

# *The Tomahawk*

The bulletin of the Tomahawk Owners Association

November 2009

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## Editorial

After a very mixed summer, the 'Indian Summer' of October was especially welcome but we're paying for it now with almost continuous gales and rain – or so it seems! Nokomis is spending winter ashore and I had considered taking my rudder apart (see page 7) but I'm loathe to start cutting it open without 'just cause' – does anyone know of any X-ray techniques for inspecting rudder tangs? Nokomis was built in 1972 so the tangs may have rusted but there's no sign of any water ingress. Maybe I'll just paint the deck and cabin top instead!

## The Commodore's Bitt

2009 brought us a mixture of weather, but TOA members have managed to fit in a lot of sailing, and successful rallies have been held throughout the season. Some members, like the intrepid Rob Haines (*Many Moons*) have taken their Tomahawks into warm waters (Greece); others have crossed the English Channel. Your Commodore "went foreign" in July when he crossed the Thames estuary from Essex to Kent (!) He planned to take *Malibu* up the Thames to St Katherine's but the F5 and F6 westerlies caused him to find sheltered water in The Swale, and Faversham Creek. (See photos on page 2).

I am looking forward to meeting as many members as can make it at the TOA AGM which is being held for the second year running at the London Boat Show. (More details elsewhere in the Bulletin.) I am very aware that the Association is still very much in its infancy, celebrating its tenth birthday this year. An AGM is a good opportunity for members to offer their suggestions for things the Association could do, or do better. If you have ideas but cannot make it to London please email them to me at [donbaines@keme.co.uk](mailto:donbaines@keme.co.uk).

2009 has been a good year for recruiting new members, and I am delighted to welcome the following Tomahawk enthusiasts to the Association:

**Roger Bayliss**, Swansea, *Sierra*; **Major Threlkeld**, Miami, Florida, *Taqua*; **Leslie Tomlin**, Hayling Island, *Bumble B*; **Alan Walder**, Poole, *Mohawk*. **Terry Wilson**, Belfast, *Wigwam*.

Good Luck with the winter maintenance programme - if you are modifying or repairing your Tomahawk, or adding new gear, please write a short account (with pictures, if possible) for the next Bulletin, and share your experience.

Don Baines, TOA Commodore, *Malibu*



*Malibu* exploring The Swale



Negotiating Kingsferry lifting rail bridge

## East Coast Rally: July 2 – 6, 2009



*Ceilidh*, *Malibu*, *Vandini* and *Varuna* enjoy a tranquil stop-over in Shotley Marina. Photo by Gordon Knight



*Ceilidh* approaching the Orwell Bridge.



*Vandini*, *Varuna*, *Ceilidh* & *Malibu* at Ha'penny Pier. Photos by Penny Baines

The East Coast TOA members decided to hold a five day rally this year, enabling us to cruise further a field and to involve more Tomahawk owners along the Essex coast. *Ceilidh* (Gordon), *Malibu* (Don & Penny), *Vandini* (Doug & Graham) and *Varuna* (Roger & Mick) moored at Bradwell Marina during the afternoon of Thursday July 2, ending up in "The Green Man" for the usual good food, beer and yarning.

We were delighted on the Friday morning to find Tomahawk designer Alan Hill at the marina, pottering on his lovely Blackwater sloop *Penny Blue*. There was more yarning on the pontoon, and a real privilege for us to pick the brains of one of the East Coast's finest yacht designers. Fortunately for Alan the fleet had a tide to catch, and we left him to his chores at 10.30 when we headed out of the marina and up the Wallet towards the Pye End safe water buoy marking the entrance to the Walton Backwaters, 22 NM away.

Our intention had been to enter the Backwaters and barbecue on Stone Point, meeting Geoff and Senta Newson out of Harwich on *Hawkeye*. However, as the day progressed the F2 - 3 sou'westerly which had blown us up the Wallet veered westerly and increased to a fresh F5 - 6. Geoff radioed to report that our planned barbecue beach had become a lee shore, and recommended sailing direct to Harwich - or even up the Orwell to Ipswich.

At this point Don discovered that *Malibu's* radio was only receiving transmissions within about a half mile radius. Messages from the rest of the fleet were relayed via Gordon on *Ceilidh*, who was sailing close to *Malibu*. The consensus was that we should head for the shelter of Shotley marina, rather than endure the swell found off Harwich's Ha'penny Pier in strong winds. Ipswich was felt to be "a marina too far".

So the fleet of four Tomahawks duly locked into Shotley and spent a snug night away from the blustery conditions of Harwich Harbour. After cooking our "barbecue steaks" on board we all repaired to "The Shipwreck", which offered an impressive selection of real ales. Geoff and Senta in *Hawkeye* sailed direct to Ipswich's Neptune marina.

Saturday dawned bright and fair, with the wind further veered round to the nor' west and reduced to a manageable F 3. The fleet took the last of the flood up to Pin Mill where we anchored down river from the famous "Butt & Oyster", and at last made contact with new members Derek and Marilyn Lyne in *Trial and Error*. Derek had inflated his rubber duck, as had Don. Roger and Mick in *Varuna* were already towing theirs, and between us we ferried everyone up the Grindle to "The Butt" and (yes - you've guessed) more yarning and beer! The yarning went on for some time, so when we emerged from "The Butt", it was a long walk to the end of the hard carrying our rubber ducks before we found enough water to float us back to our boats.

We had booked six berths in Neptune marina, but Derek and Marilyn decided to return *Trial and Error* to their club mooring in Freston Reach, just below the Orwell Bridge. They then drove home to Hadleigh in Suffolk, returning to Ipswich with a super chicken dinner, followed by home-grown strawberries, to share with the crew of *Malibu* and *Ceilidh*. Some marina-side restaurants aren't geared up for large parties. Although we tried booking a table for fourteen a week in advance, no restaurant or pub would risk reserving that number of places on a Saturday evening.

However, we finally made contact with *Hawkeye*, who had been in the marina since the previous evening, and Geoff was pleased to show everybody his new electric anchor windlass, fitted the previous winter. Derek and Marilyn enjoyed visiting the other Tomahawks in the fleet and making notes for next winter's boat improvements.

The next day we left Ipswich at 12.00, pleased to dip our ensigns to two of Her Majesty's P2000 Class patrol vessels locking in as we locked out. *Hawkeye* had left

an hour earlier, so that Geoff and Senta could get her back on her mooring at the Harwich and Dovercourt Sailing Club in time for them to prepare for our Sunday evening barbecue. The fleet enjoyed a gentle sail down the Orwell, not stopping this time at the Butt and Oyster. (This stretch of the Orwell was where "Yangtse Incident" was filmed, the story of *HMS Amethyst* fleeing Mao's communists in the Yangtse River in 1949. The real *Amethyst* was used at the start of filming but a special effects explosion was made too big and blew a hole in the hull, flooding the engine room. *Amethyst* was sent to the breakers and *HMS Magpie* was used for the rest of the film. *Amethyst* sustained more damage during filming than during the actual battle ! )

Unlike poor *Amethyst* our little fleet reached Harwich's Ha'penny Pier without incident and were soon berthed together. The crews were despatched to the Harwich and Dovercourt SC, where Geoff and Senta had arranged a super barbecue for us all. (They had also opened the club bar, which was good!)

Whilst at the Harwich & Dovercourt SC we were invited to look over the club's new clubhouse – a historic D-Day "little ship" - LBK6 (Landing Barge Kitchen). This particularly interested Don, whose father had landed on Arromanches beach on D-Day and may well have used the hospitality offered by LBK6 when she was towed from Sword to Gold beach in July 1944. The barge was in the early stages of being fitted out, but one could see what super accommodation will be enjoyed by the club in future in the 80 foot by 20 foot hull. (See [www.hdsc.org.uk](http://www.hdsc.org.uk) for more information).

Back in the old clubhouse's bar we enjoyed meeting some of Geoff and Senta's fellow club members, and yet more yarning kept us busy for the rest of the evening. Although *Hawkeye* was on her own mooring about two cables distant from Ha'penny Pier, and *Trial and Error* similarly secure at Stoke SC in Freston, the East Coast Tomahawk members were all assembled under one roof, and so we can claim that six Tomahawks were represented at this year's rally. Geoff and Santa were warmly thanked for their hospitality and for contributing to a very enjoyable cruise.

The rally, however, had yet one more day to run, as three of the four Blackwater boats had to get back down the Wallet and up the Blackwater to their moorings the next day, and Roger and Mick, on *Varuna*, were hoping to do a channel crossing to Calais via Ramsgate. We all set our alarms to catch the 05.20 shipping forecast – and wished we hadn't. We didn't need the radio to tell us it was blowing hard, and the inshore forecast for the Thames estuary was sou'westerly 5 or 6 becoming 7 (perhaps 8 in the south) later. Our course home was sou'westerly!

*Vandini* left first around 06.00 with less than half her genoa out. *Ceilidh* and *Malibu* left soon after, but both elected to motor all the way. From Ha'penny Pier to Maldon is 33NM, where predicted high water at Maldon was 13.12. Once out of the lee offered by the entrance to Harwich harbour we all punched the steep seas with wind over tide down the Medusa Channel. *Vandini* was doing well, making long tacks into the wind, but soon had to drop her sails when her genoa started to tear. We all had a long four hours motoring through the chop, with *Malibu's* 13.5hp Beta doing sterling work before we turned into the Blackwater and received some lee from the Buxey sands and the Dengie peninsula.

Before this however there was a bizarre incident when we saw the Walton and Frinton lifeboat on the plane, creaming towards us. We were alarmed when it stopped alongside *Ceilidh*. Had Gordon become unwell, or injured we wondered ? But no – the lifeboat soon departed back to its station and *Ceilidh* battled on through the Wallet's waves. It was not until we got ashore later that day that we learned what had happened. (Both *Malibu* and *Vandini* had had to turn their radios off when unbearably loud interference swamped Ch.16 soon after entering the Wallet. There was no way we could contact Gordon.) Apparently Gordon, who was sailing single handed, had put his VHF mike into its usual convenient temporary clip, just inside the main hatch,

enabling him to transmit without going down below. We were all taking the odd green'un over our coachroofs, and some seawater had managed to drip into *Ceilidh's* mike, short-circuiting it onto Ch.16 and rendering the channel useless for distress calling in the Walton and Frinton area. The loud interference we had experienced on our own sets was *Ceilidh* gargling!

The three Blackwater boats returned home safely, with *Ceilidh* and *Malibu* on their moorings by 12.30. *Vandini* had put into Bradwell. We later heard that *Varuna* had abandoned her planned channel crossing, and made her way up the Suffolk coast to Woodbridge, on the Deben. July was not a good month for summer cruising in '09!

Don Baines, *Malibu*

## South Coast Autumn Rally – Lymington, 10-11 October.

I had planned to sail single-handed to the rally and with a forecast for the Saturday of Westerly F4/5, I opted to sail up to Yarmouth on the Thursday, with the possibility of sneaking in a visit to Poole on Friday. On arrival at Yarmouth, I'd tied up and strolled down to the harbour office to pay dues when I bumped into Ian Bremner who had sailed (single handed) from Poole in *Cochise*. Over dinner we discussed the weather forecast for Friday (which was mainly rain) and instead, decided to explore the loW using bus passes!

On Saturday the weather was fine but the tide really favoured a return to Gosport! Nevertheless we decided to sail in company down as far as Lepe before turning to beat back to Lymington against the last of the flood. It was excellent sailing and, for Saturday in the Solent, not too crowded. Having turned, we spotted Peter Llewellyn, again single handed, in *Incamoon* and in fairly loose company, entered the Lymington River, eventually tying up at the Dan Bran pontoon, near Lymington Yacht Haven. Bill Garrod and son Simon were already there in *Benita* and we were soon joined by Tony and Ruth Hepworth in their 'new' boat *Rebellion* (a Feeling 960). Before long we had crowded into *Benita's* cabin where the chart table was rendered invisible under an impressive array of cans and bottles! In the gathering gloom, Mike Broughton and Dave arrived in Mike's Bavaria *Moon Shadow*, having had to wait for the tide before floating off the mooring at Fareham. (Mike, an earlier Tomahawk owner and TOA secretary, admits that the social side of the TOA is greatly preferred to other owner clubs – a view shared by Tony and Bill – hence the number of non- Tomahawks at the rally!). Much interest was shown in the fitting out of *Cochise*.

Dinner was arranged at the Lymington Town Yacht Club where we were met and welcomed by the Secretary, Richard Webb. Copious quantities of food and wine were absorbed prior to yet further drinking on board *Rebellion*. Conversations revolved around various sailing experiences and memories of past rallies. Despite our proximity to the main channel and the loW ferries, a very pleasant night was had by all. The following morning was the start of the Lymington Town winter series so we were woken by much activity on the pontoons. We had been invited by Richard to join the clubs 'early breakfast' in the clubhouse from 0730. This seemed too good an opportunity to miss as it saved all the cooking and washing up on board - we made it by about 0845!

The tides for Sunday were such that Ian and *Cochise* had to leave by 7.00 in order to catch the tidal gate at Hurst. For the rest of us, it was a fairly relaxed get-away with *Incamoon* and *Nokomis* sailing in company as far as Cowes.

(Rally photos on following page.)

Gordon Keyte, *Nokomis*

## New Burgee

The July Bulletin contained a sketch for a new TOA bulletin design proposed by Rob Haines (*Many Moons*). I've not had any feedback, so some comments would be very welcome – especially as it's on the AGM agenda!



*Cochise, Nokomis, Incamoon and Benita* on the Dan Bran pontoon, Lymington.



Dinner at the Lymington Town Yacht Club.



Photo1



Photo 2



Photo 3

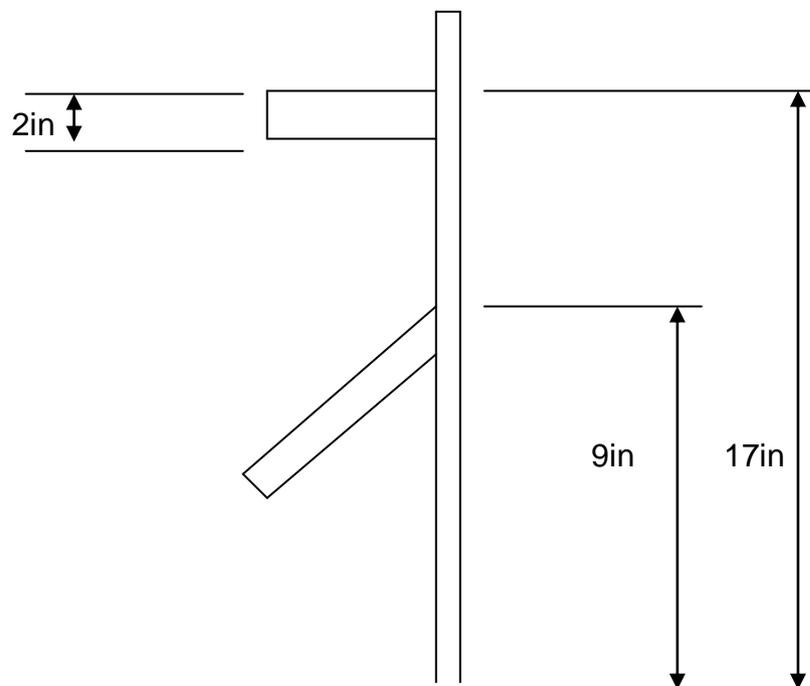


Photo 4

## Rudder Repair

As some of you know the Tomahawk rudder blade is connected to the stock via two metal tangs. These are mild steel and the weld that joins them to the stainless steel stock is prone to failure. When I dismantled our rudder in January '09 one of the two tangs had corroded through. Bumble was built in 1972, so perhaps the rudder had lasted well. But if your boat is of the same vintage, time to do something before complete failure!

Photo 1 (page 7) shows the partly dismantled rudder and gives you some idea of the arrangement. The tangs are approximately 6in x 2in. and are set as shown in the sketch below.



### Dismantling

Before you begin this there are two things to do. First prepare for the reassembly and second, decide how to split the fibreglass covers. I decided to split along the front of the blade and part way back on one side as shown in photo 2. An equally valid way would be to split along the trailing edge, i.e. all the way round. This is might be a bit easier for re-assembly, but there is more cutting to do to dismantle.

It you cut one side it is important that you go far enough towards the rear of the blade so that you do not cut through the tangs – I was lucky! Photo 2 (page 7) also shows the two holes near the top and bottom of the blade used to fill it with foam. It was a leak from the bottom hole which started the investigation off.

Before cutting open, prepare the blade for re-assembly. The glass covers are approx 7mm thick. So an area around the join needs to be cut away to a depth of about 3-4 mm. This will allow you to lay glass tape over the join to provide strength. I cut away the round leading edge using a wood power planer. It was a cheap one from B&Q and I ruined the blade, but it did the job. The leading edge has several layer of woven tape laid on to chopped strand mat. So when you get to the CSM you have gone far enough. I used an end mill on my milling machine to make a 3in wide path along the side of the blade, but I think you may also be able to do this with a power plane, if you have a hard cutter. Photo 3 (page 7) shows the complete path and the same mill being used to split the blade at the leading edge. You may be able to do this using a small circular saw set at a shallow depth of say 10mm. It is essential not to cut into the stock. If you use a tool which cuts quickly and produces a lot of fine swarf, a face mask is essential so that you do not breathe glass particles.

The side of the blade was cut using a jig saw with a shortened blade, so that its maximum travel was only about 10mm. Again, this could be done with a small circular saw set at a shallow depth. The difficult job is cutting fiberglass round the stock at the bottom bearing. I used a small cutting wheel on a Dremel / Minicraft hobby tool.

Once the cutting is done the two parts of the blade will not come apart- they are held together by the internal foam. Be brave and pull/ lever the two sides carefully apart.

### **Internal work**

The foam should be completely cut out. Use any old knife/ chisel etc. The two tangs are glassed onto one side of the glass cover, photo 4 gives you the idea. This was our blade being re-built. The glass covering over the tangs needs to be cut away. This is best done with one of those clever oscillating tools from Bosch, or an angle grinder. Again face mask essential. The tangs are bedded on an epoxy filler to spread the load. So they will be stuck down once the glass has been cut off. Undercut with your cutter/ grinder at least some of the way before being brave and prising them off. It is only at this point that you will find out whether any of the welds have failed. No need to cut away all the epoxy filler as this will contribute to the bed for the new tangs.

### **Re-building**

Carefully grind away all the old weld. Obtain some stainless steel! We got ours from some old backing plates in the scrapheap that is the Barge at Bursledon. I seem to remember they are about 0.25in thick, but you can measure the old tangs.

A specialist marine fabricator should be able to SS weld the new ones on for you. Jigging and alignment is difficult. The reference is the square section top of the rudder stock. This needs to be set so that the sides are at 45 deg to the fore and aft axis of the boat. But the tangs do not run fore and aft. They are set to one side to bed onto the cover, which itself does not run fore and aft, but tapers towards the rear of the rudder. Get the fabricator to weld as best he can, then it is down to a bit of bending!

### **Re-uniting: preparation**

The joint will need to be glassed both inside and out. The outside is straight forward. For the inside prepare some strips of 3mm marine ply. Drill and countersink holes on the rebate every 1-2 inches. You should be able to see these in photos 2 and 4. You will need a quantity of 10mm CSK self tapping screws. Tack screw the ply to the cover using every third or fourth hole. Put the other half of the cover over the join and, when aligned, fit every third or fourth screw on this half. The round leading edge of the blade is more difficult. It might be possible to fashion a piece of wood that is curved on one side to match the inside of the cover and curve on the other so that it does not interfere with the stock. I used a piece of flexible plastic strip. Again it is prepared in the same way as the flat plywood. The glass will be fitted between the ply/ plastic and the covers.

### **Jigging**

I did the jigging in the garage using a suitable, narrow table, clamps and tape measure. First make sure the table is parallel to the floor, if there are adjustable feet ( as on my Workmate) set them so that the table is parallel to the floor measured in two directions at 90 deg to each other. Re-assemble the rudder making sure the tangs are in their final location. It helps to use a strip of wood either side of the blade and gently clamp them together. This way you will not distort the covers. Do this at the top and bottom of the blade. Fit the tiller casting on the top of the stock, without the tiller. Clamp a piece of stiff rod that is about 2ft long onto the casting, on the casting's centre line. Lay the blade on the table so that the glass cover is resting on the table and the stiff rod is approximately horizontal. Clamp gently at the back of the blade. Measure the height from the tip of the rod to the ground. Turn the rudder over and measure the height to the ground again. If there is a difference in these heights that is a measure of how far the tiller will be off centre when the rudder is lying fore and aft. Take that

difference in height and the length of the stiff rod and work out the angle the tiller is out, using Tan tables/ calculator. This is the angle your tangs have to be bent by. From the length of your tangs, using the same Tan tables you can work out the distance the tip of the tang must be bent through.

**DO NOT BEND BY HOLDING STOCK IN VICE AND HIT TANGS WITH A HAMMER.** This will weaken the welds. Hold the tang near to the stock in the vice and bend the outer part of the tang. – It is safe to use a hammer on this. It is best to set up a reference point on the bench, by clamping something to the bench. By measuring from this point to the tip of the tang you can work out how far it has been bent by your hammer blow.

Re-assemble, re-jig and re-measure. Our rudder was 'true' to within 5mm of alignment measured at the front end of the tiller, I doubt you can get more accurate than that.

Once you are confident that the bedded tangs give an aligned rudder it can all be put back together. Mix up some epoxy filler to provide a bed where it was cut away and clamp the tangs hard onto the side of the cover. Add more filler if necessary to fair in the tang to the side of the cover, so that the glass fibre will lay properly onto it. Once the filler has hardened it can be smoothed off. Glass the tangs onto the side cover. You should use plenty of layers of glass as this joint is the primary coupling from the rudder stock to the rudder blade.

### **Final assembly**

This should all be done in one go and it is probably best that you have 3 people to get the job done before the resin goes off. Clamp one cover to a bench. You will need plenty of room all round it. You will all need protective gloves.

We decided not to re-fill the blade with foam, so we joined the two sides by making a large mound of filler on each of the two tangs.

On another bench, working quickly, lay 4-5 layers of glass tape and resin onto each strip of plywood in turn. One person can do this. As each strip is finished the other two people screw the plywood up to the underside of the cover. Screw up as tight as reasonably possible as excess resin is weakness. Do the same with the plastic behind leading edge. Once these pieces are in place the other half of the blade can be laid onto the plywood strips and screwed up, making sure that the glass is bedded flat against the underside of the cover. For maximum strength the outside should be glassed at the same time. Strips of glass tape are laid into the rebate. Squeeze as much resin out as possible to make it as glass-rich as possible for maximum strength. You will need to put tape on the leading edge of the blade and round the cut-out for the bottom bearing. Leave this to cure and harden. The final step is to fair in using epoxy filler and/ or gel-coat filler.

Tony Hepworth and Richard Harrison, *Bumble*

## **Rally programme for 2010**

### **Cross Channel Rally**

The cross channel rally should take place over the weekend Friday - Monday 16 17 18 19 July 2010.

As most boats tend to cross over-night the relevant lock gate opening times at St Vaast are as follows:-

Friday 16 July, opening 10.30 and closing 16.40

Saturday 17 July, opening 11.15 and closing 17.00

For boats which cross in daylight the opening times would be:-

Friday 16 July, opening 22.45 and closing 04.00 Saturday

Saturday 17 July, opening 23.30 and closing 05.15 Sunday.

### **Solent Rally**

The Solent Rally will be held at The Royal Southampton Yacht Club Summer Headquarters at Gins Farm on the Beaulieu River for the weekend 5th and 6th June 2010.

(Contact Bill Garrod [w.garrod@aol.com](mailto:w.garrod@aol.com), if there are any queries on either of these rallies)

### **East Coast Rally**

Don has suggested July 22<sup>nd</sup> to 26<sup>th</sup>, based on tides. These dates will be confirmed in the march Bulletin

### **Boats for Sale**

I have been receiving a number of enquiries about Tomahawks for sale so if you know of any could you please let Tony Hepworth know [a.hepworth@ntlworld.com](mailto:a.hepworth@ntlworld.com)

### **Boat Show Tickets**

#### **London International Boat Show (8th – 17th January 2010)**

**Tomahawk Owners Association Booking Code: LJG86**

Tickets can be purchased right up until the last day of the Show

**Two types of ticket** – After entering the above Booking Code on the LIBS official website, or when telephoning the LIBS ticket agency, you will have the following options:

**£11.00** – Admission any day **including Preview Day** and a **Free Drink**

**£10.00** – Admission any day **including Preview Day**

**Website** bookings – [www.londonboatshow.com](http://www.londonboatshow.com)

**Telephone** bookings – **0844 209 0333**

#### **IMPORTANT NOTES**

**Free Drink:** A voucher will be sent with each purchased ticket which can be redeemed for a pint of beer or larger, a glass of house wine or soft drink at the Clubs & Associations Bar which is situated next to the Classic Boat Feature in the North Hall.

**Group Bookings:** The above telephone number and website are for orders of less than 10 tickets in any one transaction. Orders for 10 or more tickets (still at the same price & with the free drink option) can only be made by phoning National Boat Shows group booking ticketing agency on 0207 014 8444.

**Under 16's go free:** Up to two free child tickets can be ordered with each purchased ticket. Regrettably, the above drink offer does not apply to the free child tickets.

**Single transaction fee of £1.25:** Applies whether ordering one or any greater number of tickets.

**Postal Delays:** Because it could take up to 7 days or so for them to arrive by post, any tickets purchased shortly before or during the show can be collected on arrival from the advance ticket box office at the main (DLR station) entrance.

## **TOA Annual General Meeting, 10 January 2010.**

The Association's 10<sup>th</sup> AGM will be held on Sunday 10<sup>th</sup> January 2010 at 12.00hrs.

The venue will be held at the **Excel London Boat Show**. We have been allocated South Gallery Room number 30 from 1200 until 1400hrs. The room can be found by proceeding through the aisles between the Motor Boat stands to a lift that will take you up to the function rooms. Room 30 will be labelled. We will be publishing the committee reports in advance of the AGM and these will be circulated by email so that members have time to digest the contents before the event. This should reduce the time allotted to the formalities and allow more time for socialising and/or returning to the boat show.

### **AGENDA**

1. Apologies
2. Minutes of last AGM held 11<sup>th</sup> January 2009
3. Matters Arising
4. To receive the Commodore's Report
5. To receive the Secretary's Report
6. To receive the Treasurer's Report
7. Election of Commodore – Don Baines, proposed by Tony Hepworth and seconded by Gordon Knight
8. Election of Treasurer – Gordon Keyte, Ian Bremner and seconded by Tony Hepworth
9. Election of Secretary – Tony Hepworth, proposed Gordon Keyte and seconded by Bill Garrod
10. Election of Bulletin Editor – Gordon Keyte, proposed by Tony Hepworth, seconded by Ian Bremner
11. Election of Committee, currently Bill Garrod (proposed Gordon Keyte, seconded Tony Hepworth), Douglas Baynton (proposed Tony Hepworth seconded Ian Bremner), Roland Liddel (proposed Don Baines, seconded Gordon Keyte), Graham Farley (shared role) Peter LLeuwelyn and Ian Bremner (website contact) (proposed Gordon Keyte, seconded Don Baines).
12. TOA 2010 programme including dates of Rallies
13. TOA stand at the 2011 London Boat Show (do we want to be represented and if so what are the funding/manning issues)
14. Proposed change to TOA burgee design – discuss implications for members.
15. Any Other Business (Motions, Website update, updates from regions)
16. Date and place of next meeting

The Officers listed above have offered themselves for re-election and any further Nominations for all posts should be either emailed or sent by post in advance of the AGM to the Secretary, Tony Hepworth, 75 Horn Rd, Farnborough, Hants, GU14 8RL. Email [a.hepworth@ntlworld.com](mailto:a.hepworth@ntlworld.com)  
Telephone 01252 655849.

Tony Hepworth, TOA Secretary, 15<sup>th</sup> November 2009