

The Tomahawk

The bulletin of the Tomahawk Owners Association

March 2012

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Editorial

This first issue of 2012 brings the announcement that we have a new Commodore, Doug Baynton who introduces himself below. Welcome aboard Doug and thanks Don for all your guidance and enthusiasm!

This issue also contains the minutes of the Annual General Meeting held on January 8th at the London Excel Boat Show. To avoid splitting the Bulletin with a fairly lengthy article, the Minutes are attached at the end (p6 to p10).

For the technically minded, there is an article on Rudder modifications and on a design for a fresh water tank. Also included are details of the 2012 rally programme and - a new venture - of TOA regalia.

As always, the editor will be delighted to receive contributions for the next bulletin – whether they're ideas on how to improve your Tomahawk or of interesting cruises or exploits.

Commodores Bitt

Dear Members, I am pleased and honoured to be voted in as the TOA Commodore for the next three years (in a tightly fought battle of one!). I would like to thank retiring commodore Don Baines, for his continued enthusiasm, dedication and excellent service to the association over the past three years, a very hard act to follow.

Looking at previous commodore introductions, I believe I should now introduce myself, leaving out the dodgy sailing bits, like running aground in the mud of Essex, or twice being sick on Peter Llewellyn's "Incarnoon" in the Round Island Race, or even about leaving my boss ashore when skippering a Bavaria 47 out of Port Hamble on a company regatta; so here goes:

As a child I had always loved camping and swimming with my mates, on the river Crouch. But at about 16 I decided to convert my dad's old rubber dinghy to a sailing rubber dinghy, and then sail with wind and tide, down the river Crouch from Creeksea to Fambridge, a staggering 5 miles. I sailed with my best friend and with a tent and enough food to survive for three days, luckily a few pubs along the way compensated for the lack of rations!

My sailing life started for real with my Dad, when over a number of years he fitted out a brand new Mirage 28 shell, culminating in her launch in the mid 70's at Fambridge on the River Crouch. We had no real sailing experience so took the "Yacht Masters Offshore" evening course at Southend College. I enjoyed some great sailing experiences around the East coast with my Dad on what seemed a huge yacht.

At 21 my parents bought me my first boat, a 12 foot Fleetwind sailing dinghy called "Tiddyoggy". I learnt to sail this at Hullbridge on the River Crouch with the help of experienced sailors from work. Later I found through our local radio station that the Fleetwinds had an Association and that many sailed at Maylandsea on the River Blackwater, I then switched clubs and joined the racing scene. While racing I met many new friends, taking my family camping and sailing around the Country to open meetings and national events, eventually winning the Fleetwind nationals on Ullswater in the Lake District. Fleetwinds shared their open meetings with Signets who have the same Portsmouth yardstick. It was here I first met Graham Farley, a

Signet sailor and now partner in my Tomahawk "Vandini". I have also built another Fleetwind called "Quinessential" and renovated a Kestrel called "l'oiseau Rouge".

At the age of 40 for medical reasons I had a below the knee amputation and my competitive sailing days were over. I continued to sail helping friends learn to sail in their Vivacity 21. They were kind enough to let me use their boat and spent a couple of years enjoying this with my children. One day I met the original owner at Burnham Marina and was invited to look over his new boat, a Tomahawk called "Cooper Jack". The space was amazing, so much room for a small boat.

I fell in Love with the design and a year later in 1998 Dad and I bought "Vandini" from my Yacht club at Maylansea on the river Blackwater. We sailed around the East coast keeping her at Bradwell Marina and soon met up with other Tomahawk owners, who encouraged us to join the Association in 2002. In 2004 we organised the first East Coast Rally, then moving to the Blackwater Sailing Club in 2008 to join Don Baines and Gordon Knight and haven't looked back since.

I am looking forward to sailing in 2012, our East Coast Rally to the Ore and Alde, meeting old and new Tomahawk owners and wish you all fair weather and an enjoyable sailing season. I would also like to wish favourable winds for Brian Cairns our new member with Tomahawk "TUMEEGUN" from Brighton, he is taking 9 months out and is currently refitting his yacht, to take her single handed down to the Canaries. I look forward to following his progress with much admiration, envy and interest.

Doug Baynton, *Vandini*

Tomahawk Flyer - Spreading the word

One of the aims of the Tomahawk Association and its members is to spread the word and encourage new members to join the association making them aware of its benefits. To encourage this I have created a Tomahawk flyer, an A5 laminated copy (enclosed with the posted Bulletins) giving: our website address, benefits of becoming a member, contacts and the Tomahawk 2012 proposed Rallies. If you see a Tomahawk on or off the water, that you do not know or who is not in the Association, please leave them the flyer. Even if the boat is for sale passing this information to the new owner could bring them into our fold.

If you receive your newsletter via email then please print off the flyer (see last page – email copies only) and place in a clear polythene bag for use, or alternatively give me a ring (01702 552573) and I will send you some laminated copies. Hopefully this may lead to a story for the next newsletter, who knows!

Doug Baynton

TOA Subscription reminder

Members are reminded that subscriptions are due on 1st April 2012 and remain at £12.00 per annum. Cheques should be sent to the Treasurer, Gordon Keyte, at Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ, payable to the Tomahawk Owners Association.

Members wishing to pay by Standing Order should request TOA bank details from Gordon Keyte, jengo@talk21.com

2012 rally programme

The 2012 Rally programme is given below and as in previous years, features events on the East Coast and South Coast. The Committee is conscious that there are members in other locations (eg, North West, West Country, Scotland) for whom this programme may be of little interest but would be interested in taking part in a local rally. If so, members are urged to contact the secretary (Tony Hepworth: a.hepworth@ntlworld.com) or the editor, who will put them in contact with other members in their locality.

East Coast Rally: River Ore and Alde, July 19th to 28th.

Start at Bradwell Marina, via Shotley to River ore and Alde then back to the Blackwater. Contact Don Baines, 01621 853979, mobile: 07596 508812, email: donbaines@keme.co.uk

South Coast Rally: Cowes Harbour, May 26 and 27th.

Contact Peter Llewellyn, 01489 584608, mobile 07842121740, email pjmjl68@yahoo.co.uk

South Coast Rally: Chichester Harbour, September 22nd and 23rd.

Contact Peter Llewellyn, details above.

Cross Channel Rally: June 21st to 25th.

From Solent area to Cherbourg with an option to visit St Vaast. Contact Peter Llewellyn, details above.

Round the Island Race: June 30th.

Not a rally but usually several Tomahawks enter and, for those in the TOA, the leading Tomahawk wins the Commodore's Cup. For information, contact Gordon Keyte, jengo@talk21.com

Malibu's Rudder Modification

The Tomahawk's rudder is built in grp. Two mild steel tangs are welded to the stainless steel rudder stock and these are then sandwiched between the two faces of the rudder and filled with polyurethane foam. This system was fairly common in grp production boats in the 1970s and provided a robust rudder at low cost. However, over time sea water inevitably finds its way into the rudder, soaking the foam and corroding the mild steel tangs and their welds. Once the tangs part company with the stock the rudder becomes useless, and dangerous should this happen in heavy seas.

Some Tomahawk owners have solved the problem by removing the rudder assembly from the boat, splitting the two side faces to reveal the stock and tangs then asking a marine fabricator to weld on new stainless tangs. (See Tony Hepworth and Richard Harrison's article in *The Tomahawk* bulletin, November 2009.) The rudder is then reassembled, and with stainless tangs replacing the mild steel originals, should be good for the lifetime of the boat.



Owners not wishing to dismantle their rudders, but concerned that the welds on their Tomahawk are about to fail might be interested to learn about the modification I inherited when I bought *Malibu* eight years ago. Three 3/16" stainless steel external straps, 20" long by 2" wide are bent into a U following the radius of the rudder stock. Enough of the grp wrapped around the stock has been cut away to enable the straps to bed into the grp and clear the concave groove to the rear of the skeg. Each strap forms a 9" arm on either side of the rudder and is stainless steel riveted through the stock, and through the rudder blade in three equally spaced places.

The photo (below) is self explanatory, and the three straps' positions on the rudder are easily seen. (NB: This is how the rudder looks after a season afloat, after being pressure washed to remove the weed, slime and barnacles which thrive in a nutrient-rich river like the Blackwater!) The rust stains below the bottom strap probably come from the rusty tangs inside the rudder, leaking through the rivet holes. They appear after hauling out each year, and don't seem to affect the strength of the three straps. Sharp-eyed owners will notice that at some time in her life *Malibu's* rudder has been "topped", and does not extend at its top end up to the hull as in normal practice. I don't know when or why this modification was done, but it does not have any noticeable effect on the boat's handling.

I had a full survey on *Malibu* when I bought her in 2003, and the surveyor confirmed that the rudder modification was acceptable practice and should prevent steering failure due to the internal tangs or their welds failing. A potential disadvantage might be an increase in drag from the straps standing proud from the sides of the rudder, but I have not found this in practice and she still sails to her hull speed of 6 knots in a moderate breeze.

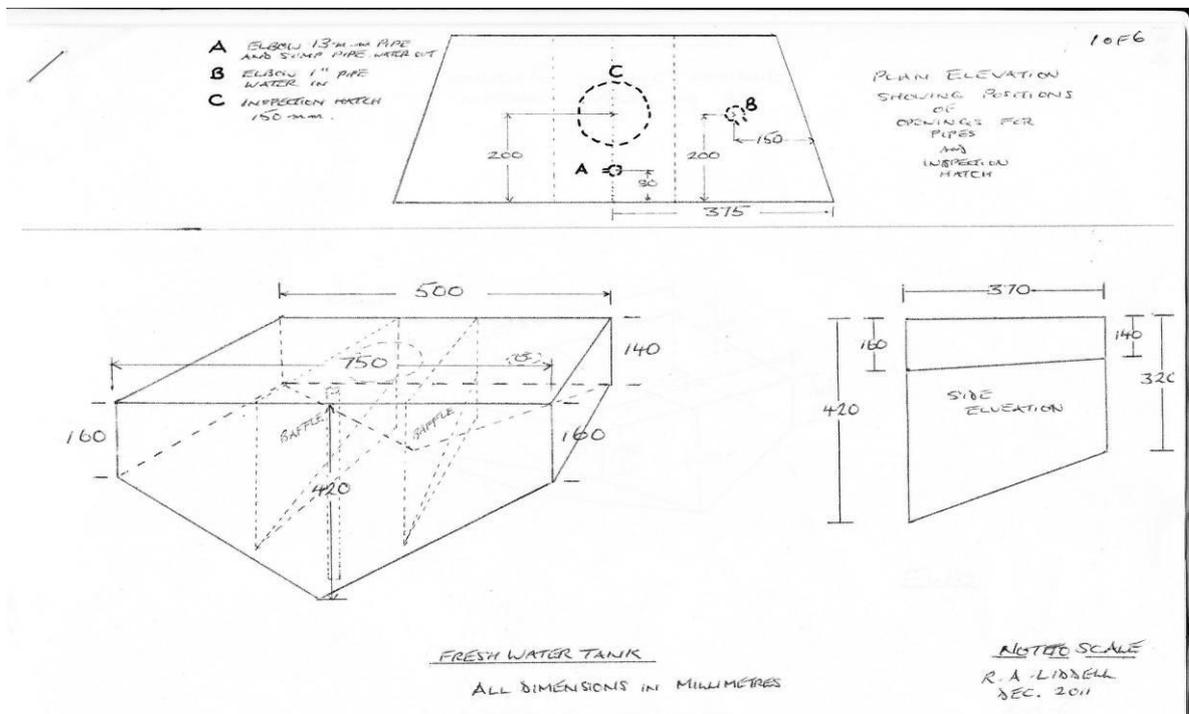
Don Baines, *Malibu*

Design and Fitting of Water Tank to Squaw

Fresh water in the keel sump of my fin keeled Tommy was traced to a ruptured neoprene water "bag" (supplied by a well known company) I had fitted in the larger of the two lockers of the forecabin. We had the previous weekend endured an F6/7 on the nose to Keyhaven which was probably the root cause of the "bag" ties-down breaking away and resulting in eight gallons of Adams best relocating itself. Removing the sorry mess revealed a black slime adhering to the inside of the "bag" which was cause for reflection despite a thorough (so I thought) washing through the previous spring!

A more robust and hygienic replacement was called for and I set to with tape, cardboard and craft knife to fabricate a facsimile from which to have an SS316 or "food standard" rigid plastic water tank constructed. Owners will be aware that the larger of the two under bunk lockers in the forecabin is accessed via a lift out ply cover which is only slightly smaller than the locker top and seated in a recessed lip. I did not want to cut away any of this GRP lip and decided to restrict the overall dimensions of the tank to enable it to be dropped snugly into the space available.

The resulting shape was quite complex but the cardboard pattern fitted quite well and following a few adjustments to dimensions I prepared a set of drawings to be sent to three local SS fabricators and to TekTanks for quotations which proved "interesting" in responses received. It is six years since I had a new SS diesel tank made for the boat and I realize that steel costs have risen over that time but I was not prepared for the extent of this increase. Of the local SS fabricators, quotes ranged from £700 to £1020 while TekTanks came in at £475, all ex carriage. Now some will conclude that I am "barking" to even



consider agreeing to such a cost and they are probably right! However, "standing on", I bit the bullet and asked TekTanks to supply and four weeks later became the "proud father" of a shiny new tank and yes it does fit.

I am pleased to endorse TekTanks for their willing help and punctuality of supply and I offer the design drawing for any member who may wish to fit a 50litre fresh water or foul water holding tank in his/her Tomahawk and will endeavour to answer any resulting questions, Roland Liddell, e-mail:- conservators@aol.com

Roland Liddell, Squaw

Tomahawk Owners Association Regalia

T-shirts £9.50

Colours: ash (light) grey, azalea pink, black, blue (dark) dusk, camel, cardinal (dark) red, Carolina blue, cedar (brown) red, charcoal, cherry red, chestnut, daisy yellow, dark chocolate, dark heather, forest green, gold, heliconia (bright) pink, heather cardinal (reddy-brown), heather navy, honey yellow, ice grey (blueish), indigo blue, iris blue, irish (light primary) green, jade, Kelly (primary) green, kiwi, light blue, light pink, lime green, maroon, metro blue, military green, natural, navy, old gold, olive, orange, orchid (lilac), paprika red, pistachio green, prairie dust (beige grey), purple, red, royal blue, sand (grey), sapphire (turquoise), serene green (pale), sky blue, sport grey, stone blue, tan, tangerine, texas orange (dark), vegas gold (pale), violet white, yellow haze (pale).
 Sizing: S (34/36"); M (38/40"); L (42/44"); XL (46/48"); XXL (50/52")



Polo shirts £11.50

Colours: navy, black, bottle green, burgundy, emerald green, heather grey, kelly green (primary), orange, purple, red, royal blue, sky blue, sunflower yellow, white
 Sizing: S (35/37"); M (38/40"); L (41/43"); XL (44/46"); XXL (47/49"), 3XL (50/52")



Sweatshirts £16.50

Colours: navy, black, bottle green, burgundy, emerald green, heather grey, kelly green (primary), purple, red, royal blue, sky blue, white
 Sizing: S (35/37"); M (38/40"); L (41/43"); XL (44/46"); XXL (47/49").
 (50/52" available in different make)

Fleece with full zip £23.50

Colours: navy, black, forest green, burgundy, natural, orange, red, royal blue, oxford (dark) grey, white
 Sizing: XS (34"); S (38"); M (41"); L (44"); XL (47"); XXL (52"); 3XL (54")

Micro-Fleece with quarter zip £21.50

Colours: navy, black, forest green, red, royal blue, oxford (dark) grey
 Sizing: XS (34"); S (37"); M (41"); L (44"); XL (47"); XXL (52")

Rugby Shirts £20.00 :

Colours: Airforce blue, black, bottle green, burgundy, chocolate, gold, emerald, navy, olive, orange, red, purple, royal blue, slate(dark) grey, white, sky blue, navy with slate grey collar
 Sizing: S (34/36"); M (37/39"); L (40/42"); XL (43/45"); XXL (46/48")

Baseball caps £7.00

Colours: black, bottle green, royal, red, burgundy, chocolate, light pink, cornflower blue, emerald, navy, fuchsia pink, gold, graphite(dark) grey, Kelly green (primary), light grey, lime green, natural, olive, orange, pebble (light brown), purple, sand yellow, sky blue, surf blue (turquoise like), white, yellow
 Sizing: one size (Rip Strip size adjuster)

All prices are for adult sizes, inclusive of TOA embroidered logo :

Include your boat's name under the logo for an additional £2.00.
 Lettering in black thread on light coloured garments; in white thread on dark colours.



An order form is attached to this Bulletin at page 11.

(Editor's note: Don and Penny Baines kindly modelled the garments seen above.)

TOA Burgees

At the 2011 AGM, Ruth Hepworth offered to obtain material for making TOA burgees with the aim of reducing their cost. True to her word, three burgees were shown at the 2012 AGM – and very nice they were too! Ruth will hold a stock of burgees and will make new ones as required. If any member would like a new burgee, please contact Ruth Hepworth on a.hepworth@ntlworld.com , the price for a standard burgee is only £10.00.

Competition

At the last AGM it was agreed that the complementary Boat Show tickets which are given annually to the TOA secretary should be offered as a prize for a contribution to the July Bulletin, either in the form of a photo or a short article. The winner can select which show, either the Southampton or London shows. The editor proposes that the judges should be the current and ex commodores – Doug Baynton and Don Baines and to enable their decision before the July bulletin is issued, the editor must receive any contributions not later than June 15th.

The photographs can be hard copy – the editor will scan them for the bulletin – or digital, and may be humorous, picturesque or just interesting. Again, the article ought to be humorous or interesting – and neither has to be recent, so dig out your old photos or log books and let's have your contributions!

Help wanted!

Brian Cairns – a new member – is planning a cruise to the Canary Islands and is fitting out his Tomahawk, *Tumeegun*. Brian has posted his request on the TOA website but the key problems are:

Tiller pilot – which is recommended?

Cutlass bearing replacement – how to do it?

Inspection and replacement of keel bolts – has anyone done this?

Rust removal from keel – best way of treating rust patches?

Keel/hull join – what is best method of sealing this as a leak is suspected?

Chart table – what designs can members suggest?

Suggestions and/or photos should be sent to Brian's boat email: Tumeegun@gmail.com

Minutes of the 13th Annual General Meeting

Date of AGM: 8th January 2012

Venue: London Boat Show at the Excel Centre

Present: Commodore Don Baines
Dr Gordon Keyte, Tony & Ruth Hepworth, Peter Llewellyn, Penny Baines, Doug Baynton, Chris Burgess, Paul Whitlock, Graham Farley, Roger and Sue Mander, Brian Cairns.

1. Apologies

Apologies were received from: Phil Martin, Lynn Kenyon, Ian Bremner, Bill Garrod, Andrew Henegan, Roland Liddell, David Pugh, David and Allison Collinson, Geoff Newson, Peter Hinchliffe, John McAvennie, Eric White and Doug Easton.

2. Minutes of the last AGM held 9th January 2011

The minutes of the last AGM were published in the newsletter. There were no errors or omissions noted, and hence it was proposed by Don Baines and seconded by Gordon Keyte that the minutes be accepted. Carried unanimously.

3. Matters Arising from last AGM minutes:

Item 6: Publicity/Advertising. Gordon reported that he had spoken to Kemp Sails at the Boat show that morning, asking if they would be interested in advertising in the Bulletin. Although they have cut back in their advertising, they may still be able to do something and will get back in touch. Don Baines said that he had also spoken to them, and they will offer TOA members a 15% discount on new sails.

Item 14: TOA pennant design. Ruth Hepworth gave the committee the 3 pennants which she has made to date. There are between 5 – 8 new members a year. It was decided that Tony Hepworth should hold the stock of pennants, and that they should be sold at £10 each. Don Baines recorded his thanks to Ruth for making the pennants at a much lower price than available commercially.

Item 15: The TOA motif template for sails. Don Baines said he found that several sailmakers have a template, including Kemps and Jeckells. Members ordering new sails should check that their chosen sailmaker has the approved TOA logo, and contact him if they needed one provided.

Item 16: Presentations; The IOW Round the Island Cup has been engraved, paid for by Andy Henegan.

Item 17: Ivan Thompson – circumnavigation of Great Britain – Ian has heard nothing.

Item 18 in AOB: 2 large pennants – Peter Llewellyn has one from Mike Broughton, but Gordon Keyte has not had any luck in tracing the other one. PL will post the large pennant to Ruth Hepworth and she will make another one for the east coast group's annual rally.

AOB: 3.6.2: from the last meeting, Roland Liddell was to investigate the forehatch mould, believed to be with a company in Newport. Nothing has been heard.

AOB: 3.6.3: complimentary tickets: Tony Hepworth has had 2 free tickets for the Southampton which the meeting agreed he should use. He also received 2 complimentary tickets for the London Boat show, which he and Ruth used to attend his AGM, but were happy to repay the TOA. At last year's AGM Roland Liddell had suggested that the TOA should hold a draw with the tickets being the prize. After discussion, it was decided to announce a competition in the March Bulletin. This would take the form of a photo or article submitted by the members with the results being announced in July. The winner could choose boat show tickets for Southampton or for next year's London Boat show. As regards the tickets which had been received this year, Don Baines proposed, and it was agreed, that Ruth and Tony should receive them as thanks for their work on the pennants.

AOB 3.6.4 Regalia: Don Baines had talked to the people at last year's boat show who embroider sweatshirts, T shirts etc, but they were too expensive. He said that there was a lady at his club who did regalia on a bespoke basis, and he showed the meeting his embroidered sweatshirt, and Penny's T shirt. The T shirt costs £9.50 with £2 to embroider the boat name, with the sweatshirt likewise costing £16 + £2. Don has undertaken to be the regalia point of contact, and Gordon will put an order form in the bulletin. For those interested, the lady's website is www.whackydog.co.uk.

4. Commodore's Report at the AGM – Don Baines

Commodore's written Report

The continuing unpredictability of global weather systems had its effect on the Association's activities in 2011. Force 7 / 8 winds and three metre swells decimated the IOW Round the Island Race in June and no TOA Tomahawk completed the course. There will therefore be no presentation of the Commodore's Cup for the first Tomahawk home this year. Tony Hepworth (*Rebellion*) and Bill Garrod (*Benita*) braved hailstones in June to reach Cherbourg, but the two Tomahawks *Incamoon* and *Cochise* very wisely decided to stay in the Solent. In September Roland Liddell's planned Keyhaven Rally had to be cancelled for a similar reason as

the remains of Hurricane Katrina ripped through the UK's waters. On a more successful note, Peter Llewellyn organised a three boat rally to Hales Yard, Yarmouth, IOW in the middle of May and a replacement rally for the Keyhaven one in mid October, where two boats (*Incamoon* and *Cochise*) took part. Over on the East Coast we struck lucky with the weather for the second year running, and six Tomahawks (*Ceilidh*, *Hawkeye*, *Malibu*, *Sequoia*, *Vandini* and *Wi Hio*) assembled off Bradwell the last week in July to explore of the Medway and Thames, with three (*Malibu*, *Sequoia* and *Vandini*) sailing right up the London River to Tower Bridge. Our thrice-yearly bulletin "The Tomahawk" (again, ably edited by Gordon Keyte) has contained accounts of members cruising to Belgium, Holland, Cumbria, the Isle of Man, the south coast of Scotland – and racing "down under" in Melbourne Bay. Off the water TOA members have been busy maintaining and improving their boats, and "The Tomahawk" has contained useful articles on renewing headlining; spinnaker handling; skegs; rudder bearings; bow rollers and mainsail replacement. I would like to thank the authors of these articles for contributing to the Association's data bank of useful information, and encourage other members to write up their own projects for the benefit of the rest of us.

We have welcomed eight new members to the Association this year, though our membership shows a slight net decline (further details will be found in the Treasurer's Report). This is perhaps to be expected as the recession deepens, and people cope by making savings via the membership fees of organisations to which they don't feel fully committed. We should not be complacent, however, and we do need to ensure that members feel they are getting value for money. Your officers will confirm that the Association is still contacted regularly by Tomahawk owners, and those contemplating buying a Tomahawk, seeking technical advice on diverse subjects. I try to be as friendly and helpful as possible when a phone call comes out of the blue from a non-member, and usually I am rewarded when Tony Hepworth subsequently receives their application for membership. I am, however, somewhat unforthcoming when a non-member requests the code to access some item of information on the members' section of our website!

One of the purposes of the Association is to hold rallies around the regions so that Tomahawk owners may get to know each other and exchange knowledge and experience. The east coast group continues to thrive, and I am pleased to present the Commodore's Pennant this year to Phil Martin (and Lynn) who, living in Sheffield and based at Woodbridge, sailed *Sequoia* down from the Deben to Bradwell and played a full part in the success of this year's east coast rally. Phil is an excellent photographer, and maintained a high-quality record of this year's cruise up to Tower Bridge and St Katherine's dock. He then wrote a very readable illustrated report for the bulletin. (He also saved the Commodore a lot of aggravation by giving him a spare O ring for *Malibu's* water pump in Chatham marina when the impeller housing had started to leak crossing the Thames estuary, and *Malibu's* spare O ring was still in its box at home!)

I hope that one or two members from other parts of the country, reading accounts of the east coast group's adventures will feel inspired to organise a small rally in their own region. Just anchoring up overnight somewhere is sufficient in the first instance to get to know each other, and possibly plan something more ambitious for the following year. The first east coast rally, organised by Doug Baynton in September 2004, took the form of a barbecue in Bradwell marina when five Tomahawks turned up out of the blue. They do say "the only way is Essex"!

I am very pleased that Doug Baynton has agreed to be nominated as Commodore as I stand down at the end of my three year stint. I first met Doug when Penny and I joined the Association back in 2004 and found him to be a warm, friendly, enthusiastic and experienced Tomahawk sailor. If elected, the Association will be in good hands.

I would like to thank warmly our executive officers : Tony Hepworth (Secretary), Gordon Keyte (Treasurer and bulletin Editor), and Ian Bremner (website co-ordinator). All three have worked hard for the Association during my three years as Commodore, and are the main reason that it continues to flourish. I am also grateful to the committee members – several of them former commodores. Roland, my immediate predecessor, did say when I took over from him "I think you will enjoy it." I have!

I would also like to thank Penny for her last 2 years unfailing support.

I wish the Association and all members a happy and prosperous New Year in 2012, with warm seas, calm winds and blue skies!

Don Baines
Retiring Commodore TOA,

5. Secretary's Report at the AGM - Tony Hepworth

Our thanks go to John Goode and the staff at Excel Boat Show who are once again able to provide the TOA with a room for the AGM and discounted show tickets. 2 complimentary tickets were also provided.

Apologies

Phil Martin and Lynn Kenyon - tender their apologies

Ian Bremner - I regret I won't be able to attend the AGM - I have to travel to Ireland on Sunday for meetings on Mon/Tues so please tender my apologies.

Bill Garrod - I regret I will be unable to attend the TOA AGM this year. I presently have severe arthritis in my left knee which very severely limits my walking. However I am hoping to have replacement surgery in February and should be a new man by the summer.

I have sold my boat (Benita) so hopefully will be available for crewing if anyone needs help cross channel or any other rallies. Please give my best wishes to everyone.

Andrew Henegan - Unfortunately I will not be able to make the AGM this year.

Roland Liddell - Unfortunately I will be unable to attend the AGM in person this year.

David Pugh - unfortunately due to work commitments, I am unable to attend either the boat show or the AGM again this year. Please pass on my apologies' at the meeting.

Looking forward to next year and another season in the Solent. Will keep a look out for other Tomahawks.

David Collinson - I am afraid I shall not be able to make the AGM this year, please do give my apologies to the meeting, I shall miss hearing all the news at first hand but now in my 80th year it is a long day out.

When Alison and I started to gather the names of Tomahawk owners with a view to starting a Tomahawk Association we had no idea it would be so successful, last so long, or give so much pleasure and friendship to so many owners, so when we receive the Newsletters we are overjoyed to see the results of our labours. Good luck to you all for 2012, with fair winds, easy seas, and helpful tides, is that too much to ask for? I know the Tomahawks will always look after their crews. With Best Wishes to all.

Geoff Newson - Please enter our apologies at the AGM. Senta and I do not plan to visit the LIBS this year.

Peter Hinchliffe - I am very sorry but I cannot be in London this weekend and invite you to record my sincere apologies for missing the meeting.

John McAvennie - I am sorry to say I sold my Tomahawk at the end of the summer(2011) so I will not be staying with the association, Best wishes to all

Commodore's Pennant

Award of the Commodore's pennant "to an ordinary member who has contributed to the success of the Association over the past year" goes to new members Phil Martin and Lynn Kenyon. Unfortunately they will not be able to attend the AGM so there will be no formal presentation.

Round the Island Race

Due to inclement weather conditions a number of Tomahawks withdrew from the Round the Island race this year (Isle of Wight). The Commodore's Cup, which was donated by the Association's first Commodore Bill Garrod, will therefore not be awarded this year.

Membership

Subscriptions for membership of the TOA are due on 1st April (Thanks to Chris Burgess for pointing out that there were 2 different dates for renewal in the minutes) - reminders are sent out with successive Bulletins but we have still lost touch with a few members over the years. It would be a shame to lose track of members and boats so any suggestions on improving payment of subscriptions would be welcome.

We would like to welcome new members this year;

Kieran Fawcett, HAWK of TOMA, Bristol,

Vaughan Gibson, HAWKWIND, Solent,

Denis Hurt, HAYWYRE, Isle of Man, Irish Sea, Western Isles Cumbria,

Imogen Makepeace & John Somerville, MAHASKA, Solent,

David Goldstein, WINDLASS, Anglesey, probably launching in the spring

Bob Hopkins, TAREE, North Devon, Bristol Channel

John Stannard, IOLA, Windermere

Brian Cairns, TUMEEGUN, Brighton, New owner but looking to take 9 months off work next year to sail through the French canals to the med, along the French and Spanish Coast to Gibraltar and then the Atlantic coast of Morocco to the Canary Islands.

Technical

Throughout the year there have been a number of technical and membership enquiries. These were addressed on an individual basis and enquirers were encouraged to join the association.

Pennants

Flag material has been sourced and we have enough to make at least 20 pennants. The cost will probably work out at about £5 per pennant compared with £37 produced commercially.

'Swallow-tail' pennants have also been made by Ruth Hepworth for the TOA Commodore and Vice Commodore by using a pair of Code B signal flags donated by Don Baines.

6. Treasurer's Report for January 2011 – Gordon Keyte

The balance sheet for 2011 is shown below together with the 2010 balance sheet for comparison:

	<u>2010</u>	<u>2011</u>
Income:		
Subscriptions,	£568.00	£528.00
Burgee sales,	£46.00	£15.00
Members donation,	-	-
Total	£614.00	£543.00
Expenditure:		
AGM room hire	-	-
TOA Bulletin copying and post (3 issues)	£351.04	£308.91
Website expenses	£80.00	£116.30
Postage, etc, (Secretary)	£11.00	£10.00
Trophy engraving	-	-
Burgee materials	-	£86.06
Total	£442.04	£521.17
Excess income	£171.96	£21.83
Balance at 1 st January 2010, 2011	£1351.65	£1523.61
Balance at 1st January 2011, 2012	£1523.61	£1545.44

Notes:

The balance at the end of 2011 is lower than last year but it should be noted that some of the 2011 expenditure was to pay for burgee material and this will hopefully be repaid through the sale of burgees.

Of more concern is the fall in membership subscriptions, despite the fact that there were 8 new members this year. Excluding these new members (and four honorary members), there were 61 members on the latest membership list. Of these, only 33 had paid up by the end of December 2011, despite reminders being sent out with the November Bulletin and (for those who've not paid for two years) personal emails being sent.

Note also that we have not yet been charged for use of the Excel room for our AGM – if we had been charged, this would have resulted in an excess of expenditure over income. Actual website costs for 2011 were again £80.00 but diligent efforts by our Website manager have reduced them for 2012 and these costs (£36.30) have been included in the total for 2011.

The individual costs for the three Bulletins are given below. There are now over 21 members who receive their bulletins by email and this helps considerably in reducing costs.

Month & no of copies	Copying	Postage & envelopes	Total
March	109.75	21.95	130.95
July	58.00	20.03	78.03
November	75.00	24.83	99.83

Finally, members are reminded that subscriptions are due on 1st April 2012 and remain at £12.00 per annum. Cheques should be sent to the Treasurer, Gordon Keyte, at Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ, payable to the Tomahawk Owners Association.

Members wishing to pay by Standing Order should request TOA bank details from Gordon Keyte, jengo@talk21.com

Matters Arising from the Treasurer's report at the AGM: It is of concern that some members may not be renewing, and that the reason could be unclear to the TOA. Paul Whitlock suggested that these people could be sent an email with a tick box reply to find out why they have dropped out. There could also be a tick box in the bulletin to indicate whether people were happy to receive the bulletin by email. Not only would this save money, but the images are better by email. It was decided that Gordon would send out a paid up list of members with the bulletin.

7. Election of Commodore

Doug Baynton had been proposed as Commodore by Don Baines, seconded Graham Farley. Unanimous. Doug thanked Don for all his hard work and said that he had been doing the Association a lot of good.

8. Election of Treasurer

Gordon Keyte indicated his willingness to stand for re-election. Proposed Tony Hepworth, seconded Don Baines. Unanimously elected.

9. Election of Secretary.

Tony Hepworth indicated his willingness to stand for re-election. Proposed Gordon Keyte, seconded Ian Bremner. Unanimously elected.

10. Election of Bulletin Editor

Gordon Keyte indicated his willingness to stand for re-election. Proposed Don Baines, seconded Tony Hepworth. Unanimously elected.

11. Election of Committee

Don Baines (proposed Tony Hepworth, seconded Gordon Keyte), Ian Bremner (website contact), (proposed Gordon Keyte, seconded Tony Hepworth), Roland Liddell (proposed Tony Hepworth, seconded Don Baines). Peter Llewellyn (proposed Gordon Keyte seconded Ian Bremner), Graham Farley (prop Doug Baynton, sec Don Baines), Bill Garrod (prop Tony Hepworth, sec Gordon Keyte). All were unanimously elected.

12. 2012 TOA Rally Programme:

East Coast:

Don Baines said a rally was planned for Saturday 21st July until Friday 27th July. The plan will be to head north to the rivers Ore and Alde, sailing up as far as Iken Cliff on the Monday, and back to Orford and the Butley River on the Wednesday.

Isle of Wight Round the Island Race is 30th June.

South Coast:

Peter Llewellyn said that there would be a rally to St Vaast at the beginning of June (maybe Thursday 31st May), or to Cherbourg and then round to St Vaast.

He would also like to aim for a rally to Chichester in early May, possibly 12/13 May, and another rally in September, but with no definite dates at the time of the meeting. By the publication of the March Bulletin the dates would be arranged.

13. Venue for AGMs

It has been mentioned by several members that holding the AGM at the boat show does not allow time to socialise with the members. Previously, AGMs had been held in a meeting room in a hotel just south of Birmingham. Although members are spread throughout the country (as well as abroad), at the time Birmingham was felt to be most easily reachable by most members. The AGM has been held for the last 3 years in the Excel Centre at the boat show, and so far has been free to use. The meeting room in the Birmingham hotel cost £70 – 80. Paul Whitlock suggested putting a question to the members via the bulleting asking whether they would be more likely to attend the AGM near Birmingham or in London boat show. Brian Cairns added that the association could consider a conference call facility for members unable to attend the meeting. Tony Hepworth undertook to explore the feasibility of this.

14. AOB

TOA Website:

Ian Bremner runs this with Paul Hepworth setting things up. Tony Hepworth said that he had not updated it with articles etc, but has undertaken to do so. Paul Whitlock mentioned that with his previous sailing associations, they had stripped out all the technical articles onto a pdf, which made it easier to use and search for particular articles of interest. Tony Hepworth agreed to take action to separate out the articles. Paul Whitlock offered to help sort into articles on hulls, forehatches etc.

Gordon Keyte mentioned that the value of membership of the TOA is in the technical knowledge available. He asked that more articles are written for the bulletin

Encouraging New Owners to Join the TOA

Doug Baynton mentioned that there are other Tomahawk owners who are not aware of the Association. He suggested that a laminated flyer could be produced to put onto their boats, and to include contact details, rally dates etc. He has undertaken to produce these.

15. Date and Venue of Next AGM

At the meeting it was decided that the next meeting will be the first Sunday of the London boat show, unless the members vote for a different venue.

The meeting closed at 1.30pm.

TOMAHAWK OWNERS ASSOCIATION



Web site: www.tomahawk25.co.uk

Our Goal is to Increase the benefit of owning a Tomahawk by:

- **Sharing Technical Information** – Rudder problems, forehatch replacement, keel bolts, mast support, complete engine replacement, hatch garage moulds, keel boots etc.
- **Organising** – East and South Coast Tomahawk Rallies, Channel Crossing, Round Island Race
- **Communicating** – Newsletters, Website, Boats for Sale, AGM's, Worldwide ownership
- **Discounts** – Sails, Tomahawk Burgee, Regalia, Insurance etc.

Contacts

Commodore: Doug Baynton
The Gables, 38 Rayleigh Avenue
Eastwood, ESSEX SS9 5DN
Tel no. 01702 522573 Mob no. 07800652446
dougbaynton@hotmail.co.uk

Secretary: Tony Hepworth email: a.hepworth@ntlworld.com Telephone 01252 655849.

TOMAHAWK OWNERS ASSOCIATION



Organised Tomahawk Rallies and events 2012

Come and join us - Both members and non members are invited to come along and sail with other Tomahawk owners, even if you can only attend part of the rally, you would be more than welcome.

East Coast Rally: River Ore and Alde - July 19th to July 28th July (start day to be confirmed)

Start Bradwell Marina via Shotley to river Ore and Alde then back to the Blackwater

Contact: **Don Baines** tel: 01621 853979 mob: 07596 508812 email: donbaines@keme.co.uk

South Coast Rally: Cowes Harbour - May 26th to May 27th

South Coast Rally: Chichester Harbour – September 22nd to September 23rd

Contact: **Peter Llewellyn** tel: 01489 584608 mob: 07842121740 email: pjmjl68@yahoo.co.uk

Cross Channel Rally: June 21st to June 25th

Portsmouth area to Cherbourg with options to visit St Vaast contact Peter Llewellyn see above.

IOW Round Island Race: June 30th - Tomahawks race for the “Commodores Trophy”

Contact: **Gordon Keyte** tel: 01252 851346 email: jengo@talk21.com