

The Tomahawk

The bulletin of the Tomahawk Owners Association

November 2010

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Editorial

Perhaps the most important item in this issue of the Tomahawk Bulletin is the notice concerning our AGM: see below and the attached agenda. The AGM is again being held at the London Boat Show, the aim being to combine business with the pleasure of a visit to the boat show.

Another important item concerns the TOA burgee design, see page 2. We will need to order new burgees before long and it is important that the committee know your views on which design you prefer.

In this issue we have an account of *Varuna II's* summer cruise and I'm sure there must be many other Tomahawk owners who have interesting stories to tell; so please, jot down your story and email to me at jengo@talk21.com

This issue also contains an article about my Tomahawk – *Nokomis*. The intention is to start a series of short articles on members boats, the aim being to pass on ideas and hopefully(!) to get some feedback from members on how one's boat might be improved. With a bit of luck the next Bulletin will feature the Commodore's *Malibu* and then, perhaps *Incamoon* (see forehatch article on page 7. It would be great if members could send me similar articles on their own boats – as long or as short as you want!

Here's hoping you've had a good sailing season and with best wishes for the next!

Gordon Keyte, Bulletin Editor, *Nokomis*

Annual General Meeting

The Association's 10th AGM will be held on **Sunday 9th January 2011 at 12.00hrs.**

The venue will be held at the **Excel London Boat Show**. We have been allocated **South Gallery Room 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. **Members can obtain boat show tickets at a reduced price – see page 7.**

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.

The minutes of our last meeting in January 2010 were published in the March Bulletin but if any member would like a copy of these minutes, please contact the Secretary – Tony Hepworth (a.hepworth@ntlworld.com) or myself.

The Commodore's Bitt

Summer 2010 has continued the trend of recent years of occasional spells of fine weather interspersed with distinctly wintry conditions – northerly winds, frequent rain and squally showers. Rallies have been held on both the south and east coasts (the east coast one at the end of July, reported on later in this Bulletin, was notable for its fine winds and warm weather). By contrast the attempt to arrange the traditional south coast rally to St Vaast in the middle of July ran into F7 winds, with the fleet forced into Chichester harbour. I wonder if this abnormal weather is global? Have overseas members experienced similar conditions? I have now hauled *Malibu* out for the winter. Her swinging mooring, on a twenty foot riser, is not suitable for all-the-year-round use, and her insurance only covers her afloat from April to October. The Blackwater estuary is noted for its oysters (which I enjoy) but also for its barnacles (which I don't). This year I experimented with Blake's (now Hempel's) anti-fouling, and found a slight improvement in weed reduction just below the waterline. But *Malibu's* twin keels, especially the lower half where they sit in soft mud at low water, were densely covered in barnacles, as were her lower rudder, skeg and even the propshaft rope-cutter. Have other Tomahawk owners have found an anti-foul that works?

We continue to recruit new members to the Association, and I am delighted to welcome the following: Paul Davies (*Alchiefs*) from Netley Cliff SC and Dave and Heather Phillips (*Moonrover*) based on the Humber. I was pleased to meet Paul Whitlock (*Wi Hio*), when he joined the east coast rally, sailing single-handed across the Thames estuary from Kent. I hope to meet others at the TOA AGM, to be held for the third year running at the London Boat Show in January. (We hope the weather is kinder than last year, when the snow and ice forced us to postpone the meeting from the first to the last Saturday of the show.)

Penny and I are off "down under" in November, leaving on the 4th and returning on December 3rd (Quantas, not *Malibu*!) We hope to get afloat in Port Phillip Bay, Melbourne, and also have a trip booked out to the Great Barrier Reef. Watch this space for a written report of our adventures.

Don Baines, TOA Commodore, *Malibu*.

2010 Subscriptions

Many thanks to all those members who have paid their subscriptions for 2010. However, there are still several members who have not yet paid; if your issue has a sad (smiley?) face on the front cover, it means I've no record of your having paid and would appreciate payment asap. The subscription is £12.00, cheques payable to the Tomahawk Owners Association and sent to:

Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, GU10 5NZ.

If you have a sad face and have paid, please let me know via an email – jengo@talk21.com

Many thanks!

The TOA Burgee

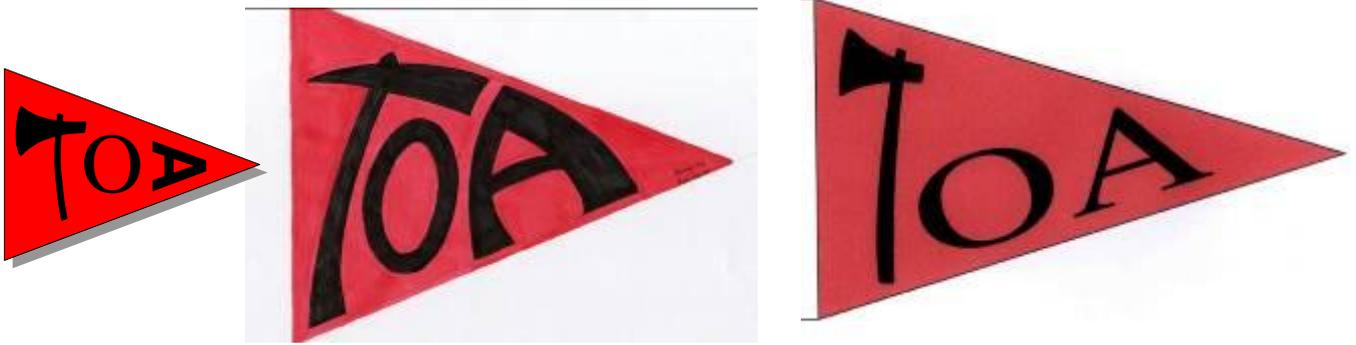
Recently, a couple of members have offered improved designs for the TOA Burgee. These were discussed at the last AGM where it was decided to investigate the cost of new burgees and then consider whether to recommend a change. The club currently has six burgees of the old design still in stock at £15.00 each.

The proposed new designs are shown overleaf; the current design is on left, the centre design was proposed by Robert Haines and the design on right by Derek Lyne.

It would be of immense help to the committee if members could voice their opinion as to whether to retain the existing design or to change to one of the new designs and which one is preferred. Please let the Commodore (donbaines@keme.co.uk) or Secretary know your views before the AGM on the 12th January.

Sailing Today

Members might be interested to hear that the editor of Sailing Today, Jake Frith, is a Tomahawk owner. The December issue of ST states that many of the editorial team own older boats (eg, Tomahawk, Sabre, Centaur) and the same issue indicates that their own boats are used for some of the equipment tests!



TOA burgee designs – existing on left and proposed new designs centre and right.

East Coast Tomahawk Rally: July 22 – 27 2010

Six Tomahawks took part in this summer’s East Coast Rally: *Ceilidh* (Gordon Knight and grandson Sam), *Hawkeye* (Geoff & Senta Newson), *Malibu* (Don & Penny Baines), *Vandini* (Doug Baynton & Graham Farley), *Varuna II* (Roger Mander & Mick), and *Wi Hio* (Paul Whitlock). New Tomahawk owner Paul had sailed *Wi Hio* across the Thames estuary from the Medway to join us - single handed. It was good to make his acquaintance and introduce him to the rest of the East Coast fleet. He soon found himself amongst friends in Bradwell marina on the Thursday evening (we actually found him in The Green Man which was a promising start), and the fleet of five Tomahawks left Bradwell at 10.30 on Friday morning with a ten knot northerly beam wind to take us out of the Blackwater and down The Wallet.



Tomahawk crews enjoying a barbecue on Stone Point Photo: Geoff Newson



Varuna II passing *Wi Hio*
Photo: Graham Farley



Hawkeye & *Wi Hio* cross the Harwich deep water channel Photo: Penny Baines

The Wallet is the inshore channel between the Gunfleet sand and the Essex coast. Close to the sand and its extensive wind farm the maximum depth is around ten metres. From the Blackwater it is usual to head north east about a mile offshore, a couple of miles from the Gunfleet and in an average five metres of water. After the Medusa SH buoy was reached we had to sail nor-nor’ westerly to the Pye End buoy which marks the entrance to the Walton Backwaters. The wind had backed nor’ westerly and increased to 16 knots, so for more than

an hour the fleet beat up the Medusa Channel (named after *HMS Medusa*, Nelson's flagship, which first used the channel after being wind-bound in Harwich Harbour during a prolonged spell of easterlies in 1801).

Once round the Pye End buoy, the NW wind helped us into the Backwaters (the setting for Arthur Ransome's "Secret Water") and soon the fleet was anchored off Stone Point at the mouth of the Walton Channel. Geoff and Senta were already there in *Hawkeye*, having come from their home mooring at the Harwich and Dovercourt SC. The wind had thankfully lessened, and veered east of north which gave us some lee under a sand dune in which to light our barbecues. Geoff's photo (above) shows us resolutely enjoying ourselves (and benefiting from the barbecue smoke which helped to keep the mosquitoes away).

Saturday morning was fine but windless, and we motored out of the Backwaters soon after 0600, passing the Pye End buoy at 0700. Twenty minutes later we were crossing the Harwich deep water channel and keeping a sharp look out for the massive container ships using the port of Felixstowe (see photo above). Some Tomahawks took the inshore route to keep out of the rapidly making tide, cutting the corner by Landguard Point; others by the designated yacht crossing adjacent to the Inner Ridge buoy. Although the wind remained elusive we made good time to the Woodbridge Haven buoy, crossing the Deben bar around 0830. Once into the Deben a very light southerly wind developed, with some of the fleet deploying their genoas, others sailing under main alone. Our speed over the ground was largely due to the tide, now with us, rather than the wind, and by 11.20, off Waldringfield Sailing Club, all sails were dropped and the fleet motored the last two miles up to the Granary Yacht Harbour where we received a warm welcome from the Harbourmaster who found snug berths for all six boats. It was exactly midday, and just about high water (access to the harbour, across a sill, is HW $\pm 1\frac{1}{2}$ hours).

Somehow or other some of us found our way to The Anchor, just across the road from the Yacht Harbour, and enjoyed a refreshing pint and a sandwich. The afternoon was spent exploring Woodbridge – its secondhand bookshops, its fish market, and the fine 15th century St Mary's church. The Granary Yacht Harbour has a well appointed barbecue area overlooking the river, and so a second barbecue was enjoyed by everyone, watching a little egret fishing on the sill of the harbour. Across the river was the Sutton Hoo Saxon ship burial site, but rather than do more exploring we just sat yarning and enjoying the warm summer's evening.

Sunday morning was an enforced wait in the Yacht Harbour (really superb showers, and the opportunity to make do and mend, and look over each other's boats) until there was sufficient water for us to cross the sill and sail back down the Deben in a gentle NW F1-2. We were away by 12.30, and ticked off the buoys (more than a dozen over a three mile stretch) down to Waldringfield where we picked up a mooring for lunch. There was no point in going ashore for a pint in The Maybush, for it was a warm Sunday afternoon, and it could be seen that the pub was heaving. We saved our thirst for the evening when the fleet picked up moorings off Ramsholt Quay and enjoyed excellent food, beer and company in The Ramsholt Arms.

We left Ramsholt at 07.30 on the Monday, motoring against half a knot of tide past Felixstowe Ferry SC. We wanted to cross the Deben bar on a rising tide and at LW+1 $\frac{1}{2}$ hours found already three knots of incoming tide at the narrow entrance to the Deben, opposite Bawdsey Manor (where Sir Robert Watson-Watt had developed his top-secret radar defence system in 1938 – '39). Once through the entrance the tide reduced to a manageable 1 $\frac{1}{2}$ knots against us as we passed the Mid Knoll and West Knoll buoys, and was soon with us as we raised our sails and headed south in 14 knots of nor' westerly wind. We were soon across Harwich's deep-water channel, crossing between the Platters and Inner Ridge buoys (some Tomahawks had to gill around for a while, waiting for two container vessels and a ferry to pass). We then had a cracking sail up The Wallet with the NW wind freshening to 18 knots and passing Clacton Pier at 11.30. By 12.30 we were around the Inner Bench Head and beating into the River Colne. We were tied up in Brightlingsea by 14.00 and again just about at the top of the tide.

Monday evening was enjoyably spent (after a hot shower in the ever-hospitable Colne Yacht Club) in the Kovalam Restaurant - excellent Indian cuisine, and a very comfortable venue for the last night of our rally. It was the first East Coast TOA rally for some time when we had been able to stick to our planned itinerary, and was voted by everyone to have been one of the best. On Tuesday morning we rose at 05.00 to see Paul off in *Wi Hio*, but the rest of the fleet did not have to leave until 09.30. (We later heard that he had made a good passage to the Medway, even though the F2 wind had remained in the SW for most of the time.) The Blackwater boats were back on their Maldon moorings at high water, around 14.00.

Don Baines, *Malibu*

Summer cruise on *Varuna II*: River Blackwater to the Isle of Wight

Mick and I decided to sail round the Isle of Wight in our twin-keel Tomahawk *Varuna II* for our summer cruise as a change from our usual trip to France or Holland. We left West Mersea on the Essex coast at 0300 on Wednesday June 2, crossing the Thames estuary with a northerly breeze and arriving at Ramsgate at 1200. Dover next, with time to explore the town. We were made very welcome in the Royal Cinque Ports Yacht Club.

Next day the tides were right to visit Rye, and we left Dover at 1115, sailing past Dungeness and the Lydd firing range without being shot at. Once at the Rye Fairway buoy we radioed the harbour master who arranged a berth for us at the town quay. There was so much to see in this lovely old town that we stayed a further night here, leaving for Brighton at 0700 next morning. Up till then the weather had been warm and sunny, but plenty of warm clothing was needed on this leg and we arrived in Brighton marina at 1645. Again we spent two nights, making good use of our bus passes to explore. The Brighton Pavilion is a truly beautiful place.

We departed next morning at 08.00. The warm weather had returned, but no wind so we motored until 1350 when a F2 northerly filled our sails. We had planned to go into Chichester, but when Bembridge appeared on the horizon we sailed straight there. We had to wait a couple of hours for the tide to fill in, but it was worth the wait. Bembridge is a very pleasant and friendly place, even if most of it dries out. We found a pontoon to moor to and stayed afloat.

The weather was getting more windy, and we wanted to get round to Cowes in case we found ourselves stormbound. Solent coastguard put out a strong wind warning so we put two reefs in the main and went for it. Cowes here we come! A good F5 to F6 northerly was blowing off Bembridge as our speed increased to eight knots over the ground. We had a fantastic sail to Cowes under sunny skies, arriving by 1130 hours. We had a coffee in the town and found a great pub for our evening meal. The atmosphere in Cowes was really buzzing, with people getting ready for their racing at the weekend and ferries coming and going.

Our next stopover was Yarmouth, after departing Cowes at 1120 hours. We had a good night in the pub, meeting fellow sailors and listening to their tales of trips past and future. We got back to the boat around 2300 and put the kettle on for tea before turning in. It was blowing hard so I went out to check the mooring lines when a Sigma 30 called out of the darkness that his engine was faulty. He was going to sail in on just his jib and throw across his mooring lines to cleat up before he careered into our boat. I wasn't happy (it was blowing a gale by now), but the chap was in trouble so we stood by on the pontoon while he turned and we thankfully caught his lines first time. I had a feeling of relief for we still had not completed our trip round the island. Once secured the chap came round to thank us and brought us a beer. "No problem", we said.

We stayed in Yarmouth for two days while the weather sorted itself out, and we made good use of our bus passes. Sunday 13th dawned bright and fair and we decided to go for it, starting at 0500 to catch the tide round The Needles. The wind had dropped a bit, but by 0605 we were going past them, shrouded in mist and looking huge. The sun, however, soon came up and we were able to bear away and sail towards St Catherine's Point at the south

of the island. Next along we saw Ventnor and the beachside café where we had had coffee the day before. Soon we were right round and coming into Bembridge at 1120 hours. Great! We had now sailed round the island and could relax. But then we thought that while we were in the Solent we should explore some more so next day sailed over to Beaulieu, leaving Bembridge at 1115 with a good sail along the Solent in a F3 northerly. We arrived at Bucklers Hard in the sunshine at 1500. The Beaulieu River is a beautiful place and well worth a visit, though the mooring fees are a bit expensive at £26 a night for a 25 foot boat. We had a good evening in The Master Builder, a great place if you like old and original oak beams and inglenook fireplaces. The wind had got up again and the night turned quite cold so were pleased when one of the locals lit a log fire (in mid June!). We ordered fish and chips from the menu and were happy to stay in the pub.

Next day we crossed the Solent to Newtown Quay and picked up a free mooring in the creek. Then it was time to make our way back through the last of the Solent and into the English Channel. We were still getting a F5 to F6 northerly, occasionally F7 with a touch of east in it. We left Newtown at 1110 hours and had a bumpy ride to Portsmouth, arriving at 1450. Ashore it was sunny and warm so we stayed an extra day. We enjoyed meeting TOA Treasurer (and Bulletin Editor!) Gordon Keyte, who keeps his boat *Nokomis* in Gosport. He said he would like to sail round to the east coast, but was worried about his fin keeled Tomahawk in the east coast's tides and sand banks. We reassured him, telling him that there are lots of fin keel Tomahawks around Essex, and it's a beautiful area to sail. We enjoyed a visit to the top of the Spinnaker Tower in Portsmouth before we left – a view not to be missed.

Next we were off to Chichester, leaving at 1300 in a F3 – F4 nor'nor'easterly. Chichester is somewhere else you need to get your tides right, with a bar at the entrance though not a difficult one. We had a scenic sail up to the marina at Bosham with another two night stopover. Next stop Brighton once more, leaving Chichester with a F2 – F3 northerly which increased to F5 – F6 causing us to reef again. We arrived at Brighton at 1550, tired after quite a hard sail.

We left Brighton at midday, heading for Eastbourne in a light breeze. I thought it would be a good idea to stay inshore around Beachy Head and miss the overfalls. All was going well, and we were making about five knots over the ground, taking photographs of the lighthouse, when I saw some bigger confused seas which we were heading straight for. I realised that because the wind was blowing from the north east we had been in the lea of Beachy Head until that point, and were now right in its path. I decided to bring in some extra help and started *Varuna's* new 16hp Beta engine, driving her towards the shore to clear the race. (I think next time I might go outside the race at Beachy Head.) We arrived at Eastbourne at 1640 and locked into Sovereign Harbour marina.

We had an early start next day, locking out at 0450 into a cold and windless day. We had to motor most of the way to Dover, arriving at 1225. We left the next morning at 0840, making good time to Ramsgate in only three hours with a F3 southerly. We used the bus passes again to go for a swim in Ramsgate's public baths, then on to the town for a sandwich and a cup of coffee. After a shower and a short night out we turned in early because I like to feel wide awake on this leg of the trip.

Our start time was 0845. It was sunny, but very little wind, so it was good that we had filled up with diesel earlier on. The trip across the Thames was fairly quiet with not too much shipping, and soon the Gunfleet wind farm and Bradwell power station came into view. We spent our final night on a mooring off West Mersea, so out came the Avon dinghy for a meal and last drink ashore before heading back to Marconi Sailing Club in the river Blackwater the following morning. We made good time, and were able to moor on the club pontoon to unload our baggage and the outboard before putting *Varuna* back on her own mooring and heading for home. A brilliant journey and a great trip!

Roger Mander, *Varuna II*

London International Boat Show – 7th to 16th January 2011

Members of the Tomahawk owners Association can apply for Boat Show tickets at a price of £10.00 and these are valid for any day of the show including the Preview Day on 7th January. They can be booked right up to the last day of the show either by telephone or via the LIBS website: TOA members should quote the **booking code LJG1**

Website bookings: www.londonboatshow.com

Telephone bookings: 0871 230 7140

IMPORTANT NOTES

Because tickets ordered for postal delivery could take up to 7 days for to arrive, those purchased shortly before or during the show can be collected on arrival from the advance ticket box office at the main entrance. **The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.**

A single transaction fee of £1.25 applies whether ordering one or any greater number of tickets.

Youngsters under 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

Group orders for 10 or more tickets (still at the same price) can **only** be made by telephone.

A new forehatch for *Incamoon*

For some time I had been unhappy with the fore hatch arrangement on *Incamoon*. It hinged back towards the mast and was very difficult to keep watertight. When the boat dug its nose into a wave and green water came up on the coach roof some went under the hand hold on the lower edge of the forward end and up the drain channels and found its way through the seals around the combing and into the fore cabin. I had seen the improvements to *Malibu's* fore hatch made by her previous owner and Don Baines had supplied copies of photographs of the conversion.

At the boat show last January I discussed the proposed project with Ian Bremner and visited the Houdini stand. Houdini advised that we would get a better deal by going to one of the big chandlers rather than buying from them direct.

After doing some research Ian contacted Force 4 at Poole and did a deal for two Super 50 Houdini hatches with the extra adjustable stays, at a bit of a discount and arranged for me to collect mine from the local branch at Bursledon.

Ian started to tackle the hatch on *Cochise* whilst I was otherwise occupied. When he offered up the new hatch to the existing one, he found that the old one had a considerable curve both fore and aft and from side to side. The new hatch needs a flat surface to attach it to. I took some advice from a friend at Warsash SC who suggested cutting a board to the size of the hatch housing, covering it in parcel tape, attaching it to the existing hatch and then using chop strand mat to build up the flat mount.

The tolerances for cutting out the opening needed for the hatch are rather tight, so Ian contacted Houdini who sent a paper template, by return. He marked out the outside of the housing on the existing hatch and leaving some additional fibre glass beyond the internal extremity of the frame cut out the centre of the old hatch. Care is needed, not to take out too much, as the whole hatch becomes quite flexible and needs good support whilst working to avoid it distorting. The template was then use to cut a piece of mdf slightly larger than the hatch housing and this was then attached to the outside of the old hatch with long nuts and bolts and made level.

It was at this stage that I went to visit Ian to assist in the building of his hatch mounting base. I obtained a tub of shop strand mat (csm) and the hardener from Danny Wheeler at Hunter Yachts. It is a new product named Gravaacol. They use it for bonding the internal mouldings to hulls. It is a blue colour and very fine and it goes a lighter colour as it hardens and finishes

up a light gray. It is therefore very easy to see if any part of the fill has not been fully mixed and to remedy the problem.

We sanded down the area to be built up. Ian had already sanded down the front and back of the hatch around the proposed opening to take out as much of the curves as possible, in order to keep the height of the upstand as low as possible. He had strengthened under these areas with strips of fibre glass mat. The mdf board was bolted on and levelled after everything had been cleaned

The csm was mixed in plastic milk bottles cut in two from top to bottom, in small quantities and applied between the board and the existing fibreglass of the hatch from both sides. The upstands for the old hinges had previously been removed and the hollows below filled with glass mat. Having left the whole thing to cure overnight, we removed the mdf board in the morning and used upol filler to fill any indentations in the outer edge before sanding and fairing it.

That was the limit of my involvement in Ian's hatch, but he did advise that he had some difficulty in forcing the csm between the edges of the old hatch and the coach roof to bond the two together as the gap was so small.

When I tackled the job on *Incamoon*, the work to the old forehatch was very much the same. I will now deal with the preparation of the coach roof to accommodate the bonding in of the old hatch and the installation of the new one in the top.

The head lining was removed and the old trim around the drain gulleys housing the old hatch. The gulleys were then cut away, leaving only the outer vertical sides intact. I used a Bosh multi tool to cut out the fibre glass and remembering what Ian had said about the gap for the csm, I used the cutter on the multi tool to take the gel coat off the vertical sides of the hatch housing and the hatch and cut out the hand hold in the front of the old hatch. The old hatch was then carefully positioned level with the coach roof with nuts & bolts through the vertical sides of the opening in the coach roof and spacers before the csm was applied from above and the excess cleaned off from below. Any excess was also removed from the top sides to facilitate the application of gel coat.

Once cured all the nuts bolts & spacers were removed and any gaps made good. Some glass mat was applied to the gap between the lower leading edge of the old hatch and the inside of the coach roof and when cure, the outside was built up to accept gel coat. The old upstands for the hatch hinges on the coach roof had also required grinding down and fairing off. I obtained some gel coat and pigment from Hunter Yachts and made several attempts at finishing the job, having had to cut out and fill several star cracks on the front of the old hatch where it had hit fittings on the mast. The environment in which I was working and time were against me due to airborne dust and other debris from various industrial sites nearby and I was unable to get a good finish. Time was against me and I quickly fitted the hatch hinged forwards and refloated *Incamoon* two days before setting sail for Holland in a friend's boat. I have since had little time to devote to the boat or finishing off the gel coat, but am pleased with the watertight hatch and the amount of extra light within. I have painted the exposed fibre glass in the forepeak and replaced the head lining and hope to renew the whole lot in times to come.

I've included a mixture of photos, some of work on Ian's project and some of mine some of mine, which may be of interest. If anyone is proposing to commence a similar project please do not hesitate to contact me if you have any questions.

Peter Llewellyn



Above: Incamoon's forehatch – stages in the hatch preparation and, bottom right the completed job.



Nokomis, top left: engine bay, top right: chart table, left: cockpit reefing and instruments.

Nokomis – the first thirty years

Nokomis was built in 1972, a fin keel Mk1 Tomahawk, and was bought by Alan Jones and me in 1980. She was in a pretty sad state – it looked as though the previous owners had had an argument and walked off, leaving the interior a mess. Still, she was sound although the survey revealed a crack in the propeller that had to be replaced.

The survey lift out also revealed that her bottom was covered with a thick coat of barnacles, confirmed by her sluggish performance. So, our first trip was to Cowes where she had a lift at Shepherd's Wharf followed by vigorous session with a power hose; her true performance was shown on the trip back – a smashing 6kt beat back to Portsmouth!

Nokomis' berth for the first few years was in Portsmouth Harbour near Fareham, later on she was moved to Gosport – her home port. Several cruises followed, to the West Country and cross channel. Initial maintenance was concerned with tidying up the wiring – a mixture of 12 and 240 volt systems! - with varnishing the interior and removing unwanted 'additions' thoughtfully provided by the previous owner.

Alan and I kept *Nokomis* for over 20 years and although we discussed moving to a bigger craft, somehow we never felt the need. Sadly, in 2002 Alan died and after much thought I decided to buy Alan's share. My wife is not too keen on sailing in lumpy conditions so one of my priorities was then to make the boat suitable for single handed sailing and also to replace the engine. This has now been done and she is indeed an excellent boat for single handing.

The table below shows some of the 'refits' that have been carried out over the past thirty years:

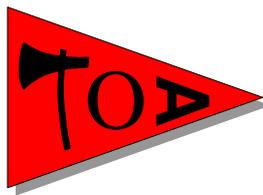
Year	Modification
1980	Bought from Hamble Point marina
1985	Wiring and lights improved and new VHF fitted
1987	Topsides and deck repainted
1989	New mainsail
1990	Cap shrouds replaced, new cutlass bearing
1995	Lower rudder pintle rebushed and skeg refitted. Hull epoxied. Swinging gas bottle stove replaced by spirit stove.
1998	Coach roof strengthened
1999	Rotospar fitted and new genoa
2003	New engine fitted (Beta), second battery fitted.
2005	Backstay and inners replaced. Cockpit instrumentation fitted.
2006	Cockpit reefing fitted, DSC VHF with cockpit remote.

Nokomis is usually hauled out every two years to allow drying out, antifouling and maintenance of sea cocks, anode, etc. In between years a scrub-off on the grid coupled with a touch up with antifouling is sufficient.

The previous engine was a Petter Mini Twin which eventually suffered severe corrosion at the cylinder head. The replacement Beta BZ482 did not have a starting handle or de-compressors so a dedicated engine starting battery was essential. The original battery was located under the Starboard quarter berth so it was logical to put the new battery under the Port berth. A four way switch allows me to charge either or both batteries and also start the engine from either battery. A separate switch supplies power to the switch panel, located on the Port side, above the chart table – see photos.

The coach roof under the mast was strengthened by fitting an additional shaped timber 'bridge' under the mast; this solution was preferred to supporting the roof from inside because of lack of space and because the coach roof sandwich construction may have deteriorated. A stainless steel plate was made up and fitted underneath the mast to hold the turning blocks for reefing lines and mainsail/topping lift halyards. These are led aft to clutches on the cabin roof. Instrumentation is merely a depth sounder fitted to the port 'window' and Garmin 72 GPS fitted in the companionway so that it can be read from cockpit or chart table. The VHF 'remote' allows the radio to be operated (and heard) from the cockpit – indispensable for single handed sailing!

The name? See Longfellow's 'The Song of Hiawatha' – *Nokomis* was Hiawatha's grandmother!



TOMAHAWK OWNERS ASSOCIATION

2011 AGM

The Association's 10th AGM will be held on **Sunday 9th January 2011 at 12.00hrs.**

The venue will be held at the **Excel London Boat Show**. We have been allocated **Room 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 and agenda 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.

Draft AGENDA

1. Apologies
2. Minutes of last AGM held 12th January 2010
3. Matters Arising
4. To receive the Commodore's Report
Presentation of the Commodore's burgee "to an ordinary member who has contributed to the success of the Association over the past year"
5. To receive the Secretary's Report
6. To receive the Treasurer's Report
7. Election of Commodore
8. Election of Treasurer
9. Election of Secretary
10. Election of Bulletin Editor
11. Election of Committee
12. TOA 2011 programme including dates of Rallies
13. Proposed change to TOA burgee design – discuss
14. Presentation of the Commodore's Cup to Andrew Henegan (*Tawasa*) for being first TOA Tomahawk in the Round the Island Race
15. Ivan Thompson - non-TOA member Ivan Thompson's circumnavigation of Great Britain (via the Caledonian canal) in *Geordie Girl*. *Report on progress*
16. Any Other Business (Motions, Website update, updates from regions)
17. Date and place of next meeting

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 Telephone 01252 655849. Any further items for discussion at the AGM should also be sent to Tony Hepworth.

Tony Hepworth, TOA Secretary, 4th November 2010

