

# *The Tomahawk*

The bulletin of the Tomahawk Owners Association

March 2010

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## **Editorial**

In the last Bulletin I expressed concern about *Nokomis'* rudder – did I need to cut it open to inspect the (possibly corroded) tangs? Tomahawk designer Alan Hill very kindly wrote:

'I do believe that whilst 316 was employed in the manufacture of the stock, stainless steel of a lower grade was used in sheet form for the tangs. The process of welding to the stock of these differing materials plus the foam injected in the blade [quite a common undertaking in those days and most likely still occurring] once this becomes wet thro' ingress of moisture via the entry point of the stock or pintle the result is fairly quick degradation of both the tangs and welds. I do not know of any x-ray techniques that are in existence and from years of surveying I would not trust any findings which they might show up. The article in the bulletin (on rudder repair) is first class and a good step-by-step way of going about the task, by doing so it puts one's mind at rest about this important part of the vessel. There are three things you can do which are easy to do without removing the rudder:

1. See if any rust is visible from any part of the rudder blade.
2. Drill small hole at the lower end of the blade say about 2 inches and see if rusty water emits.
3. Arrange for some one who is strong to hold the tiller to one side whilst you apply force in opposite direction to the blade; if you see any movement between the blade and stock you have an internal problem.'

Well, I've done all this and am glad to say that there was no water or moisture emerging from the drilled hole, and no movement when a load was applied ( I used masking tape around the stock with another piece on the blade top and 'vernier' lines pencilled on both).

What now? Well it's four weeks to launch and time to get on with other things – like antifouling and sail repairs! Happy sailing in 2010!

Gordon Keyte

## **The Commodore's Bitt**

Like many members I have been frustrated by this winter's cold, wet and windy grip. Working on *Malibu* has been impossibility. Although she has a full-length transparent boat cover, to continue with my ongoing programme of renovation and re-configuration I do need to set up a temporary work station alongside her in my sailing club's boat park. Using power tools and cutting sheets of expensive 8' x 4' plywood cannot be done in intermittent drizzle and high wind, but must still be carried out adjacent to the boat to achieve accurate fitting. I hope that March (I am writing this on St David's day) will bring us the beginning of some warmer drier weather, and that all of us will soon be busy with fitting out and getting our Tomahawks ready for the summer.

I am pleased to welcome two new members: Roger Steele (*Romara II* - formerly *Sioux*) who sails on the Clyde, and Graham McGurk (*Dancing Cloud*) from the other side of Scotland, on the Firth of

Forth. Penny and I happened to be in Scotland in February and spent an enjoyable day driving from Glasgow round to the famous oyster and sea food restaurant on Loch Fyne. We went via Loch Long and were surprised and delighted to find HMS *Ark Royal* in a picturesque berth half way along the loch. It reminded me of the rich variety of different sailing waters we enjoy in the British Isles. Nothing could be more different from the big skies and broad shallow creeks of the East Coast than Scotland's narrow deep water lochs with their stunning snow-clad mountains glimpsed through soaring pine-needed evergreens.

I hope that Roger and Graham will make contact with each other (and with TOA member Jim McPhillips, who sails *Wee-Q-Te* out of North Queensferry on the Firth of Forth). Even though their sailing areas are on opposite sides of the country their homes are less than forty miles apart. Even if they cannot sail together a couple of boat-visiting sessions could still be arranged. An enjoyable feature of Tomahawk rallies is the opportunity to look over each other's boats, and discuss repairs and innovations. Following useful discussion at our London Boat Show AGM in January (with excellent attendance, and no fewer than three former commodores present) I agreed to contact individual TOA members and let them have the names of their nearest neighbours within the association, and will be doing this following publication of the Bulletin.

I am very conscious that one of the reasons we all go sailing is to get away from "being organised", and will respect any member whose response is that they wish to be left alone. But if you do feel somewhat isolated in your present sailing area I hope you may be pleased to find that there are Tomahawk enthusiasts fairly close by, and will make one of this year's sailing resolutions a resolve to make contact and sail in company with just one other Tomahawk.

For our worldwide members, not even in British waters, please use the TOA Forum to stay in touch. Ian Bremner our webmaster has written a useful user's guide to our website elsewhere in the Bulletin. In addition, any member who wishes to contact me direct is very welcome to email me at [donbaines@keme.co.uk](mailto:donbaines@keme.co.uk).

Ever an optimist, may I wish everyone a trouble-free fitting out and good sailing in 2010

Don Baines, Commodore

## Subscriptions 2010

With the Editor now wearing his Treasurers hat, members are reminded that membership subscriptions for 2010 are now due and **remain at £12.00**.

Subscriptions may be made by cheque (payable to the 'Tomahawk Owners Association) and sent to: **Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ.**

Alternatively, members may wish to pay electronically; if so please contact me on [jengo@talk21.com](mailto:jengo@talk21.com) and I will forward the TOA account details.

When you pay your subs could you indicate whether you would like to receive the Bulletin via email? It could save much in copying costs and postage.

## TOA Rally Programme 2010

### South Coast (organiser, Bill Garrod)

- 5<sup>th</sup> and 6<sup>th</sup> June: Gins Farm, on the Beaulieu River.
- 11<sup>th</sup> and 12<sup>th</sup> September: Marchwood, (the first weekend of the Southampton Boat Show)
- 16<sup>th</sup> to 19<sup>th</sup> July: St Vaast, France. Nb, These dates mean that the lock gates of St Vaast are open at lunchtime (for an overnight sail from South Coast) and 7-8pm for a day sail.

### East Coast (organiser Don Baines)

- Thursday 22<sup>nd</sup> July to Tuesday 27<sup>th</sup> July, a long weekend cruise to the River Deben (see Flyer on last page).

## AGM report

The 11<sup>th</sup> Annual General Meeting was held at the London Boat Show (Excel Centre) on January 17<sup>th</sup> – postponed from the 10<sup>th</sup> because of bad weather. Present were 18 members: Commodore Don Baines, Gordon Keyte & Jenny Keyte, Tony & Ruth Hepworth, Bill Garrod, Peter Llewellyn, Penny Baines, Geoff & Senta Newson, Alan & Kate Walder, Ian Bremner, Roland Liddell, Gordon Knight, Doug & Caroline Baynton, David Collinson. Apologies were received from: Doug Easson, Keith Barker, Alan & Jen Hill, Robert Haynes, Graham Farley, Derek & Marilyn Lyne, Roger Mander, Paul Whitlock.

The minutes of the meeting are as follows:

### Minutes of the last AGM held 11th January 2009

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

### Matters Arising

There were no matters arising.

### Commodore's Report

The commodore began by saying that in his written report he had summarised the beginning of the Tomahawk Association. He was pleased that Bill Garrod and Peter Llewellyn were present at the AGM as they were founder members of the TOA. David Collinson, another of the founder members arrived towards the end of the AGM. The Commodore's written report recognised their efforts. He thanked everyone for all their help during the year and then asked for any comments on his written report. There were none.

### Commodore's written Report

Today's AGM is the tenth since the Tomahawk Owners' Association was founded by eight Tomahawk enthusiasts (representing just five boats) in Ye Old Red Lion public house, Chieveley, on 27 March 1999. They held their first AGM at the headquarters of the Cruising Association in Limehouse Basin on 11 March 2000, in the Queen's Room (which only held ten people!) under the chairmanship of founding Commodore Bill Garrod.

Among the Aims and Objectives our founding fathers set themselves were " . . . the exchange of information relevant to the maintenance and improvement of Tomahawks; . . . to benefit from the experiences of fellow members; . . . to be able to cruise in company, along the coasts, or across the Channel etc.; . . . the regular production of a club Bulletin, to keep us all informed." The newly formed Association clearly met a need, for by the second AGM on the 17 February 2001, Honorary Secretary David Collinson was able to report a paid-up membership of thirty-nine (including two honorary members). Rallies had been held in North Wales, the Firth of Forth and in the Solent. These facts are clearly recorded in the early TOA Bulletins, ably edited by founder member Mike Juer.

Ten years on the TOA continues, we hope, to meet the needs of its members by following the aims of its founders. We have a thriving Bulletin, thanks to our editor Gordon Keyte, through which members can share technical expertise and enjoy reading of one another's exploits afloat. We continue to sail in company on a variety of cruises in a variety of waters. The TOA has had a web site almost since its inception, the original one being replaced by the present version by web master Paul Hepworth after it had become corrupted by hackers. Ian Bremner, our web site coordinator has issued all members (with internet access) with passwords so that we can communicate with one another online, and exchange technical advice and information without having to wait for the next edition of the Bulletin (which is itself now available online.)

So everything is looking good for another twenty years - except that successful organisations are those that do not stand still, but monitor and improve their activities, revisit their founding principles, and identify those needs which are not being met or could be met better. After the formal Agenda has concluded I hope we may have a *brief* but useful review of what the TOA can best offer its members, and the best way to do this.

I have a few concerns that I wish to share with members as a basis for discussion. [Because this Report will be circulated online in advance of the AGM, I will be very pleased to receive other concerns not listed here via email: [donbaines@keme.co.uk](mailto:donbaines@keme.co.uk), to include in our deliberations.] First, I

am concerned with the issue of 'retention' - the willingness of members to go on renewing their membership after their first year's expires. There is always going to be some wastage - members who sell their boats and trade up (or down) into a different class, or those who give up sailing altogether. But I would be concerned if I discovered that members were not renewing their subscriptions because they felt that the modest £12 per annum subscription did not represent value for money.

Over the ten years of the TOA's existence I can perceive at least three different member profiles: 1. The aspiring 30 foot owner who uses their Tomahawk as a stepping stone to a bigger boat; 2. The loyal Tomahawk owner who has had their boat several years and would not consider any other; 3. The new owner, possibly new to sailing, who has acquired a Tomahawk and is bursting with questions about its rigging, performance, maintenance etc. (There are further sub-divisions such as those who race against those who cruise, but the three primary divisions still hold.) While category (1) members may well drop out once they are no longer Tomahawk owners (though a few conspicuous members do not!), categories (2) and (3) should form the mainstay of the association, and ensure that our membership numbers show a net growth. (Essential as internet / stationery / postage costs rise.) One useful suggestion I have received from Gordon Keyte is that we establish a Technical Panel, whereby enquiries from members may be quickly answered. Such a facility will be particularly appreciated by our overseas members. This year we have been pleased to welcome into the association Helgason Hakon (*Molly*) from Iceland and Major Threlkeld (*Taqua*) from Florida. Such members are very much dependent on their internet connection to the association. Ian Bremner has also proposed a register of suppliers, boat repairers etc that members have found useful and can recommend.

A second concern that I have is the still small proportion of members enjoying the experience of sailing in company. There has always been a strong Tomahawk presence in the Solent, and, since 2004, on the East Coast (Essex Rivers). The North Wales members appear to have been drawn from category (1), above (I admit some blame for this, having bought David Meacher's *Malibu* six years ago, and had her transported overland from Anglesey to Essex.) Perusal of the membership list reveals other Tomahawks in relatively close proximity to one another, and I would like to take this opportunity to encourage their owners to make contact with their close neighbours, and plan a joint cruise. It only needs two to make a rally! Here on the East Coast, Doug Baynton's modest early Tomahawk rally of a few years ago has built up to last summer's one of six boats. As an encouragement I will be awarding a Commodore's Pennant each year to the TOA member who promotes a Tomahawk Rally in their sailing area. For the year just gone I am pleased to award it jointly to Geoff and Senta Newson (*Hawkeye*) for enhancing this year's East Coast rally to the River Orwell. On the final evening of our cruise they opened up their club, the Harwich and Dovercourt SC, to the East Coast fleet, arranged a cracking barbecue, and made us all very welcome in their club's bar.

A third and final concern is with another of the founding fathers' aims ". . . to investigate the possibility of group discounts." In the early days of the association worthwhile discounts were negotiated with Kemp Sails, GJW Direct Insurance and Duncan Yacht Chandlers (for distress flares). It may be, of course, that the TOA will always be too small to attract big discounts. With around fifty members we are not going to make the sail-makers wealthy through our modest orders. But the whole discount issue is worth investigating. Perhaps former Tomahawk members who have migrated to bigger boats could let us know if, for example, the Sadler and Starlight, or Westerly Owners' Associations offer discounts to their members?

I have already mentioned some of the association's hard-working officers who have ensured that the TOA has thrived over my first year as Commodore. I must add to these, first our Honorary Secretary Tony Hepworth - another category (1) member! - who has kept the association running smoothly for yet another year. I am also delighted that he has expressed his willingness to serve for a further year as secretary; thank you Tony. Also I would like to thank Gordon Keyte, this time wearing his Honorary Treasurer's hat, for keeping the association's finances in order, in addition to maintaining the membership records, and editing the Bulletin. Finally many thanks to Bill Garrod, Doug Baynton, Graham Farley, Peter Llewellyn, Ian Bremner and Roland Liddell for their support as committee members this year, and for agreeing to serve the association in the year to come.

### **Secretary's Report at the AGM - Tony Hepworth**

The AGM had to be delayed by one week due to bad weather conditions. Tony Hepworth thanked John Goode and the staff at Excel who were once again able to supply the TOA with a room for the AGM and discounted show tickets.

In the course of the year, 14 new members have joined through the website. Tony has contacted them all. There are also about 6 new people looking for boats.

## Round the Island Race

Don Baines commented that the Round the Island race was keenly contested, and that although Roland Liddell crossed the line slightly ahead, he had nudged a marker on the course and had incurred a time penalty. Therefore the winner of the TOA Commodore's Cup was Gordon Keyte and Penny Baines made the presentation. Gordon commented that his crew of his son and daughter deserved thanks, particularly his son who determinedly flew the spinnaker all the way round from the Needles.

## Secretary's written Report

For the past three or four years John Goode has been badgering National Boat Shows to provide a free 'no strings attached' exhibition area for some of the Owner's Associations. As a result of his hard work the National Boat Shows have agreed to offer 'prime' spots to a limited number of associations including the TOA. This kind offer was discussed amongst committee members but we felt that we were such a small Association with limited income and few active members, the cost of providing materials and manning the stand would mean that we could not make good use of this opportunity.

We have therefore decided to decline the offer this time round. We suggested that in future years, there might be other small associations such as ours who are able to offer some staffing coverage over the 10 days of the show, and have high quality publicity material available, eg, contact details for the association, boat description and specifications, sample bulletins/newsletters, list of boats for sale, photographs etc. We will discuss this at our AGM in January with a view to putting in place funding and manning arrangements should a similar proposal be made to us in future years. It is hoped that John will call in on our AGM.

## New Members

We welcome the following new members since the last AGM:

Hakon Helgason (Molly) Iceland, Garry Seed (Skip) Whitley Bay, Andrew Henegan (Tawasa) Poole, Bill Barna (Sanibel) Clevedon, Terry Wilson (Wigwam) Belfast, Stuart Nichols (Macaw) Bangor, Alan Walder (Mohawk) Poole, David McNeil (Dancing Cloud) West Lothian, Steve Newcombe (Mojave) Poole, Les Tomlin (Bumble B) Gosport, Roger Baylis (Sierra) Swansea, Majore Threlkeld (Taqua) Florida, Tony Harris (Kewaydin) Portugal, Paul Whitlock (Wihio) Medway. This year we have new members from far and wide including the British Isles, Florida, Portugal and Iceland. Such is the power of the internet!

## Treasurer's Report for January 2010 – Gordon Keyte

Gordon reported that the income had increased by £74, and that the website had been a success this year, and considered to be good value at a cost of £70. The bulletin is the biggest annual cost, particularly with colour copying and postage. Although a lot of members received their bulletin by email, many do like to receive a posted copy. Gordon stated that the situation could continue as it, but in the future the association may have to consider ways to encourage more people to receive the bulletins by email. At present there is an excess of income over expenditure of £236 with a balance of £1350 in the account. There were therefore sufficient funds should the committee want to purchase new trophies etc.

Don Baines thanked Gordon for being the treasurer and the bulletin editor.

## Treasurer's Written Report

The balance sheet for 2009 is shown below together with the 2008 balance sheet for comparison:

|                                  | <u>2008</u> | <u>2009</u> |
|----------------------------------|-------------|-------------|
| Income:                          |             |             |
| Subscriptions,                   | £504.00     | £578.00     |
| Burgee sales,                    | -           | £60.61      |
| Member's donation,               | £2.00       | -           |
| Total                            | £506.00     | £638.61     |
| Expenditure:                     |             |             |
| AGM room hire                    | £84.00      | -           |
| TOA Bulletin copying and postage | £208.07     | £318.92     |
| Website expenses                 | £78.50      | £72.86      |
| Postage, etc, (Secretary)        | -           | £10.00      |
| Trophy engraving                 | £8.50       | -           |
| Total                            | £379.07     | £401.78     |
| Excess income                    | £126.93     | £236.83     |
| Balance at January 2007, 2008    | £987.79     | £1114.82    |
| Balance at January 2008, 2009    | £1114.82    | £1351.65    |

Notes:

There were 47 paid up members for 2009 compared with 39 in 2008. Much of this increase reflects the success of our website in attracting new members. Note that of these 47, three had already paid at the end of 2008 (as new members) and four have paid in advance for 2010 (and in one case, for 2011!) Two of our overseas members contributed an extra £4.00. Four burgees were sold at £15.00 with a little extra for postage.

There was no AGM room hire in 2009 but this may change for 2010. Bulletin expenses were about 50% higher, mainly due to the cost of colour copying for pages that contain photographs. The relevant breakdown is:

| Month & no of copies | Black & White copying | Colour copying   | Postage & envelopes | Total cost |
|----------------------|-----------------------|------------------|---------------------|------------|
| March (46)           | 20.70                 | 23.00 (1 page)   | 23.28               | 66.98      |
| August (50)          | 20.00                 | 100.00 (4 pages) | 23.67               | 143.67     |
| November (50)        | 27.00                 | 60.00 (2 pages)  | 21.27               | 108.27     |

In November, 50 copies of the bulletin were sent to members by post and a further 12 copies were sent via email. This total of 62 includes 4 honorary members, 47 paid up members and 11 whose subscription for 2009 is still (hopefully) awaited.

Web site expenses were slightly less than those for 2008 and reflect extremely good value, considering the impact that the website has had on recruitment.

Finally, members are reminded that subscriptions are due on 1<sup>st</sup> April and 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](mailto:jengo@talk21.com)

**Election of Commodore**

Don Baines indicated his willingness to stand for re-election as Commodore. Proposed by Tony Hepworth, seconded by Gordon Keyte. Don received a unanimous vote and thanked his wife Penny for her support through the last year. Bill Garrod commented that, in the constitution, the Commodore changes every 3 years, so next year there is a need to elect a vice commodore ready to replace the existing commodore. This replacement rule does not apply to the secretary or the treasurer. Don Baines asked that serving members could give a year's notice of their intention to stand down from the committee.

**Election of Treasurer**

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

**Election of Secretary**

Tony Hepworth indicated his willingness to remain in office. Proposed Gordon Keyte, seconded Bill Garrod. Unanimously elected

**Election of Bulletin Editor.**

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

**Election of Committee**

Bill Garrod (proposed Gordon Keyte, seconded Tony Hepworth), Douglas Baynton & Graham Farley (shared role), (proposed Tony Hepworth, seconded Ian Bremner), Roland Liddell (proposed Don Baines, seconded Gordon Keyte), Peter Llewellyn and Ian Bremner (website contact), (proposed Gordon Keyte, seconded Don Baines).

Don Baines commented that it was good to have previous commodores serving on the committee.

**2010 TOA Rally Programme:**

**Bill Garrod: South Coast:**

5/6 June: Gins Farm, on the Beaulieu River.

11/12 September Marchwood, (the first weekend of the Southampton Boat Show)  
16, 17, 18, 19 July, St Vaast,. These dates mean that the lock gates of St Vaast are open at lunchtime (for an overnight sail) and 7-8pm for a day sail.

#### **Don Baines: East Coast.**

Thursday 22<sup>nd</sup> July to Tuesday 27<sup>th</sup> July, a long weekend. The tides are good at this time to go North.

Don then presented a Commodore's pennant to Geoff Newson. As a new member supporting the East Coast rallies, Geoff threw his own club open to the visiting yachtsmen. Geoff thanked Don and said that he only opened the club bar and arranged a BBQ.

Don has bought 3 burgees and would like them to be used in recognition of someone doing a bit more than expected within the association.

#### **TOA stand at the 2011 London boat Show**

Tony Hepworth had received a proposal from John Goode giving the TOA the opportunity to have an association stand at the 2010 boat show. At the time this was declined, and at the AGM the committee discussed the possibility for the 2011 boat show. This would involve manning the stand for 10 days, (including setting up and dismantling) and could possibly need 4 people doing 3 days each. The committee considered this to be difficult, given the small number of TOA members and possibly to be of marginal benefit to the TOA, given that it is a small association, (only 250 boats produced).

Instead, the committee discussed the possibility of producing a high quality poster with contact information, and application forms. Peter Llewellyn volunteered that his wife Jill has done presentation material in the past, and could put up a board, and Don Baines said that he could deliver and collect a set up board.

**Action for Tony Hepworth** to contact John Goode again, informing him of the committee's decision.

#### **Proposed change to TOA burgee design**

Peter Llewellyn designed the original TOA burgee. Two new designs have been submitted to the committee by Rob Haines and by Derek Lyne, for consideration, both of which have considerable merits.

The AGM members discussed:

- The number of burgees which are still in stock (about 6 of the current design).
- That probably only 1 burgee is sold each year.
- The fact that many existing members already have burgees, hence any new design would be of more interest to new members.
- That the burgee is an easily recognisable point of contact on rallies.
- If there were more rallies organised, there would be a need for more burgees.

The AGM's decision currently is that:

- The TOA would stay with the status quo at the moment and keep the existing design recognising that some of the old members may be reluctant to purchase another burgee.
- The cost of producing new burgees would be explored to include the different methods of producing them – minimum order and cost per item.
- That efforts should be made to ensure new members are made aware (via the website and bulletin) that they can buy a burgee.
- The committee will be returning to this topic at a later date.

**Action:** Gordon Keyte to let Rob Haines and Derek Lyne know that the new designs had been discussed and to pass on the AGM's thanks.

**Action:** Peter Llewellyn to explore the costs of producing a new burgee.

#### **AOB:**

##### **Advertising for future TOA members**

Tony Hepworth stated that they have had approximately 80 boats through the membership in 10 years and that the website had attracted 14 new members this year.

The committee discussed the possibility of producing a laminated association flyer which could be put, together with application forms in boats for sale, either physically or in the brokerage. Don Baines added that the TOA could have stickers on their boats so that other owners were aware of the TOA.

**Action:** Don Baines to examine the feasibility of this.

Peter Llewellyn also mentioned that he had approached companies to put the club emblem on clothing etc. **Action:** Peter L to pass the contact details to Gordon Keyte to put in the bulletin.

Roland suggested that various sailing magazines, such as PBO and Sailing today, run club news pages, and have letters with rally dates and adverts. Bill Garrod pointed out that this has been done in the past, and the magazines typically required 3 months notice.

**Action:** Tony Hepworth to compile a letter for PBO and Sailing Today.

**Technical Forum:** Gordon Keyte put forward the suggestion that members within the association with relevant experience could act as a focus for technical matters, such as rudders, engines, hull, sails deck fitting etc. Details of members and their expertise would be promulgated in the bulletin and also that there would be a membership list which would be supplied to members in hard copy form.

### **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, 9th January 2011.

The meeting closed at 1.30pm.

## **Membership List**

Enclosed with this Bulletin, but not attached to it, is the Current Tomahawk Owners Association membership list. To protect members' privacy, we have only included members' name, boat name and sailing area or home port.

The purpose of including the list is to help members make contact with other members in the Association who may sail in the same area. We realise that many members may not wish to have their contact details published and for that reason, the address, email and phone numbers have been omitted. If any member wishes to make contact with another, please contact one of the TOA officers whose name is given at the top of the list and we will provide the contact details.

## **'Many Moons' for sale**

For the past few years Rob Haines has been cruising in the Mediterranean Sea in his Tomahawk 'Many Moons'. Rob has now decided to sell and his extremely well equipped yacht is now up for sale. Many Moons is currently lying at Preveza, Nr Levkas, Greece and was built in 1978 – she was exhibited at the '78 boat show by Marcon. She has been well looked after, keel bolts checked, rudder tangs replaced, etc, and has a Yanmar 2GM20 (18hp) diesel engine. Asking price is £12,000. If any member wishes to obtain a copy of the full technical specification, please contact the editor on [jengo@talk21.com](mailto:jengo@talk21.com)

The brokers handling the sale are IBA (go to [sales@ibagreece.com](mailto:sales@ibagreece.com) or [www.ibagreece.com](http://www.ibagreece.com) ) but Rob will be happy to answer queries, phone 07969 495523.

## **Your Website**

The TOA website is a great resource for YOU our members to use.

The more you use it – and the more you let us know what's missing, the better and more useful it will get. Do try to make regular visits to the site to keep up to date.

Once logged in you will see the full menu (**see Figure 1**). When you have browsed the site to get acquainted, your next stopping point should be:

### **The Forum (see Figure 2)**

We've the basics of a very useful members Forum; use it to put your questions – answers – thoughts - sales & wants (preferably Tomahawk related). Its easy to use and easier still the second time – just try it!

Start by 'clicking' on any of the topics that interest you and use the 'back arrow' ( at the top of your browser window ) or click on another topic to move through the articles – experiment by adding your own topic (if you need it removed or need specific help then just email:

[ianbremner77@btinternet.com](mailto:ianbremner77@btinternet.com)).

More web tips in the next issue.

Ian Bremner

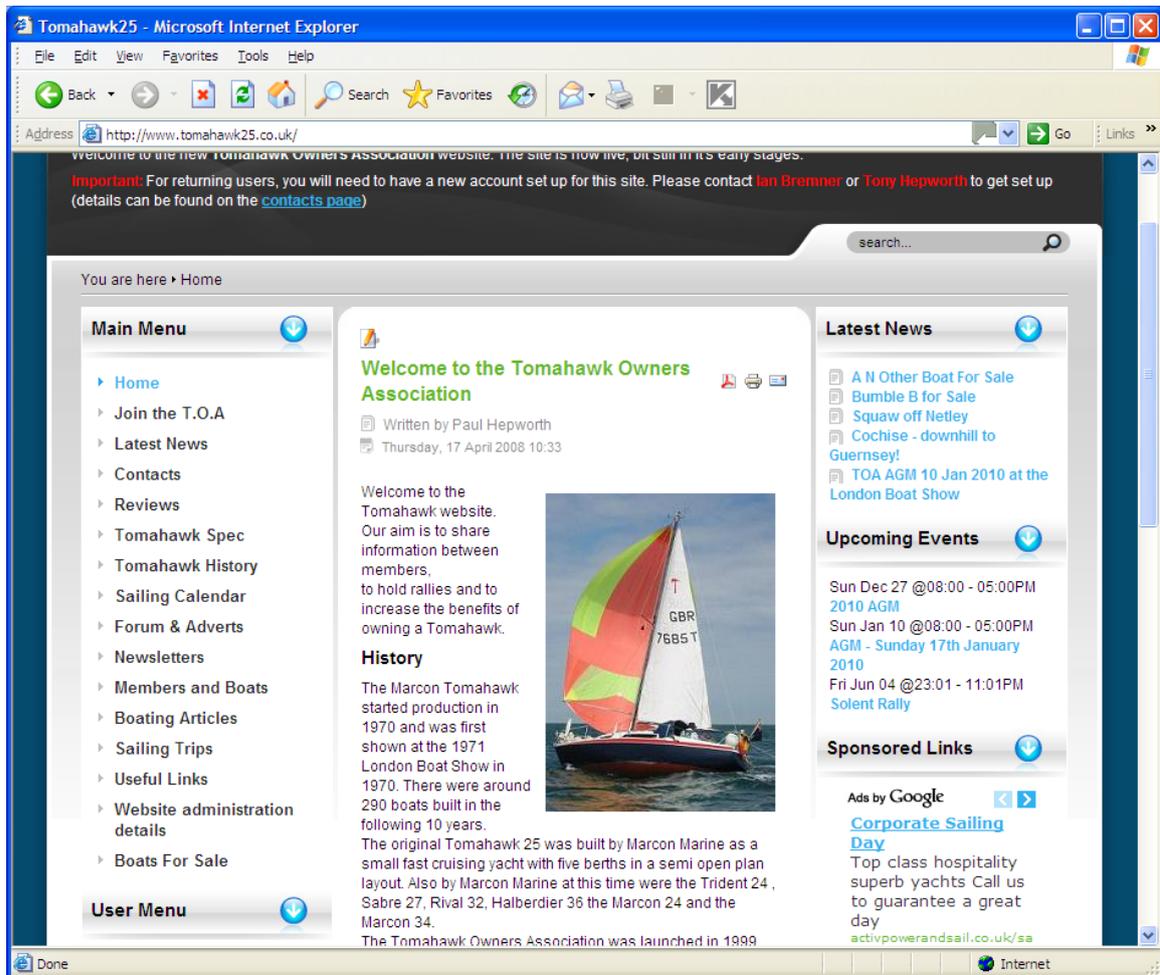


Figure 1: The menu

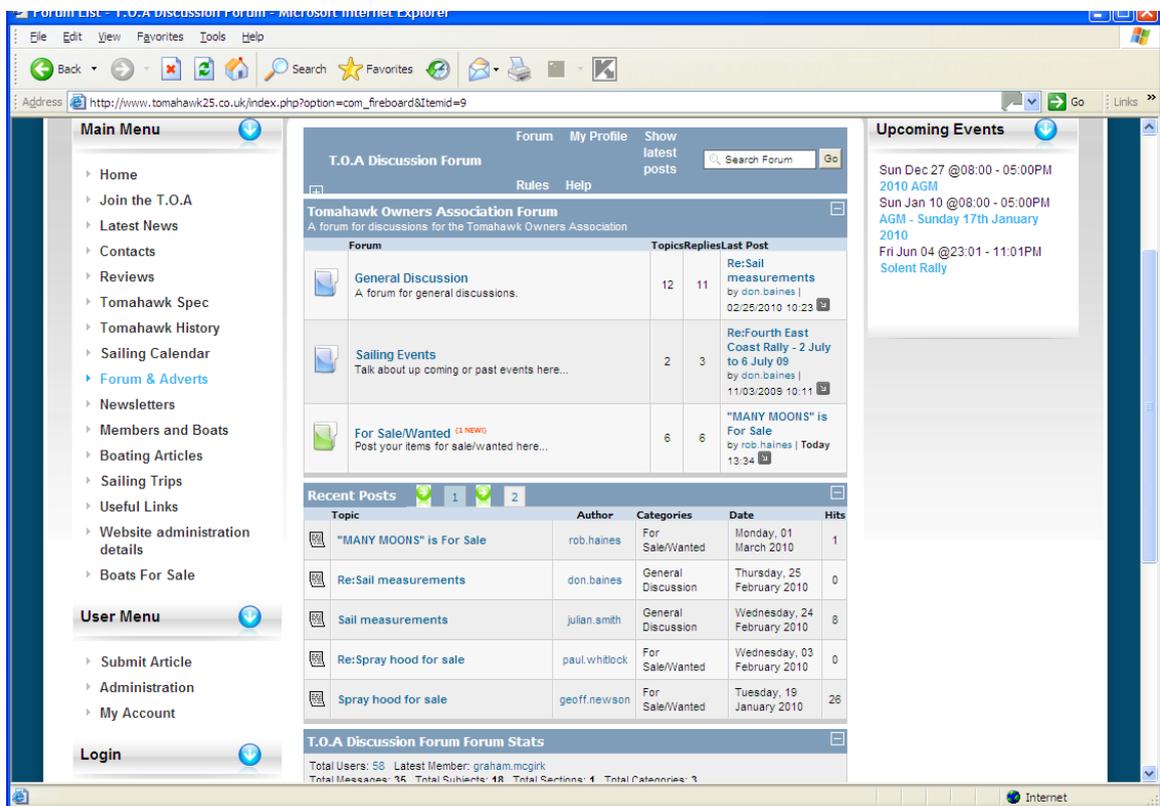


Figure 2: The Forum

## Malibu Goes Foreign

2009 was to have been the year *Malibu* made it up the Thames to St Katherine's, but a succession of F5 - 6 westerlies confounded our plans and we ended up leaving our familiar Essex rivers, "going foreign," and exploring the relatively sheltered waters of Kent's Medway and the Swale. We sailed down to Bradwell in a F6 sou'westerly on Wednesday July 22, planning to sail round to Queenborough the following day and join friends Mick and Karen in *Eos*, their Hunter Horizon 23. But Thursday's forecast was more of the same, and we decided to make a dash, heavily reefed, to Brightlingsea and leave for Queenborough on the Friday. Friday, however, we were gale-bound in Brightlingsea with F6 -7s and finally left at 07.15 on the Saturday.



MALIBU IN THE WEST SWALE



SAFELY THROUGH KINGSFERRY LIFTING BRIDGE



AGROUND IN THE EAST SWALE, SEEN FROM EOS



PROGRAMMING THE PLOTTER

The inshore forecast was giving F4 - 5 westerlies, but the only thing they got right was the direction. There were only 2 or 3 knots of wind in the Colne, and only 8 knots in the Spitway. Helpfully the wind stayed due west and increased to 12 knots as we sailed close-hauled up the East Swin, passing the Bell Maplin at 11.25. Off the South Shoebury buoy the wind faded to around 4 knots, though the spring tide gave us 4.9 knots over the ground. Well before Sea Reach No2 we started *Malibu's* engine and motored across the Yantlet deepwater channel and into the Medway, keeping well clear of the well-marked *Montgomery* wreck ! There was little shipping in the Yantlet, and we finally picked up a visitor's mooring off Queenborough at 15.00, where Mick and Karen were waiting for us.

During a pleasant evening in Queenborough Yacht Club, we decided not to attempt the 40 NM dash up the Thames to St Katherine's (the forecast was still giving westerly 4s and 5s.) Mick suggested we explore the Swale, possibly overnighing in Faversham Creek. Since these are his home waters (*Eos* sails out of Chatham) we were very pleased to take up his offer, and left Queenborough next morning with the wind a modest F3 - 4 S x SW, but with frequent gusts of 25+ knots. We had a forty minute delay waiting for Kingsferry lifting rail bridge to open, but eventually both boats were through, with the fresh westerly wind behind us.

The 40 minutes delay at the bridge proved crucial an hour later when, having successfully negotiated the watershed at Elmley Ferry we finally ran out of water at the bottom of the tide off Conyer Creek by Fowley Island. *Malibu* and *Eos* are bilge keelers so we both had a brew-up while taking the ground, and waited for the flood tide to float us. The enforced break gave us time to read the pilot and learn that four hundred years ago the Swale was the main route from the English Channel to London. It has since then considerably silted up. Kingsferry was where King James II is believed to have fled to exile in France in 1688, evading his pursuers by crossing to the Isle of Sheppey. The tide soon returned and we nosed our way eastwards into deeper water, eventually picking up buoys at Harty Ferry and having a late lunch while we waited for the tide to take us up to Faversham.

Mick had been up Faversham Creek before, and had wisely retained the track on his plotter. The creek is buoyed, but the buoys frequently bear scant relationship to the narrow channel. The East Coast Pilot says to give the port hand buoys plenty of room as they sometimes lie over shallows. A problem is knowing which side of the creek to be on during the long stretches between buoys. Mick had walked the creek at low water, photographing the channel, and skilfully piloted us all the way to Iron Wharf at the head of the creek without mishap.

We had earlier looked into Oare Creek, off Hollowshore, hoping to visit the legendary "Shipwrights Arms", but found absolutely no mooring. We are spoilt here in Essex. Even in the shallow water at the head of Faversham Creek mooring was at a premium, and we finally squeezed two abreast on a brick quay between the sailing barge *Phoenician* and a couple of resident cruisers, at 16.00. We took great care in setting our mooring lines that we were not going to get caught by *Phoenician's* large anchor which dangled threateningly above our bow. The tide soon left us, and once we had settled into the mud (and reassured ourselves that *Phoenician* wasn't going to pin us down as she too settled) we treated ourselves to a hot shower in Iron Wharf boatyard. Another convivial evening was spent in "The Albion", with good beer from Shepherd Neame. (The brewery - England's oldest - is less than half a mile from the pub.) On returning to our boats a certain rearranging was required on *Malibu*, who had settled at approximately 20 degrees to the horizontal. A deep hull had obviously been in the mud recently, and we had slid into its underwater V profile. Penny made herself comfortable in the quarter-berth; Don lay against the hull in the port v-berth.

We slept well - but had to rise at 04.00 to catch the early ebb out of the creek. Motoring under our steaming lights, *Malibu's* plotter now had the deep water track to show us the way out of the creek, and on reaching the Swale we turned up tide back towards Queenborough. (We had considered leaving the Swale eastwards, past Whitstable, but making our way home past the Shivering Sands and the West Barrow on a falling tide did not look sensible, so another night in Kent was a more attractive option.)

We managed to negotiate the Swale east to west without going aground, and only had to wait twenty minutes for the Kingsferry bridge to open. The light sou'westerly wind had become fresh and blustery by the time we passed through the bridge, and we were hit by a series of severe squalls just as we entered the east-west Horse Reach beyond the bridge. With full sail up we were glad of *Malibu's* cockpit reefing system, and soon had two reefs in and the genoa half furled. Half an hour later the squalls had passed and we had tied up at the visitors' pontoon at Queenborough, and said our goodbyes to Mick and Karen who had to take *Eos* round to her berth in Chatham marina. At the end of the afternoon we moved *Malibu* from the pontoon (where it was £20 a night mooring) and got onto a visitor's buoy (only £10 a night). We ate on board and turned in early for a 06.00 start on Tuesday morning.

We motored out of the Medway in a flat calm and didn't put up any sail till the Grain Edge buoy. When the wind did come in it was a gentle F2 sou'westerly, and we were making 7.5 knots over the ground with just the genoa out. There were three knots of tide off the South Shoebury and the wind veered west and increased to F3. We hauled up the main. We made excellent progress to the South Whitaker and were able to cut across the Whitaker Spit to the Swin Spitway buoy just as the sky started to darken and it was obvious that something nasty was coming our way. Halfway through the Spitway we pulled down two reefs in the main and rolled up half the genoa, just in time to meet a succession of nasty squalls. The wind increased to 30 knots westerly when we found some shelter behind the Bradwell baffle. After anchoring here for lunch at 13.40 we did not bother to sail back to our mooring, but motored past Osea into an unpleasant SW 5-6 / gusting 7. Picking up our mooring opposite the Blackwater Sailing Club at 17.00 we had our evening meal (tinned steak, potatoes, peas and carrots) and stayed on board until 20.30, when the sea state allowed us to put our gear in *Malibu's* tender and get ashore. That'll teach us to "go foreign"!

Don & Penny Baines

## A new breakwater for *Incamoon*

Some years ago the Association held a rally at Warsash Sailing Club. Over the weekend, James Barnes, one of the founder members of the Association told me of his plan to manufacture a main hatch garage and breakwater for his Tomahawk *Haida of Wareham*.

James was constructing a plug to make a mould and whilst he had the garage itself in hand, he was unsure how to deal with the breakwater that he wanted to incorporate in the structure.

I arranged to visit James at Redcliffe sailing club near Wareham and we spent a pleasant afternoon chewing over various ideas. Having determined the lines of the breakwater, sketches were made and measurements taken, from which James produced the final plug and then a mould. The idea was that a channel be attached to the top of the breakwater, into which the bolt rope holding the base of a spray hood would be slid, making a watertight join.

James successfully made the prototype which was fitted to *Haida of Wareham* although he had some difficulty separating the hatch from the mould. He had not polished the inside of the mould, finishing the prototype by polishing and cutting back the gel coat on the finished article. A spray hood was fitted and the whole job was found to be well worth while.

Sadly James is no longer with us, but he did pass on to me the mould, which has been in my loft for some time.

Doug Easson and I decided to bite the bullet and have a moulding made and fitted in October 2008. I was still working at the time and neither Doug nor I had the time to carry out the work ourselves, so we approached Danny Wheeler at Lauren Marine in Woolston Southampton. He repaired the interior of the mould and polished it before moulding our garage and breakwater. Sadly, the layup on the mould is not all that it should be and it did suffer a bit of damage which needs repair, but the finished article came out a treat and Danny and his assistant fitted it to *Incamoon*. They filled the sides of the breakwater so that they could cut out slots to take the running rigging which is led aft to stoppers and winches either side of the companion way. We did wonder if the slots would let in a lot of water, but have found even in rough seas that the whole system is remarkably dry. One can always put a piece of foam or a sponge in the hole, which is easily removed if it becomes necessary .

You will see from the photos accompanying this article (see below) that the hand rail has to be cut into to fit the breakwater. We have subsequently removed the section behind the spray hood as well. Particular care needs to be taken when removing the rail so as not to disturb the seal at the fixing points with the coach roof.

If anyone wishes to make use of the mould please do not hesitate to contact me. Our next project is to be the fitting of a modern Houdini forehatch. This has already been done on a number of Tomahawks. I will I hope be able to let you have a detailed account of the process later this year.

Peter Llewellyn

