I did tow the Enterprise to Connemara one summer, and up to the Broads another. I moved back to my native Essex, and found a work colleague who regularly needed a crew for his 28 foot Alan Buchanan designed Yeoman. We used to sail her round to the south coast – Chichester, the Solent, Poole – each summer, then bring her back to West Mersea on the Blackwater at the end of the season.

I then met Penny (another sailor – I'm not daft) and we will be celebrating our silver wedding next year. We continued crewing on friends' boats (Penny is a great cook and much in demand). We also had sailing holidays on the Broads with our daughters, and sailed regularly on the Maldon-based Thames barges *Pudge* and *Centaur*.

Twenty years ago, I did the shore-based RYA Yachtmaster course. The instructor was a very competent former Wren, Phyl Ballance. She and her husband Mick owned a Tomahawk, *Mojave*, and this was the boat on which I did my five day RYA Coastal Skipper practical with Mick as examiner. I discovered that the Tomahawk is a splendid boat – weatherly, well-mannered and comfortable below deck. Phyl is no longer with us, but Mick still sails *Mojave* out of Maldon and is an active TOA member. He gave me much sound advice when I retired six years ago and went in search of a Tomahawk of my own. I had helmed a wide range of different boats and realised that the qualities I had first noted in *Mojave* twenty years earlier were the ones I was looking for.

I found *Malibu* in Cemaes Bay, Anglesey, via the TOA website. She was owned by David Meacher, an early member of the TOA and an active participant in TOA rallies in the North West. Following a survey I arranged for *Malibu* to be brought overland to Maldon and I now sail her at the Blackwater Sailing Club, of which I am a former commodore. I'm also a member of the Maldon Little Ship Club, of the Thames Sailing Barge Trust, and vice chairman of the Maldon and District branch of the RNLI. Just before last Christmas Penny and I

completed the ARC – the Atlantic Rally for Cruisers – sailing with some friends on a 37 foot Jeanneau from Las Palmas to St Lucia in 21 days.

David Meacher handed on a set of past TOA Bulletins when I bought *Malibu* so that I have been able to follow the progress of the Association almost from its very beginning. It's a great organisation. Now we have a new website (many thanks to Paul Hepworth who designed it, and also to Ian Bremner, our webmaster) members can keep in touch with each other via the Forum, seeking advice, and accessing our growing archive on such things as rudder repair, engine replacement and headlining renewal. We have active local rallies in the Solent area, including Channel crossings, and on the East Coast. I hope that more local groups will start up in other areas – it only needs a pair of boats on a shared cruise to begin with. Please contact me if you need any help with this, and let Ian Bremner know of any planned event so he can put it into the website's sailing programme.

I look forward to meeting members on the internet, on the water – and in person at next year's AGM at the ExCel boat show. This year's get together was very successful, and an enjoyable social event. We Tomahawk owners know how to enjoy ourselves!

Don Baines, TOA Commodore [donbaines@keme.co.uk]

### **Editorial** (from Gordon Keyte)

Having welcomed Don to the helm, so to speak, a couple of administrative matters before the main articles in this issue of the Bulletin:

- **Subscriptions:** subscriptions for 2009 are now due and are still a very reasonable £12.00. Subscriptions should be payable to the 'Tomahawk Owners Association' and sent to: Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ.
- **Bulletin Distribution:** the committee would like to know if members wish to continue receiving their Bulletin by post or if they would be happy to have it delivered by email. Those members who receive this issue by post and would like to change to email are requested to inform the Bulletin editor on [jengo@talk21.com](mailto:jengo@talk21.com)

### **Welcome on board!**

The following new members have signed up in the first few months of 2009 – we welcome them on board and wish them many years happy membership of the TOA:

- Kevin Gorrige, owner of Seawind (SSR 135772), berthed at Eastbourne (club: Sovereign Harbour),
- Tony Harris, owner of Keewaydin (SSR 03655 and previously owned by TOA founder David ), berthed on the Algarve, Portugal,
- Bill Barna, owner of Sanibel, berthed at Portishead Cruising Club, Bristol Channel,
- Helgason H'akon, owner of Molly (sail no 166), berthed on the West Coast of Iceland, sailing club: Pytur
- John Maddison, owner of Warpath (see article below).

A particular welcome goes to Tony Harris and Helgaston H'akon as overseas members – we look forward to hearing about your sailing exploits – especially around Iceland!

### **AGM report** (the following is an extract from the draft minutes of the AGM)

The AGM was held on Sunday 11<sup>th</sup> January at the Excel Boat Show, London. The meeting was chaired by Acting Commodore Roland Liddell with the following members present:

Dr Gordon Keyte, Jenny Keyte, Bill Garrod, Mike Broughton, Peter Llewellyn, Doug Easson, Ian Bremner, Tony Hepworth, Ruth Hepworth, Don Baines, Graham Farley, Doug Baynton, Bill Baynton, Gordon Knight, and Bill Scott.

Apologies were received from: Penny Baines, Geoff & Senta Newson, David & Alison Collinson, Alan Hill, Mike & Fran Warr, Geoff Hilditch, Keith Barber, Clive Bookham and John McAvennie. The following items were addressed:

#### **Minutes of the last AGM held 19th January 2008**

The minutes were read and accepted with the following note; under 'Apologies' delete Don Baines, who was present, and replace with Doug Baynton.

Acceptance of the minutes was proposed by Ian Bremner and seconded by Peter Llewellyn.

#### **Matters Arising**

There were no matters arising.

**Acting Commodore's Report** (note, the Commodore's written report was sent to members prior to the AGM).

Roland began by saying that he was not technically comfortable giving the Commodore's report, since he had been standing in as Commodore throughout this year, but went on to say that it had been a good year, and thanked Tony Hepworth and Gordon Keyte for all their hard work. He also thanked Paul Hepworth and Mark Lilley for the website, and recognised that a huge amount of work had gone into making it as accessible and useful as it is now.

There was a query about entering user details on the website: click on accounts and put in your information. Ian Bremner asked that if anyone was still having problems accessing the website, etc, they should email him with the details, which he will then forward to Paul Hepworth. He recognised that it was not possible to log out from all the pages. Roland commented that it would be useful to have a user guide to the website. Tony Hepworth agreed to compile this.

The Round the Island Race this year had the biggest fleet of Tomahawks so far. There were 6 on the list, of which 3 were TOA members, although a non member won. Apparently the Tomahawks were in two different handicap classes, although the reason was unclear.

During this year there have been 11 new members, which has been very refreshing. Some may have taken over boats of existing members. Roland has contacted 1 in Germany and 1 in Holland. Although he had sent a translated message of welcome, he has not received a reply.

There were a number of rallies this year: South Coast - 1 rally to Yarmouth, and the trip to St Vaast which was rather windy, Peter Llewellyn and Bill Garrod went on Bill's boat, and for almost the first time ever, they were both seasick!

East Coast - 5 Tomahawks were represented and spent an enjoyable evening in the 'Green Man' at Bradwell and the 'Plough and Sail' at Pagglesham, on the River Roach. A new member, Geoff Newson in 'Hawkeye' was pleased to show off his solar panel, fridge etc (a good entertaining boat). Rallies on East Coast really need to be a long weekends to make them worthwhile.

Roland put thanks on record for Gordon in undertaking both the Bulletin and the finance. The Bulletin has been issued three times this year.

Roland also pointed out that when members move to bigger boats, if they wanted to stay members or act as club officials this could cause problems with the constitution as it stands. If necessary, we may need to review the constitution.

**Secretary's Report** (the Secretary's written report was also distributed to members prior to the AGM.)

I would like to add my thanks to Roland and to John Goode for the use of the meeting room in the Excel centre. I have only received one letter against holding the AGM in London because it was thought to be too expensive. People from the East coast present at the AGM said that the Excel meeting centre is great, and Bill Garrod said that financially the Excel was better than the travel Lodge. This AGM had one of the best turn-outs, so this should be an indication.

David Collinson has sold Keewaydin which is based in Portugal and Tony Harris, the new owner, has applied for membership.

**Treasurer's Report** (the Treasurer's written report was distributed prior to the AGM.)

Gordon commented that the club is better off financially this year, mainly as a result of not paying RYA membership and of having new members. It also helps that there was no charges for the AGM meeting room. There was a question about the whereabouts of the club burgee – it was suggested that Geoff Hilditch may have it. There was also a suggestion that there should be a trophy for the East Coast, from the Club funds.

**Election of Commodore:**

Don Baines has indicated his willingness to stand for election as Commodore. Proposed by Roland Liddell, seconded by Tony Hepworth. Don received a unanimous vote.

**Election of Treasurer**

Gordon Keyte indicated his willingness to remain in office. Proposed Tony Hepworth, seconded Ian Bremner. Elected.

**Election of Secretary**

Tony Hepworth indicated his willingness to remain in office. Proposed Ian Bremner, seconded Gordon Keyte. But we will need to review the constitution as Tony will soon no longer be a Tomahawk owner. Elected.

**Election of Bulletin Editor.**

Gordon Keyte indicated his willingness to remain in office. Proposed Tony Hepworth, seconded Ian Bremner. Elected.

**Election of Committee**

Bill Garrod, Douglas Baynton & Graham Farley (shared role) Peter Llewellyn and Ian Bremner (website contact), Roland Liddell.

**2009 TOA Rally Programme:**

No detailed list yet, but by the end of February we should have an idea of what the different sailing areas want to do. There are usually 2 – 3 in the Solent, plus the Cross Channel.

10 – 12 July or 24 – 26 July are ideal for Cross Channel as the lock gates at St Vaast will be open at reasonable hours.

Round the Island tides are really bad this year: foul tides all the way. The finish time is now 2230hrs. Bill considers that this may be too hard work – this is the one year in 10 that it doesn't work for the tides. Bill suggests June 13 – 14, and September 12 – 13 as good rally dates. He would like to suggest Poole and Sea View for these two events.

Gordon asked that if the rally details could be sent to him by the end of February, he could put it in the bulletin for people's diaries. He also suggested a TOA Round the Cans Race with a trophy, or possibly a round the Nab tower (Bill Garrod suggestion).

#### **AOB:**

Roland Liddell brought up the fact that the Association has been going for 10 years or more. Bill Garrod & David Collinson (who lives in Portugal) were founder members along with Peter Llewellyn who is still the proud owner of Incamoon. It has been proposed by Ian Bremner and seconded by Tony Hepworth that we make Bill and David Honorary Members of the association as they had both sold their Tomahawks and we wished to recognise their contribution to the Association. Bill Garrod thanked the members, and also on David's behalf and pointed out that Alan Hill is the only other honorary member.

This motion was carried unanimously

Website: Ian Bremner can see when members log onto the website. So far more than 30 members have accessed the website which means that 6 or 7 have not been on the website.

Gordon Keyte put out an invitation for articles for the Bulletin. Don Baines agreed to write about his participation in the 2008 ARC from Las Palmas to St Lucia (not in his Tomahawk!)

Gordon had a query about the information on the membership list, taking privacy into account. Ian Bremner's proposal was that he could forward people's information and the other member could decide whether to contact the person – a triangular connection. Bill Garrod said that data protection does not apply to private clubs if it stays between ourselves. So Gordon will add this information to the next Bulletin to get people to give their views.

#### **Date and Venue of Next AGM**

Since holding the AGM on the first Sunday of the Boat Show, and taking advantage of the availability of the meeting rooms, it was decided that the next meeting will be the first Sunday of the London boat show, 10<sup>th</sup> January 2010.

The meeting closed at 1345 but social networking continued afterwards in the RYA Members Lounge!

#### **A slight problem with the mast!** (from new member, John Maddison, *Warpath*)

During the winter lift out *Warpath's* mast met the hoist when someone forgot to move it before towing away on a trailer. As you can see, the mast did not win! The head sail was ripped, the mast bent in half then snapped at the base, standing rigging collapsed but luckily no rigging points were ripped out. My surveyor, who was there to complete a 3 year assessment, took the initial photo. I'm pleased to say that following a successful insurance claim from the marina, the mast, boom, destroyed rigging and head sail have all been replaced. I changed the mainsail also while they were at it. I went down to see the nice new crisp sails (with Tomahawk motifs) bent on. Following a survey a few other bits have also been completed, and I can really say that she has had quite an unexpected refit and I'm looking forward to spring!



#### **Fog in the North East** – a note from Keith Barker

I had not been able to do much sailing this year due to various hospital stays and a general feeling of being unwell. I usually try to sail up to Sunderland each year to watch the air-show and this year I found the Saturday coincided with a period of relative health. The morning found the weather to be sunny but with very little wind and the weather forecast was for the fine weather to continue. I set off, my new Beta 14hp engine running very smoothly. As I motored down the harbour, into what wind there was, I put the auto pilot on and raised the sails. With them drawing quite well I motorsailed into the bay and past the headland. Sunderland being generally in a Northerly direction I was then running before the wind. I stopped the engine and put the preventer on the mainsail to stop any gybes and poled out the jib on the opposite side. After about 30 minutes the wind died completely so I put the engine back on and dropped the main and furled the jib. The horizon out to sea was beginning to get hazy and gradually the haze crept in. Although I had drawn up a sailing plan with all the relevant directions I decided to fire up the chart plotter. When I started sailing many years ago, there were only paper charts, compasses and dead reckoning. Sextants were for those who ventured out of the North Sea or English Channel. Radio direction finders and depth sounders were available

but out of the pocket of most sailors. If you got caught out at sea when a fog came down you followed your compass or anchored until the fog lifted.

Returning to the Sunderland trip: I noticed quite a few boats motoring back and on enquiry I was informed that the fog was so thick that they could not see the planes at the air show. I carried on for another 15 minutes, just in case it would clear a bit as some times it does in this part of the world. However it got worse so I decided to turn round. This is where the chart plotter came into its own. I did turn and follow a reciprocal course but the picture on the chart plotter was very reassuring. The fog became thicker and it was not long before I could only see 50 feet or so beyond the bow. As I followed my course an anchored small fishing boat loomed out of the gloom with two people on board. When they saw me they stopped their fishing and proceeded to follow me back to Hartlepool. By the time I got to the channel marks the visibility had deteriorated to just 5 ft or so in front of the bow. The fishing boat's occupants shouted thanks and turned to go into the marina and I proceeded to the Yacht Club moorings. When I had moored up I suddenly felt very exhausted. I had not realised just how much strain I had been under. All I can say is that the money I had spent on the chart plotter was very worth while and probably saved the RNLi from a call out to the fishing boat.

## **PRELUDE TO THE 'ARC' – RIVER BLACKWATER TO LAS PALMAS**

Don Baines

In April 2007 I helped a friend, Graham, to sail *Musar*, his newly-acquired 37 foot Jeanneau Sun Odyssey from Port Hamble to Heybridge Basin on the River Blackwater. Although this took a week out of *Malibu's* fitting-out programme (we had F5 – F6 nor'easterlies the whole trip, including a day gale-bound in Ramsgate, with a F8 northerly) it was a worthwhile experience. *Musar* had been bought in order to take part in the ARC – the Atlantic Rally for Cruisers – which Graham had done once already, as crew, in 2002. His plan was to enter her for the 2008 ARC with Penny, myself, and his wife Tricia as crew. He spent the next eighteen months preparing *Musar* for the Atlantic crossing. Her previous owner had had her from new, and kept her in the Mediterranean solely for day sailing – she didn't have any lee cloths fitted, the life raft was four years out of service and her running rigging suffering from seven years in the Mediterranean sun.

If your boat is in the UK, before you can take part in the ARC you have to sail some 23 degrees south and 15 degrees west to its starting point in Las Palmas, Gran Canaria, a distance of nearly 2,000 nautical miles. What follows is an account of how we got *Musar* to the Canaries, a voyage which was in some ways more challenging than the actual Atlantic crossing. (An account of this will appear in the next edition of the TOA Bulletin.)

At 1300 hours on September 16th we locked out of Heybridge Basin and motored quickly down the Blackwater into a light nor'easterly. In addition to Graham and myself we had Barry, a former commodore of the Blackwater Sailing Club, and Alex, an eighteen year old former BSC cadet, taking a gap year before heading off to medical school. It's always good to have a young gorilla on board when the other three members of the ship's company are all pensioners (with a combined age of 191!) From *Musar's* port spreader flew the ARC 2008 flag, indicating her intention to sail from Gran Canaria to St Lucia, starting November 23<sup>rd</sup>.

By Osea Island there was enough wind to motorsail to the Bench Head. Once through the Spitway and into the Thames Estuary proper, the wind increased to a respectable NE F4 and the engine was cut. Crossing the Long Sand via Foulgers Gat took us to the North Foreland, sunset, and our first intimation of the English Channel swell. Equinoctial gales had been experienced off Ushant the previous week, but now a firmly established anticyclone gave us a promised NE wind for our passage down channel, forecast to back northerly for our crossing of the Bay of Biscay. The watch system (Graham and Alex; myself and Barry, four hours on, four hours off) started, and Ramsgate, Dover and Dungeness passed without incident during *Musar's* first night at sea.

Dawn found us approaching Beachy Head (Picture 1) which was soon passed with a favourable tide. Then, instead of turning west towards Selsey Bill as one does when coastal sailing, we held our course until we reached the end of the Straits of Dover Traffic Separation Scheme. From here we were able to set a course for Cap de la Hague and the Channel Islands. (Picture 2) The Casquets' TSS lies off the NW end of the Cherbourg peninsular, with an associated Inshore Traffic Zone, and at this point we made good use of *Musar's* AIS receiver. This identifies any ship over 300 tons in the vicinity (excluding naval vessels), showing its name, call sign, size, course and speed, on the on-board computer screen. A single click on any ship reveals its CPA (closest point of approach) and time of crossing. At one point we had to pass two ships sailing parallel courses, one slightly behind the other, and started the engine to give us a useful couple of extra knots. (Pictures 3 & 4) The wind almost died off Cherbourg, and a lumpy swell shook the wind from our sails

as night fell, but next morning with Alderney astern an ESE F5 soon developed and we made rapid progress towards Ushant, off the tip of Brittany.

North Brittany has a long coastline, and the light was fading as we passed the Pointe de Créac'h, using the Inshore Traffic Zone to round Ushant. After a filling corned beef hash for dinner we settled down for the first night watch off the approaches to Brest, running *Musar's* engine to charge her batteries. Not long after, the engine alarm sounded indicating a charging problem. The brand new alternator, fitted in preparation for the trip, had failed, and we spent a dark night with the only power demand on *Musar's* batteries being the masthead tricolour. To save power we didn't use the AIS, but fortunately there was little traffic coming in and out of Brest. We did come across a pair of trawlers (unless they are over 300 tons, fishing vessels do not have to broadcast an AIS signal), which led us a merry dance as we tried to navigate round them, appearing to stop then accelerating sharply across our new course. The phosphorescence in their bow waves showed when their engines were running at high speed. At first light Graham set to work, removing the new (failed) alternator and replacing it with the original which he carried as a spare.\* [See footnote at end.]

Our next two days, and nights, saw excellent progress, with a NE F5 pushing us satisfyingly towards Cape Finisterre off the NW Spanish coast. By the start of our third day across Biscay the F5s became F6s, and steep following seas threatened to poop us. A prudent reef was taken in the main, and a bit of genoa furled. Alex enjoyed helming down the helter-skelter seas, trying hard to coax 10 knots out of the boat on the wave crests. (Picture 5) Early in the morning of day eight La Coruña was passed and the GPS showed Cape Finisterre to be somewhere over the horizon. We were halfway to the Canaries! Full of confidence we set course for Las Palmas when almost immediately the wind veered ESE and dropped to a F3. By midday it had backed to the NE, and then further dropped to F1. After a day of motorsailing Graham did some sums and calculated that we did not have enough fuel to motor all the way to Las Palmas. We altered course in the direction of Sines (pronounced 'Sinness'), about 50NM south of Lisbon. The wind backed even further to the NW and never blew more than F2 for the next 36 hours. We arrived in Sines at 10.45, nine days after locking out of Heybridge.

Sines is a delightful port, with a well-planned marina and showers to die for. (Picture 6) We were greeted on the fuelling pontoon (putting in 101.5 litres of diesel) by what appeared to be a wizened old Portuguese, who turned out to be an ex-pat retired Bristol Channel pilot called Martyn, from Swansea. It's always good when abroad to find someone who speaks English – even with a Welsh accent! After a day's R&R, re-provisioning, and a super meal of roast black pork in La Castella restaurant (recommended by Martyn), we sailed next morning at 08.00 when the wind eventually got up to an ESE F4.

The wind remained in the SE all night, and blew a steady F4 most of the next day. We made good progress, crossing the entrance to the Mediterranean (and making busy use of the AIS), but were concerned by towering cumulus clouds building around the horizon, accompanied at night by lightning flashes. These made themselves felt early next morning when it rained heavily and the wind increased to F6, veering SW. The Navtex indicated that there was low pressure off the Moroccan coast, but gave no isobar information. *Musar's* barometer stayed steady just above 1000 mb. By the end of the afternoon the wind had increased to F6/7 and a second reef taken in. Just as dark fell the engine warning sounded once more during battery charging, this time indicating a lack of cooling water.

Back into power-saving mode, all the electrics were switched off, apart from the masthead tricolour. An uncomfortable night was had by all. It is difficult climbing into wet oilskins in the dark at the start of the 0400 watch when it's blowing a F7 and the interior of the boat resembles a tumble drier. A third reef had been pulled in at the start of the night, and only about a third of the genoa was out. Fortunately the SW wind had veered NW, and we were cracking along at 7 or 8 knots. During the night we were pooped once when I was helming, receiving a serious dollop of the North Atlantic on the back of my legs. Barry managed to hold his freshly-lit cigarette above the water swilling round the cockpit. Graham's log entry read "Too much – FED UP!"

Next day, September 29<sup>th</sup>, and day 13, was Nelson's birthday. Thus inspired Graham once more removed the companionway steps and delved into the bowels of the Volvo. A series of tests with the intake sea cock closed revealed nothing amiss. The impeller was sound. A tentative turning over of the engine revealed a healthy spurt of cooling water from the exhaust, and all was well again. (We later surmised that the position of the cooling water intake towards the stern of the Jeanneau can allow air to be sucked into the system when the sea state is violent – as it had been when the cooling water failed.) The wind blew strongly NNW F5/6 for the rest of the day and night, enabling us to run 155 NM in 24 hours, still with three reefs in and averaging nearly 6 ½ knots. Although we were obviously sailing through a depression *Musar's* barometer remained steady around 1000mb.

One feature of our passage was the use of *Musar* by migrating birds for an overnight roost. During our crossing of Biscay on consecutive nights we provided shelter for a fieldfare, then a kestrel. On the night before the impeller failed we were visited by a little tern. After a good preen he took up residence on the bimini frame, directly over the helmsman's head, then flying off again in the morning.

Daybreak on day 15 still brought us strong NNW F5/6 winds and following seas. Sunrise was particularly impressive seen through the crest of a breaking wave. (Picture 7) Throughout the night we had seen the loom of Las Palmas on the horizon, and just as dawn was breaking (although Las Palmas lies 015 degrees 25 minutes west, a whole hour behind Greenwich, the Canary Islands use UTC) we downed sails and motored onto the reception pontoon in Las Palmas marina at 0700 hours. (Picture 8) We had logged 1,893 nautical miles, and the can of beer (Bass Export) with which we celebrated our landfall tasted good.

## Postscript

On my return some club members teasingly asked if my extended passage making in a thirty-seven footer had left me dissatisfied with my twenty-five foot Tomahawk? Though a larger boat obviously is faster through the water, and has more in the way of storage space, there were times when I missed *Malibu's* comfortable cabin space and cosy cockpit. Modern production yachts are designed for ease of volume manufacture, and require careful owner modification to render them safe and comfortable below, and on deck. One club member, Steve, fitted out a forty-nine foot Jeanneau for the 2008 ARC (*Sunbeat IV* – which finished first in Class A, and sixth overall). A boat this size has a huge saloon, and Steve had very wisely incorporated stainless steel grab posts at various strategic points. On a Tomahawk you only need one grab post by the galley (on the original port-side galley version), plus the two grab handles backing up the aft inner shroud plates, and grab handles on either side of the companionway. With five foot ten inches of headroom I can comfortably wedge myself between *Malibu's* cabin sole and headlining when working at the galley in a bit of a sea, and ensure that everything has its own storage place and is comfortably to hand. Likewise in the heads compartment. On *Musar*, in rough weather, one had to plan very carefully one's movement about the saloon and in the heads / shower compartment. (Ironically, you can't use the shower at sea on a passage – *Musar's* tanks don't hold enough fresh water.) Barry and I decided that it was rather like being at sea in an IKEA showroom – lots of stylish teak veneer and tasteful furnishings, but nothing to hold on to in a seaway. Similarly in the cockpit, although a twenty-five footer will inevitably be tossed around more than a longer boat, it is possible to wedge oneself in a lumpy sea – and the foredeck is a lot nearer should one need to go forward than on a forty footer. At the end of the day it's horses for courses (or whatever the marine equivalent is). A Tomahawk is a superb coastal and cross-channel boat, capable of being sailed single handed or by a couple, and able to withstand heavy weather. For blue water sailing something rather bigger is required – ideally longer than thirty-seven feet, with room for a generator, additional fuel tanks, a water maker, a heater for cold latitudes and a ventilation system for the tropics. (More on this in my ARC article.)

One good innovation in *Musar* was the AIS receiver. I bought one for *Malibu* at this year's ExCel boat show (we cross shipping lanes in the North Sea, off Harwich, and in the Thames Estuary) and will be fitting this before we launch in May. On the advice of Standard Horizon, whose CP300 plotter I fitted last year, I bought a two channel 'Easy' receiver from the German company Weatherclock AG, along with the same company's three way splitter. This will allow me to run *Malibu's* VHF, AM/FM/LW radio, and the AIS receiver, from the single masthead aerial. Penny was all in favour of the £300 investment – ever since the *Ouzo* tragedy she has become wary of big ships in close proximity. The C-Map charts in the Standard Horizon plotter allow the AIS to superimpose shipping icons onto the chart on the plotter's screen, and individual ships can be targeted using the ShufflePoint knob, along with their speed and course over ground etc. I'll report on this at the end of the season.

## \* Footnote

The failed alternator was the second new one fitted by Graham in preparation for the delivery trip and ARC crossing. Both were 90 amp hour replacements for the standard 60 amp hour alternator fitted by Volvo. The higher charge rate, through a cross diode splitter, enables faster battery charging (saving on fuel) and the ability to bring the batteries up to the 14 volts required by an on-board laptop computer. I am pleased to report that a third new alternator, considerably modified by the manufacturer, and flown out to Las Palmas in Graham's hold luggage in November, performed admirably on the ARC crossing. The supplier was "Driftgate 2000" of St Ives (Cambridge), and their support and concern over the failing alternators was exemplary. At the heart of the problem was a plastic insulation washer which, apparently, melted when handling high current loading. This has now been changed on all models. "Driftgate" design and supply marine battery systems – their website is at [www.dg2k.co.uk](http://www.dg2k.co.uk). Both Graham and I recommend them.



Picture 1 : Barry & Alex off Beachy Head



Picture 2 : Don off Alderney



Pictures 3 & 4 : Graham successfully passing ahead of two ships off Cherbourg, using AIS



Picture 5 : Alex coaxing 10 knots on the wave crests



Picture 6 : *Musar* in Sines marina, Portugal



Picture 7 : Sunrise, seen through a breaking wave



Picture 8 : *Musar* on Las Palmas reception pontoon

## TOA Rally Programme 2009.

### South Coast:

#### Summer Rally: June 13 and 14

The venue for this rally is Poole and a limited number of berths have been reserved at Poole Quay Boat Haven. The plan is to arrive in the afternoon of Saturday 13<sup>th</sup>, in time for dinner at the Lifeboat College, RNLI in the evening. There is also a possible passage race for boats departing from the Solent. Note, Low water Poole is at 0825 and 2047 on the 13<sup>th</sup>.

Please contact Ian Bremner ([ianbremner77@btinternet.com](mailto:ianbremner77@btinternet.com)) to confirm attendance and to ensure that you have a berth. Also contact Roland Liddell ([conservatorsw@aol.com](mailto:conservatorsw@aol.com)) if you are interested in a passage race.

#### Cross Channel Rally:

The 24 to 26 July gives high water in the morning at Cherbourg (HW Cherbourg is 1217 on the 25<sup>th</sup>) which means the lock at St Vaast opens from 0900 for 5hrs – perfect for an overnight crossing.

The organiser is Bill Garrod ([w.garrod@aol.com](mailto:w.garrod@aol.com)) – more details at the Poole Rally and in the Summer Bulletin (to be issued in late June).

#### Autumn Rally: September 19 and 20<sup>th</sup>.

This will be on September 19 and 20<sup>th</sup> and the venue will probably be Seaview. (HW Portsmouth is 1228 on the 19<sup>th</sup>). More details in the next Bulletin.

The organiser is Peter Llewellyn ([pjmjl68@yahoo.co.uk](mailto:pjmjl68@yahoo.co.uk)).

### East Coast:

#### Fourth Tomahawk East Coast Rally, July 2<sup>nd</sup> to July 6<sup>th</sup>.

This event seems to gain in popularity and duration! Please see attached 'flyer' for full details. Members who do not fancy a long sail to the East Coast might consider meeting up at one of the shore rendezvous'.

#### Note:

Members living in other parts of the country might consider placing a note on the web site to see if any nearby members might like to meet up – if necessary, contact Ian Bremner ([ianbremner77@btinternet.com](mailto:ianbremner77@btinternet.com)) for help on web site access.

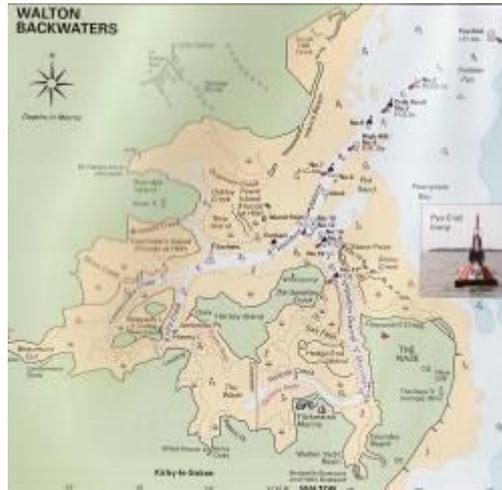
### Next bulletin and the TOA web site

I hope to produce the next bulletin for issue by the end of June, with a third issue in October. In the mean time, members are urged to use the web site for details of any changes to the rally programme, for information on any further events and for general news. The site is found at [www.tomahawk25.co.uk](http://www.tomahawk25.co.uk) and members wishing to access the forum pages will need to use their user name and password. (These will be issued to members by Ian Bremner – please contact Ian if you don't know them.) I am always on the look out for articles for the bulletin so please drop on a line - it can be about fitting out, cruises planned (or completed) or about some new gear. The next issue will have a report on the Poole rally, an account of Don's ARC 'cruise' but there's room for much more!

One final bit of news – keen readers will have noticed in the AGM report (page 3) that our secretary, Tony Hepworth is no longer a Tomahawk owner. Tony has been persuaded that he needs a bigger boat and has now acquired a 32ft Feeling 960. Tony still intends to remain a TOA member – he enjoys the company! – and hopefully, the owner of his Tomahawk, 'Bumble B', will shortly become a TOA member.

# THE FOURTH TOMAHAWK EAST COAST RALLY

## Thursday July 2 - Monday July 6 2009



**The Tomahawk Owners' Association has arranged an East Coast Rally for all Tomahawk owners and friends on July 2 - 6 2009, sailing from the River Blackwater to the Walton Backwaters, then up the River Orwell to Ipswich.**

### WEEKEND PROGRAMME

THURSDAY JULY 2: Bradwell Marina, HW 21.01  
Dinner in *The Green Man* at 19.30

FRIDAY JULY 3: LW Walton Pier 15.40 – leave Bradwell 10.30  
Anchor in Walton Channel – TOA Barbecue on Stone Point, HW Stone Point 22.06  
then overnight anchor in Hamford Water, Walton Backwaters.

SATURDAY JULY 4: HW Stone Point 10.39, LW Harwich 17.00, HW Ipswich 23.52  
Ipswich Haven Marina - Dinner ashore (venue to be decided)  
- bring full tank of diesel: sailing against the ebb much of the way!

SUNDAY JULY 5: HW Ipswich 12.05, LW Harwich 18.00  
Halfpenny Pier: dinner / barbecue ashore.

MONDAY JULY 6: LW Harwich 18.20, HW Bradwell 12.37, HW Maldon 13.12.  
Leave Halfpenny Pier at 04.30.

With light or contrary winds Maldon - based boats may need to spend Monday night in Pyefleet, Brightlingsea or Bradwell, and take the Tuesday morning flood up the Blackwater, HW Maldon 13.55

Please contact Don Baines (*Malibu* – MMSI 235033149) on: 01621 853979,  
Mob: 07596 508812, email: [donbaines@keme.co.uk](mailto:donbaines@keme.co.uk) if you would like to join us.