

The Tomahawk

The bulletin of the Tomahawk Owners Association

Spring 2008

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1. Editorial

It's only 8 weeks before *Nokomis* is lifted back in the water and my carefully planned refit schedule has been thoroughly savaged by the weather! No doubt it's the same for many members but here, to cheer you up, is the Spring Bulletin with news of coming Tomahawk Association Rallies both on the Solent, on the East Coast and at St Vaast. Also included is the AGM report and an article by Don Baines on fitting new windows to *Caribu*. I intend to include further articles on member's experiences in tackling key jobs – if you would like to contribute I would be delighted to hear from you!

One of the main expenses involved with producing the bulletin is the cost of photocopying, particularly when the copying has to be in colour because of photos. One way of reducing this expense would be for me to send the bulletin by email; broad band would not be required because the bulletin size (even with photos) can be reduced to about 200kbits. If members would like to receive their bulletin by email could they contact me on jengo@talk21.com If I don't hear from you, subsequent bulletins will continue to be sent by post.

Gordon Keyte

2. The 2008 Rally programme:

South Coast (contact Bill Garrod wgarrod@aol.com)

- **Yarmouth Rally**, weekend 14 and 15 June 2008. High water Portsmouth 08.59 on Saturday, which gives a good west going tide for Saturday morning and also a good east going tide for Sunday afternoon. Let Bill know so that he can reserve berths.
- **Round The Island Race**, Not really a rally but several TOA members usually enter with the aim of winning the TOA cup for first Tomahawk. Closing date for reduced price entries is 29 March.
- **Cross Channel Rally**, weekend 19 and 20 July to St Vaast in France. Lock gate opening times Friday 18 July 08.47 - 14.05 and Saturday 19 March 09.16 - 14.45. Note Times are French Summer Times.
Note Sunday night for a daytime return on Monday, lock gate opens 22.00 – 03.30

- **Wootton Bridge Rally**, weekend 13 / 14 September Rally to Wootton Bridge (Albert Yacht Club). To be confirmed as Bill is waiting for confirmation from the club. Tides: High Water Portsmouth on the 13th is 10.59; this should give the deep keel boats enough water to get in and out at mid day.

East Coast (contact Don Baines, donbaines@keme.co.uk)

- **Fourth East Coast Rally**, weekend July 25 to 27, 2008. Sailing from the Blackwater to the Crouch via the Swin Spitway. Evening meals arranged! See flyer at the end of Bulletin.

Other locations?

As Treasurer, I know that TOA members are widely scattered up and down our coasts. It's quite possible that members do not know who their TOA neighbours are, so to speak, and are thus unable to arrange a get together or a rally. In the early days of the Association, a list of members was issued to members at the start of each year. The committee are willing to issue a list of members by post (not by email) but wish to ask if there are any members who do not wish to be included on this list. **If you do not wish to be included, could you please let me know (Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ, jengo@talk21.com) or contact Tony Hepworth (01252 655849 or a.hepworth@ntlworld.com).** We would plan to post the list as a separate document with the Summer issue of the Bulletin, ie, in early July.

3. Annual General Meeting, 2008

The 9th AGM was held on the 19th January at the Barn Travel Inn, Hockley Heath, Warwickshire. The minutes of the AGM are as follows:

Present: Commodore Roland Liddell (Chair)
 Treasurer Dr Gordon Keyte
 Bill Garrod
 Mike Broughton
 Peter Llewellyn
 Ian Bremner
 Tony Hepworth
 Ruth Hepworth
 Don Baines
 Penny Baines

1. Apologies

Apologies were received from: Graham Farley, Gordon Knight, Geoff Hilditch, David Collinson, Trevor Cambridge, Alan Hill, Rob Haines.

2. Minutes of the last AGM held 20th January 2007

The minutes were read and accepted.

3. Matters Arising

From item 13: AOB: Treasurer agreed to investigate the subscription rates to the RYA and establish the benefit to the TOA in paying group membership. This will be covered in AOB.

4. Commodores Report 2007

It seems hardly possible that 2007 has come and gone so quickly, reflecting on the past sailing year, when the weather was odd to say the least. I had delayed launching "Squaw" with the intention of painting her top-sides to restore some colour to her "cheeks" for her 31st. anniversary. All looked well at the end of March and, thought I, once my neighbours had returned to our club moorings I could begin the preparation for painting without the risk of contaminating their boats. Events however rarely go to plan and whilst "Pintail" went in quickly my starboard neighbour remained rooted to the spot added to which, the fine weather ended together with my grand design. Launching in June after a good polishing the boat looked quite

smart which now gives pause for thought! Frustratingly we had an early summer of very strong winds or no wind at all and apart from short "around the cans" bashes, it was August before a weekend away was possible.

A Hythe Sailing Club rally to Langstone had been organised and I would go single handed. On the mooring preparations were going quite well, wind F1, auto-helm in place and ready to power up, steering compass mounted on its board in the companionway, foresail hoist and free, now for the main! Mainsheet free, up with sail, topping lift released, some gusts beginning, boom dancing!! What was that? From the corner of my eye a glimpse of the compass board but no compass. Oh well it must have fallen into the cockpit; must complete the hoist, kicker on, let go mooring strop and back to the helm. Bear away, harden mainsheet and foresail and come onto course. Clear of the moorings but of the compass there is no sign. It must have fallen into the cabin, expect a mess! With good visibility and familiar landmarks there was no immediate need for the compass and it was not until I had moored in Langstone marina that I had chance to make a search. It was nowhere to be found! Reconsidering the earlier glimpse of the compass mounting board and the oscillation of the boom it is probable that a fold of the mainsheet wrapped itself under the compass bowl and when tensioned, catapulted it and the board upward and out of the washboard slots. The two then separated with the compass joining the hundreds of sunglasses and sailing hats on the bed of Southampton Water. I now have a bulkhead mounted compass!

Boat owners can expect the odd and bizarre. Clive Hookham described his observations, whilst working on his boat ashore last summer, of a leaf-cutter bee which was busily building its nest of eggs in the gas locker ventilation pipe of *Megalia*. This solitary bee, *Megachile Centuncularis*, is between 10 – 15mm.in length, brown and amber striped with coarse hairs on its belly but it does not attack human beings. It becomes active in June/July and will use any narrow hole in which to deposit its eggs. The bee makes a chain like nest of layers of leaf cuttings, honey or pollen and an individual egg. Upon hatching the larvae eats its individual wad of stored food and, yes you've guessed, then buzzes off. I assume that boats that are afloat will be less likely to attract leafcutters but it is worth checking that gas and water vents are clear all the same. If anyone else has an unusual anecdote please let Gordon Keyte or Ian Bremner know.

I am very pleased to welcome to our Association Les Bonner, Trevor Cambridge, Ian Greig Cantley, Steven Frantzen, James McPhillips, Vince Wright, Peter Borsboom and Geoffrey Newson who joined in 2007. We will be pleased to hear of your sailing interests and offer our advice on any technical inquiries that you may have. Do keep an eye on events publicised in the TOA Bulletin which is now being edited by our Honorary Treasurer, thank you Gordon. We hope that you are able to join in our various rallies on the east coast or in the Solent. That said the conditions in the south last season were not too conducive to club rallying. We will be organising sailing "get togethers" for 2008 which will be advertised in our website and Bulletin. Please attend if you possibly can and do let us know if you have any ideas about rally venues or any other opportunities to get together. At the end of January '08, rather late notice I know, I received an offer from John Goode, former editor of Sailing Today magazine, for cheap tickets to TOA members to the London Boat Show on the Excel site. It seems that this venue offers facilities for group meetings and in view of our normal practice of holding our AGM in January it has been suggested that we should consider combining our annual meeting with a day out at the Boat Show. If this appeals to members can you please let either Tony Hepworth or Gordon Keyte know so that we can plan accordingly for 2009.

In my final year as Commodore of the TOA, I am pleased that we have made some improvements to our website, thank you Mark Lilley and Ian Bremner, although we have lost some of the earlier technical/work projects information. Ian is endeavouring to recover this but if those of you who have made submission in the past and still have stored computer project files it will greatly reduce his work if you can re-submit them to him, thank you for your help. You will have seen from the notice of our AGM that we have yet to find a nominee for the roll of Commodore. Our Vice Commodore, David Collinson, the nominee in waiting has, for personal reasons and with great regret, advised me that he is unable to stand for election. I am personally sorry that he has had to decline since he was instrumental in forming the Association in 1998/9 and it's Honorary Secretary for five years.

Should there be no nomination received by the time of the AGM the office will remain vacant until a volunteer steps forward. In the meantime and on an informal basis I will be pleased to provide what support I can for our Hon. Secretary Tony Hepworth and Hon. Treasurer Gordon Keyte. I wish to take this opportunity to thank you both, together with Ian Bremner, Doug Baynton, Bill Garrod, Peter Llewellyn and Mike Broughton for your support during my period of office and the work that you have all done for the Association. I hope that the Tomahawk Owners Association will build upon its foundations and continue to offer help and guidance for existing and new owners of this outstanding sailing cruiser.

Roland Liddell, Commodore, TOA.

Discussion following the Commodores report:

Gordon Keyte has taken over the Bulletin from Richard Mayhew, who has bought a Sadler 32 and is selling his Tomahawk. The Commodore asked that members consider sending in any interesting articles for inclusion in the Bulletin. Bill Garrod suggested that a prize should be offered for the best article. Roland Liddell suggested this could be two tickets to the Boat Show.

Roland Liddell commented that some improvements have been made to the website although it is recognised that the webmaster has limited time. Ian Bremner will be contacting Mark Lilley with a view to making further improvements, for example to include past bulletins.

The Commodore presented the Round the Island Race Cup to Tony Hepworth of *Bumble B*.

5. Secretary's Report (from Tony Hepworth)

Correspondence has been received from the following members

Geoff Hilditch

I'm afraid that the North West area of the TOA has very much "gone off the boil" since I sold "Iola" and changed boats along with some of the other "stalwarts". Paul Mountford sold "Chimo" and Dave Meacher sold "Malibu". Mike Warr (Macaw) and Paul Jones (Windlass) haven't been seen on the water or heard from for a long time.

Even though I'm now a Sadler owner I'm still interested in seeing what the Tomahawks are up to so please pass on my regards to those attending the AGM and "keep up the good work"!

David Collinson

Please give Alison's and my apologies to the meeting. We are very disappointed to miss this opportunity of meeting fellow members. All the best for Christmas and the New Year.

Trevor Cambridge

Sorry I can not make the AGM. I am away sailing in Madeira from the 18th, (not in my Tomahawk).

Alan Hill (TOA designer)

I do hope that you have a good AGM. Sorry I will not be there but wish all members my very best wishes and smooth sailing in 2008.

Rob Haines

Please accept my apologies for being unable to attend this year's AGM - I depart the UK for Corfu on 18th Dec, there to commence work on "Many Moons"

"Many Moons" is out of the water for all of January and a 18hp Yanmar is to be installed as replacement for the original 8hp. We sailed 5,300 nautical miles from the Solent to Corfu, with much motoring through strong seas and winds, and the poor old YSB8 gave up the ghost just four miles before Gouvia Marina! Loose keel bolts were removed, inspected and re-tightened in Majorca last winter, but the improved rudder is still holding strong.

She is truly a lovely little ship, constantly being admired for her looks and abilities by even experienced (and rich) sailors with very large yachts. I left England very much the novice, but after our long journey I find that in the ports I now visit I am treated respectfully as an experienced sailor; those with many more years sailing experience even ask my advice! Very humbly I keep reminding them that it is my dear little Tomahawk that has taken care of me and kept me safe through some quite hairy moments (rough seas, high waves, gales, waterspouts, and even a whirlpool in the Messina Straits that had us fighting with the tiller)... I am glad I was wise enough to take two autopilots: after burning out an Autohelm 1000 I replaced it with a second Simrad TP10, both of which - even though brand new - have had to be serviced after jamming in rough seas. I have learned that even a "Moderate Sea" is rough to a 25' Tomahawk!

I hope sometime to document some of my experiences. Thought if I bought a boat and sailed to Greece I could drop anchor and write to my heart's content..... buy a boat and relax.... got that wrong didn't !!

Wishing you all the best for the coming year. Fair winds!

New Members 2007

Leslie Bonner, Vince Wright, Ian Cantley, Jim McPhillips, Trevor Cambridge, Geoff Newson. Peter Borsboom (Netherlands), Beth Margulis/Steven Frantzen (Netherlands and in the process of buying a Tomahawk)

This makes a total of 32 paid up members

Resignations

Kenneth Craig and David Else

Kenneth Craig writes: - I wish to terminate my membership from the TOA. I am currently trying to sell my Tomahawk - *Sioux* - as I have purchased a Moody 31.

I have been a member since the TOA was started and I wish you all continued success and good sailing in the future.

Some queries received over the year from members & non members

There have been a number of queries and requests for help posted on the Forums page on the website. They have covered topics such as mast step sag, sailing from the cockpit (sail control lines), rudder problems, sail numbers and spinnakers. Some of the topics have been covered in previous Bulletins and available on request. I have responded where I can but we are keen to have more articles on member's experiences. It is intended that all copies of previous Bulletins are posted on the website in pdf format.

Other queries have been received from non members through email and I have included them here for your interest. I will be contacting them again and encouraging them to become members.

- Trevor Cambridge comments – I have had a surveyor describe the Tomahawk as a "family cruiser suited for estuary and coastal cruising." As I intend to take the boat across channel I queried it with him and the insurance company. The insurance company said they would not give cover for crossings if that was the case, has anyone else had problems?

The surveyor also recommended a keel bolt be withdrawn due to the vessels age, 1973. The question however is: do these boats have a history of keel bolt problems in your experience? She is a fin keel.

(Sec This is a question that has been raised before so I will ask Alan Hill if he has any views on this.)

- Lt Cdr S E Pink (contact through Roland Liddle) has a 1975 fin keeled Tomahawk called *Scamla* which is kept at Oreston on the River Plym.
- Jon Stone (email via TradBoat) enquiry regarding the qualities of the Tomahawk.
- George Jepps has a Tomahawk, *Culica*. He bought it in 2005 and did a lot of refurbishment before going to a mooring at Shotley Marina. Last summer he noticed the mast step had sunk alarmingly so cut the coach roof open and reinforced it. When he went to launch it this summer the crane man said the keel moved. When he rocked the keel while in the slings it is clear the hull flexes quite badly. He is in the process of stiffening it up. He also removed a keel stud which was in perfect condition so no worries there. The boat is entered in the Jester Azores Challenge next year so hopes his repairs hold.

Sec - I responded and encouraged him to join TOA – a bit worrying about the keel though! I now have Alan Hills email so I will ask his opinion.

Views on RYA Membership

We have canvassed opinion on continued membership of the RYA (see Agenda) and have had a few responses by email and website as follows;

David Collinson (*website*)

Yes I agree we could save the cost, and it has increased quite a lot since I first arranged for it. We had hoped that the greater exposure would bring more members and other benefits, but I don't think much has been gained. It did make us write a constitution though!

Vince Wright (*website*)

I'm inclined to agree with Ian Bremner. I can see the benefit of sailing clubs being affiliated, but for associations such as ours I would have thought it unnecessary. You could argue that the RYA should give us free affiliation to encourage us to become individual members.

Trevor Cambridge (email)

I, like most, am a member, just about to re-new and expensive it is as well. I did not find TOA via the RYA I found you on the net. I don't use the RYA site much; it's like a nautical Argos.

Rob Haines

I think we all support the RYA, proven by our own memberships. But I agree that the TOA should cease its affiliation with the RYA, and agree with the reasons already stated; we are all members of the RYA and it seems pointless that a small club like the TOA should bear the cost of such a premium.

Round The Island (Isle of Wight) Race

As far as I am aware I was the only TOA Tomahawk entrant although I did see Bill Garrods boat in the list of entrants. I hope to see a few more next year – weather dependant though!!

That concludes the Secretary's report and I wish all TOA members good sailing in 2008.

6. Treasurer's Report for January 2008

The balance sheet for 2007 is shown below together with the 2006 balance sheet for comparison:

	<u>2006</u>	<u>2007</u>
Income:		
Subscriptions, 32 @ £12	£370.00	£408.00
Burgee sales, 1 @ £17 (inc. postage)	£17.00	-
Members donation	£5.00	£4.00
Total	£392.00	£412.00
Expenditure:		
RYA membership	£80.00	£84.00
AGM room hire	£60.00	£70.00
TOA Bulletin costs (two issues)	£137.06	£147.25
Website expenses	£135.00	£180.00
Postage, etc, (Secretary)	£34.53	£8.28
Trophy engraving	£19.25	-
Total	£465.84	£489.53
Excess income	(£73.84)	(£77.53)
Balance at January 2006, 2007	£1139.27	£1065.43
Balance at January 2007, 2008	£1065.43	£987.90

Notes: The subscription total of £408 includes two payments for 2008.

The balance sheet shows an excess of expenditure over income of £77.53 and this is mainly due to the increases in costs of AGM room hire, RYA subscription, Bulleting costs and Website expenses. A contributing factor is that, while there were a number of new members joining in 2007, there were also a significant number of non payments from existing members. Had these been paid, there would probably have been a slight excess of income.

Although the web site expenses were higher this year, it is considered that an effective website is vital to the well being of the association. The Bulletin is probably also vital but Bulletin costs can be minimised by reducing the costs of photocopying, eg, by placing colour photos on one page. A further method of reducing costs is to send Bulletins to members via email, thereby reducing both copying and postage charges. It is proposed that the next issue of the Bulletin will ask members if they would be happy to receive the Bulletin in electronic form and if so, to send details of their email address.

Provided that bulletin costs and website charges do not become excessive, the current subscription charge of £12.00 should be sufficient for the immediate future. This however depends on membership numbers and it will be important to try and increase membership wherever possible and to seek continued support from existing membership.

On that note, members are reminded that subscriptions for 2008 are due on 1st April 2008 and remain at £12.00. Please send your subscription to:
Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ,
jengo@talk21.com

Best wishes for sailing in 2008!

Gordon Keyte

7. Election of Commodore:

David Collinson has had to withdraw, and, with no nominations received before the AGM, Roland Liddell gave his agreement to continue to support.

8. Election of Treasurer

Gordon Keyte indicated his willingness to remain in office. Proposed Tony Hepworth, seconded Roland Liddell.

9. Election of Secretary

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

10. Election of Bulletin Editor.

Gordon Keyte indicated his willingness to remain in office. Proposed Ian Bremner, seconded Roland Liddell.

11. Election of Committee

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

Additional Member: Don Baines.

12: AOB:

- RYA membership: The RYA subscriptions have risen from £84 to £89 next year. This cost represents 20% of the TOA income. Gordon Keyte contacted the RYA since most of the TOA members are also members of the RYA in their own right. The RYA responded, stating that it was our decision whether the TOA remained a member of the RYA.
- Motion: That the TOA withdraw from RYA membership: Proposed: Ian Bremner. Seconded Don Baines: Carried unanimously.
- Bill Garrod apologised that he had not been able to arrange the 3 South Coast rallies as promised last year. For this year, he undertakes to arrange a cross Channel rally in June or July to fit in with the round the Island Race. Bill stated that he would welcome suggestions from members for places for rallies, particularly mentioning the members from the East coast who may wish to join other members in rallies.
- The Secretary had received a number of queries about wobbly keels. In the past there had been an article covering this topic on the website, but this had been removed. Ian Bremner to investigate.
- Membership numbers: Peter Llewellyn suggested that the secretary could write to resigning members asking them to put TOA information in their boat packs. Information could also be sent to brokers who are selling Tomahawks.

13: Date and Venue of Next AGM

The suggestion had been made that the next AGM could be arranged to coincide with the boat show in the Excel Centre in London. There are meeting room facilities available free of charge. It is proposed that the meeting will be held on the middle Sunday of the boat show, 11th January 09. Roland Liddell undertook to investigate availability of a meeting room for this date. This will be confirmed to members nearer the time.

The meeting closed at 3.55pm.

5. New Headlining for *Malibu*

Be warned, that when you decide to renew your boat's windows several "might as well do them at the same time" jobs appear !

The chief of these was the decision to renew *Malibu's* headlining. This in turn led to: fitting new halyard and reefing winches with upgraded deck organisers and clutches; new instruments, including a cockpit mounted chart plotter; re-wiring; a new galley; a new chart table – and moving a bulkhead! Originally I was due to write about *Malibu's* window replacement, but my experiment with bedding the Perspex on closed-cell foam proved less than satisfactory in practice and I am currently re-setting the windows on Sikaflex using 4M pan head machine screws and nuts. I'll write a report for the next TOA Bulletin. This present article is about fitting *Malibu's* new headlining.

The old headlining was sagging badly in several places, and had become curled and discoloured at the window edges. Her previous owner had removed the fore cabin headlining completely in order to fit a Houdini hatch as a replacement for the "car bonnet" of the original Tomahawks. (See picture 1). The old lining had not been kept as a pattern. She had also been home-completed by her original owner back in 1979, and much of her interior joinery was looking sad. Her port side hanging locker was narrow, and its forward half-bulkhead did not line up opposite the starboard bulkhead of the heads compartment to offer privacy to the fore cabin.



PICTURE 1



PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6

The original windows were 6mm Perspex bedded on sealant, and attached direct to the grp cabin sides with ½" No.6 pan head self-tapping screws. A variety of different sealant products had been used over the years to cure leaks, and I had to use four different solvents (acetone, No 9 thinners, "Dilunet" and petrol) to remove their residues from the grp. Before removing the old windows I took the mast down (she was ashore for all this work to take place) and erected the full-length heavy-duty transparent cover I made for her in 2004 [see Autumn 2006 Bulletin]. With this securely in place *Malibu* was weather-proof for the winter, and I could remove her windows and take them round to Houdini Marine Windows Ltd at Southminster. Using the old ones as a pattern, Houdini cut, bevelled and drilled four new windows in 6mm grey perspex (colour code 2825). With VAT they cost a total of £262.03.

Most Tomahawks have foam-backed vinyl headlining, stuck directly to the inside of the cabin with impact adhesive. On some the ceiling panels are 4mm ply, covered with plain vinyl, and screwed to the wooden reinforcement battens running across the cabin roof. With age the foam biodegrades and crumbles, and the adhesive hardens. I decided to use hardwood battens throughout the interior, epoxy glued to the cabin sides and ceiling, so that the whole of *Malibu's* headlining would be on easily removable vinyl-covered plywood panels. Whilst I was at it I removed the forward half-bulkhead of the wet locker, and glassed in a new fore cabin half-bulkhead (12mm marine ply) directly opposite the heads compartment's forward bulkhead. All these bulkheads are structural, and distribute the loading of the mast. I made and glassed some robust laminated curved battens on the underside of the cabin ceiling between the heads and the wet locker, both to add strength to this critical area, and to enable me to screw a removable headlining panel at the base of the mast where all the cabling - tricolour, deck light, VHF aerial, anemometer - comes through four deck glands into the cabin.

For battening I used 1¼" x 3/8" iroko from "All Oak and Hardwood" (www.alloak.co.uk) who are very willing to cut and machine hardwood to almost any size. They are just up the road from me at Galleywood. If you have a good timber supplier nearby it is much cheaper to collect it yourself. The total to batten the whole of *Malibu's* interior was £36.72 inc VAT. Before fitting the battens around the windows I used a fine angle grinder (very carefully) to ensure the grp was smooth and square all round the window frames. With the windows out and the old headlining removed, I found the window edges surprisingly uneven. [***Health warning : It is very important to wear a full dust mask when grinding or power sanding grp as the fine dust generated is a carcinogen. It's also good to have a portable vacuum cleaner on board, and clean up as you go along.]

I cut the lengthways window battens to the full length of the cabin sides, beyond the ends of the windows, because I was going to fit aluminium curtain tracks top and bottom. The tracks screw through the plywood head lining panels and into the battening. The side battens were simply butt-jointed onto the lengthways battens, and triangular fillets cut to accommodate the radii of the windows' corners. The main cabin sides have a long gentle curve and the battens can be epoxy glued and clamped without any further preparation. You need at least a dozen clamps for each of the main windows. But the fore cabin sides follow a much tighter radius, and it is necessary to make a series of parallel saw cuts about ¼" deep and ½" apart along the glued side of the forward half of all four lengthwise battens to enable them to take up the curve without distorting the grp, or splitting. (See Pictures 1 & 2)

I worked on one window at a time, and fixed the lengthwise battens first, leaving the epoxy to set overnight before removing the clamps and fitting the end battens and fillets the following day. The epoxy was SP Systems 5:1, mixed with low-density filler to make a stiff ("peanut butter") adhesive. Before adding the filler I brushed the activated epoxy onto the glue face of the wood and onto the grp surface to "wet them out". It is surprising how uneven the unseen side of a grp boat is, and even with one clamp every nine inches, there were several places where the thickened epoxy usefully filled undulations between the batten and the grp. The clamps should not be screwed up too tightly – epoxy once cured has enormous strength and can bridge any gaps between mating surfaces very well indeed. If you are doing this work in winter (as I was) it is important to have a heater on board, both for your own comfort, and to keep the cabin temperature around at least 15 degrees C for mixing and curing the epoxy. (If you use a fast hardener you *can* epoxy down to 5 degrees C, but it's hard to mix at this temperature and I'm not sure if the bond is as strong.)

At the top of the cabin sides, where they join the ceiling, Alan Hill designed wide wooden battens glassed into the boat for strength. These are thick enough to take the screws for the side lining panels, but additional hardwood battens need to be epoxy glued to the lower edges of the cabin sides and can't be held by clamps while the epoxy adhesive hardens. For these, and all the other battens that couldn't be clamped I devised the following method.

The battens had 1/8" holes drilled centrally every six inches along their length (or closer on tight curves). The batten was then offered up to its required position (it's easier if two people do this) and a 1/16" drill, fitted with a "stop" so that it cannot protrude more than 3/16" beyond the batten, is carefully deployed through each hole. It is vital that this "stop" is firmly fixed –

otherwise you will drill holes right through the gel coat to the outside of your cabin ! The thickness of the grp on *Malibu's* cabin sides varies from 1/4" to 3/8". Keeping the drilled holes at 3/16" depth means the gel coat will not be breached. Some 3/4 " round headed no.8 brass screws, put through a penny washer to spread the load, are then carefully screwed through the batten and into the 1/16" holes in the cabin sides. You could use self-tapping screws, but I found that the brass screws have a self-tapping capability, and if, after the epoxy has set, you find you can't extract the screw, then it's not a problem if the screw head is ground off and its shank left epoxied into the batten. As with the clamping, the battens should not be screwed up too tight, otherwise the thickened epoxy mix is squeezed out and unable to do its bonding / filling job.

Once all the battens were glued in place (including under the side decks and under that part of the fore deck which is over the fore cabin), I used a flap wheel on an electric drill to match the curves on the window corner fillets to the curves of the grp sides. The holes left by the brass holding screws were filled with thickened epoxy. I then used fine production paper to sand down the horizontal surfaces of the battens where they surrounded the windows, and primed, undercoated and top coated with two-pot white polyurethane. (I used two topcoats to give added thickness.) With the windows in place these horizontal surfaces lie adjacent to the windows, and will catch any condensation which runs off the window. The polyurethane-covered surface is water impermeable, and wipes clean with a damp cloth.

The rest of the internal grp, and battening, I painted with ordinary white undercoat enamel. I should have mentioned that when I removed the old headlining I had to spend a lot of time with a wire brush on an electric drill getting all the old adhesive and perished foam backing off the grp. Really stubborn areas of hardened adhesive came off with acetone – but do wear rubber gloves for this, and a vapour respirator (3M do a good one). One benefit of this spring clean is that a previous owner had obviously been a smoker, and the residue smell of tobacco has gone with the old head lining.

Picture 3 shows the new starboard side main cabin headlining in place, with one of the grab handles which take the tension of the lower after shrouds to the chain plates below the main windows. When battening the main cabin sides you need to epoxy glue some 3/8" battening where the lower bracket bolts are so that the dome-headed nuts securing the bolts on the inside have got something solid to tighten onto. The top bracket bolts are ok because they pass through the existing glassed-in reinforcing timber. Because the headlining is mounted on 4mm ply you will need to buy a dozen slightly longer bolts to re-attach the grab handles.

Pictures 4, 5 & 6 show how I covered the 4mm plywood panels with foam-backed vinyl. I obtained the WBP ply from Robbins of Bristol (www.robbins.co.uk) at a very reasonable £7.78 per 8' x 4' sheet. Four sheets were required, and to make the order worthwhile I also bought some BS1088 marine ply and some sawn mahogany for *Malibu's* interior. There is a fixed delivery charge of £35, but even with this Robbins' price was below anything I could obtain locally. The foam-backed vinyl ("polar white") came from Hawke House Ltd in Gosport (www.hawkehouse.com), and cost £102.80 for 10 metres x 54" (I just love the mixture of metric and imperial measurement we've landed ourselves with in this country!).

It is worth buying some 8' x 4' hardboard from your local DIY store to make up patterns for the lining panels. There are no straight lines in a boat, and any errors in cutting the pattern may be corrected on the final panel. To get the window aperture *exactly* in the right place it is best to screw the finished side panel temporarily in place, then carefully draw round the edge of the grp. The resulting aperture should be cut two millimetres oversize because the foam-backed vinyl when stretched over the edge has some width.

The vinyl is stuck to the face of the panel with exterior quality WA40 PVA adhesive. 5kg – enough for the whole job – was £18.50 from Hawke House. (Useful articles on making vinyl-covered panels were published in PBO January and February 2004, numbers 445 and 446.) The professionals like to use 6mm ply for their panels, and having glued the face side with the PVA, use stainless steel staples to secure the flaps on the back. However 6mm is too heavy for a small boat like the Tomahawk, and 4mm perfectly adequate. The down side is that staples cannot be used to secure the back flaps because they will penetrate the thinner

plywood and puncture the face surface of the vinyl. I used ordinary ¼” staples to hold down the flaps temporarily after I had spread the adhesive on them. But to prevent the gun firing the staples too far into the plywood, and out the other side, I cut up some strips of corrugated card from an old grocery box and fired the staples through these. The flaps’ adhesive hardened overnight, when the staples could be easily extracted. The corrugated strips may be used over and over again.

Picture 4 shows the wet locker panel with the face-side downwards and the flaps stapled and glued on the reverse. Note that PVA does not stick vinyl to itself, so the final corner flaps were stuck with epoxy adhesive and picture 5 shows the panel in this final stage. Picture 6 is the panel right side up. A bradawl is used through the screw holes in the plywood to indicate on the vinyl where the securing screws are to go. To secure the panels to the battens I used stainless steel 7/8” countersunk self-tapping no.10 screws with slotted heads, and no.10 cup washers. I bought 150 of these from Sea-Screw in Eastbourne (www.sea-screw.com) for £18.50 – much cheaper than those expensive little cellophane pre-packs of ten from your local chandlers! I decided not to use the little plastic buttons you can buy to mask the screw heads because in my experience they tend to biodegrade, turn yellow or snap off after only one or two openings. Stainless screw heads have an honest robust appearance befitting an honest robust boat like the Tomahawk (see picture 3).

Postscript : Malibu’s interior looked very smart with the new headlining in place – but screwing the Perspex windows into the hardwood battens with pan head self-tapping s/s screws was not a success. This winter I have removed the windows once more, and remounted them on a bed of Sikaflex sealant. Instead of self-tapping screws I have drilled 4mm holes through the hardwood battens, and counter-bored 5mm deep by 12mm wide indents on the cabin side of the battens. The windows are secured by M4 40mm machine screws, with the washers and nuts hidden in the indents. The 40mm bolts are cut flush with the battens once the nuts have all been tightened. The lining panels have been replaced in their original position. Fingers crossed that this arrangement keeps the wet stuff out – more in the next Bulletin.

Don Baines, *Malibu*

6 Web Site

The TOA web site has recently been refurbished and the forum or discussion pages are now restricted to members only. The website address is www.tomahawk25.co.uk and members will need a user name and password to gain access to the Forum pages; if you do not have the password, contact Ian Bremner on ianbremner77@btinternet.com .We plan to put electronic copies of all TOA bulletins on the web site and also to include technical articles from members. It is also planned to try and include last minute information about rallies.

7 Subscriptions

Members are reminded that subscriptions for 2008 are due and remain at £12.00. Cheques (payable to the Tomahawk Owners Association) should be sent to the Treasurer, Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ.

8 Selling your boat?

There comes a time when one is no longer able to climb into the cockpit and, regretfully, the cherished Tomahawk has to be sold. The committee are anxious that new owners are informed about the TOA and ask that TOA information (eg, copy of the Bulletin or Membership Application form) be passed to buyers. Alternatively, just let us know the name of the buyer!

8 And finally...

....the next issue of the Bulletin will be issued in early July, hopefully in time for any last minute changes to the July Rallies. As always, contributions to the Bulletin are welcomed (send to jengo@talk21.com) and also any comments – it would be nice to have a ‘letters to the editor page’!

All the best for sailing in 2008, Gordon Keyte (Editor)

THE FOURTH TOMAHAWK EAST COAST RALLY
July 25 - July 27 2008



VANDINI & CEILIDH AT BRADWELL, EAST COAST RALLY 2007

The Tomahawk Owners' Association has arranged an East Coast rally for all Tomahawk owners and friends on July 25 - 27 2008, sailing from the Blackwater to the Crouch, via the Swin Spitway, and anchoring on the Saturday night at Paglesham on the River Roach.

WEEKEND PROGRAMME

FRIDAY JULY 25: Meet at Bradwell Marina, HW 17.20
Dinner in *The Green Man* 19.30

SATURDAY JULY 26 : HW Bradwell 06.03, sunrise 05.16, LW Swin Spitway 12.00, sunset 20.58,
HW Paglesham 18.39.
Dinner in *The Plough & Sail* 19.30

SUNDAY JULY 27 : HW Paglesham 07.32, LW Swin Spitway 12.40, HW Bradwell 19.16 (HW Maldon 19.55).

Please contact Don Baines (*Malibu* - MMSI 235033149) on: 01621 853979, Mob: 07947 825120,
email: donbaines@keme.co.uk if you would like to join us.