

# ***Easter Sailing***

**“My, the Bulletin is late this year”, is what the Moccasin crew said to us last weekend. It’s nearly June!**

**Ok, Ok, I’m sorry. New Editor and all that but also, well – others who shall remain nameless held up the proceedings but...here...at last, is your bulletin action packed with – first things first – the rallies list. Then there are lots of fantastic articles from our budding writers and expert sailors.**

**Here below is what I wrote some weeks ago...when it was going to be entitled “Easter Sailing”, hence the heading above.**

“It’s Easter and we’re on the water. Well, for Warpath, that’s a first! Usually it’s too cold, or we are not quite ready (I clearly remember sunny skies during the egg hunt last year – on terra firma!). Actually, it was too cold, but we were ready so out we went.

Bembridge was lovely as always, but we were surprised to find them rafted up 6 deep. The seasonal crush starts earlier and earlier! We also managed a casual half hour at anchor waiting for sufficient tide. We enjoyed a calm lunch and eventless entry into Bembridge. The children must be growing up! Apart from that the beach met us with its usual calm beauty and the children managed to catch 7 crabs in the first hour. They must still be a bit dozy after the winter (the crabs, not the children, that is!)

So this new Editors note is not turning out to be about sailing – much! Those of you who know I’ve taken over from Michael Juer as the Bulletin editor will also know that I’m just as interested in where we’re having supper or whether we can make it to Yarmouth for a

barbeque as I’m interested in the tides, strength of the wind and planning that all important cross channel journey. Gosh, I nearly forgot to mention the Round the Island race. In our book, this is also very important and brings out a gleam in the eye upon the mention of the Association Cup! Who else is planning to sail this year? Write in and tell us your race tactics or eventualities thereafter always make amusing reading!

So enjoy the Bulletin and please note the RALLY DATES listed below. If you are planning to attend a rally please call Bill Garrod, Mike Juer or Doug Baynton.

Any one who needs Association Membership details let Mike know.

I look forward to meeting you all out on the water sometime.

Your new Editor

*Melanie Juer*

## ***Rally Dates***

### ***Solent Area***

June 4<sup>th</sup> 5<sup>th</sup> and 6<sup>th</sup> to Yarmouth (see Commodores Scribbles for more detail)  
July 9<sup>th</sup> to 12<sup>th</sup> July to France  
September 10<sup>th</sup> - 12<sup>th</sup> to Bembridge  
Round the Island Race 26<sup>th</sup> June.

### ***North West***

Mid July, to be arranged.

### ***East Coast***

4<sup>th</sup> 5<sup>th</sup> September Bradwell Marina

# Commodore's Scribbles

Most Tomahawks are not long back in the water; Incamoon has to come out for a number of jobs to be done and an insurance survey.

We had little use of Incamoon over the winter as the bad weather always seemed to co-inside with the weekends!

I travelled up to Caernarfon for the early bank holiday weekend and joined Geoff Hilditch and David Collinson on Aslan Geoff's Sadler 29 for a great weekend. We set off in company with Steve Tonks & Jeannette Williams the new owners of Iola and their dog Sky. We met Paul Mountford on Chimo at Beaumaris and sailed in company to Conway where we had a good evening on the Saturday. Sunday we had a brisk sail to Llanallgo on the east coast of Anglesey where we anchored until the turn of the tide when cruising shuts were raised for a quick sail back to the Menia strait.

We picked up a mooring overnight and returned to Caernarfon on the Monday morning. Steve & Jeannette suggested we might consider a boat swap scheme. Is anyone interested? It would give members a chance to sail in different areas.

You can now obtain caps and various items of clothing embroidered with the Association burgee & "Tomahawk owners Association" printed beneath; the lettering in a colour of your choice.

You can also personalise the garment of your choice with your Tomahawk's name.

These items can be ordered from Absolute Clothing Avenue Works, Avenue Road, Gorleston, Gt Yarmouth Norfolk NR31 6NZ  
Telephone: 01493 442259 Fax: 01493 442260  
E-mail: [sales@absoluteclothing.com](mailto:sales@absoluteclothing.com)

Web Site: [www.absoluteclothing.com](http://www.absoluteclothing.com)

If you do not have an internet connection you can obtain a catalogue from Michael Juer.

The Solent events for this year are as follows:-  
4<sup>th</sup> – 6<sup>th</sup> June Yarmouth to co-inside with the Old Gaffers Weekend.

26<sup>th</sup> June - Round The Island Race

9<sup>th</sup>-12<sup>th</sup> July - Channel cruise to St Vaast la Hogue (leaving Thursday evening 8<sup>th</sup>)

10-12<sup>th</sup> September Bembridge Rally

Yarmouth Harbour are not taking bookings for the weekend 4<sup>th</sup> -6<sup>th</sup> June - so its first come first served. I will go down early and bag a suitable spot, fly the big burgee and repel boarders until a other Tomahawks arrive! I suggest a BBQ in the area to the west of the harbour weather permitting and members coming suitably equipped with food and charcoal. If wet we will have to repair to one of the local taverns.

I am hoping to join the West Mersey Rally on Vandini with Douglas Baynton and Graham Farley on the 4<sup>th</sup> & 5<sup>th</sup> September and hope to meet some of you there.

Hope you all have a good sailing season.

*Peter Lelwellyn  
Inca Moon*

# Why I bought a Tomahawk

Tomahawk, never heard of 'em! That was my comment to a sailing friend of mine while discussing over a pint my plans to buy a small sailing yacht. Something small enough to sail on my own, or with my 2 children, sea kindly but with proper standing headroom, reasonable accommodation, heads etc. and an inboard engine. In essence a 'proper' yacht. My friend Mike who keeps a Day/Weekend sailing boat in Lymington was also looking for something bigger and had similar requirements to mine. We had discussed many options and possibilities, even going into partnership together. This I wasn't very keen on as I had been involved in partnerships before and they had always split up after a few years. What I really wanted was a boat of my own.

A trawl of the yachting press, newspapers, and the Internet produced lots of small yachts mostly decrepit or above my budget. As you may have guessed I am not a millionaire! I keep explaining this to my girlfriend that it is because I own a yacht that I have got no money! Still I reckoned that if I kept looking I would find something that suited. "There's a Tomahawk for sale in a boatyard in Gosport," said Mike again. He had looked at it and decided that it would require too much work, but it was available at a knockdown price. The owner having given up and just wanted to get rid of it. So I went and had a look! Yes it was just as Mike had pointed out but she was fin keeled (another thing I wanted) and I thought that all Tomahawks had bilge keels, but she looked like a 'proper' yacht. Hmm, maybe I should find out more about Tomahawks? I found the website and PBO's test on Mike Juer's 'Warpath' and the enthusiasm for these little boats leaped out at me. Still I wasn't going to restrict myself to just one marque was I? Yet another trawl through the yachting press, Internet, phoning brokers boatyards etc. and I had a list of boats afloat and ashore to look at.

Time for a real sailing 'pro' to get involved, enter my 14 year old daughter who has sailed with me since she was 5 and is the fiercest critic of boats that you could wish for. So on one Saturday morning we started shopping for a boat, armed with my shortlist of particulars as usual most just outside my budget! The first boat "you're paying a lot for a smart facelift" says my 14-year-old sage!

The 2<sup>nd</sup>, "it's been tarted up to sell"! I can see this is going to be a frustrating day. Third boat, (the decrepit Tomahawk), "looks ok but do you want to spend a year doing it up"? She has a point; I really wanted something that I could have in commission fairly quickly. The 4<sup>th</sup> boat "Crystal", 'afloat' in the mud at Fareham. The sage sits in the cockpit can stretch her legs to meet the other side and see over the coachroof. "I like this" was the comment. Down below there is sufficient room for all the facilities. Over the next few hours we looked at another half dozen or so but none were suitable, either too flimsy, dinghies with lids or too small below, outboard propelled etc. etc. Lets go back and look at "Crystal" I ventured, she will be afloat by now. So we did. She looked OK so if she got a good survey then it was a done deal with a little price haggling!

So I bought "Crystal" without even sailing a Tomahawk. The next few weeks were spent doing those tasks urgently needed. I discovered that "Crystal" had been all the way to the Med. and I was always going to join the T O A eventually but couldn't resist Bill's wife's offer of a beer to a dusty, scruffy, thirsty man covered in old antifouling! After drinking Bill's beer I was honour bound to join the association. "Crystal" eventually went back in the water in September and we spent time getting used to her. Trying to motor backwards and the way the bow gets blown off, makes for an interesting looking mooring attached at 90 degrees to the pontoon by the stern! Autumnal gales restricted our outings in the Solent to a couple of trips in F6-8! This certainly brought a grin to our faces. A Twister owning friend just wouldn't let go of the tiller and kept grinning from 'ear to ear', praise indeed! We are looking to the summer and her performance in light airs.

The winter months has seen "Crystal " making a few trips but mainly having those little jobs done that you never get around to and making plans for the summer. My all female crew has suggested France, the Channel Isles and the West Country! (More on that later!) In the meantime we just dream and scheme!

Richard Mayhew  
Crystal

## STRANGE TRANSITION

Many years ago I had a small boat that was a childhoods dream, strong, safe and fast, I kept her behind a sand bank off the blunt end of the Wirral Peninsular. With luck she would float for two hours each side of high water and then dry out on her triple keels A wise man, or richer, would have found a more comfortable mooring for such a treasure, for when the sand bank covered she was fully exposed to all South West gales, and when the sun shone and the winds blew, she was blasted by the blowing sands. Not a perfect place by any means, but we were close to each other.

Together we sailed the summer seas, we sailed when the winds blew and the sea was rough and grey, we sailed sometimes when the sun shone and the sea was smooth and bluish, we sailed under starry sky's, with the coastal lights guiding us on our way. We raced with some success, round the cans and to Anglesey and the Isle of Mann, sometimes my little boat flew with spinnaker billowing down the face of waves on the plane at 10 knots, often we were cold, mainly we were wet, but always my faithful little boat bought us back to her mooring safe and sound.

The time came when we were older, and a little richer, that the thought of warmer climes with more certain sunshine, bluer seas, flying fish, and a safe harbour, started to play on the imagination, just dreams to start with, but you must have dreams and sometimes force them into reality. The question was could my faithful Achilles 24 carry us safely out from England across Biscay and on South to Portugal's sunny clime, why doubt that such a sturdy friend would not serve just as well as she had always had. **(Continued on page 6)**

# HATCHET JOB !

## (A GILL'S EYE VIEW)



December the 3rd last year was the usual nondescript British Winter grey sort of a day. Rich, my other half was preparing to go down to Deacons boat yard on the Hamble river to see how the lift-out of our Tomahawk "Moccasin" had gone. He had viewed this with more trepidation than usual as Deacons had installed their new boat-lift as part of an update of facilities at the yard and he had noted that the back stay needed to be undone when using this type of boat-lift and was worried that the log impellor may be broken if the straps weren't placed correctly. The lift-outs the previous day had been held up due to tractor breakdowns and although Rich had been on hand for most of the day, he had to leave before they got our boat out as he had a late shift to work. Moccasin would now be lifted out the evening of the 2<sup>nd</sup> or first thing on the 3<sup>rd</sup> and Rich would go down as soon he woke up after his late shift.

I was working from home on the 3rd and mid-morning waved Rich off with rucksack, sandwiches and platitudes of "Don't worry, I'm sure it went well, they know what they're doing" and went merrily back to my computer (stopping at the kettle on the way of course).

***"Do you want the good news or the bad news?" he said,***

The hours passed and Rich returned.

"How did it go?" I ventured.

"Well the good news is they haven't broken the log impellor, the bad news is they've broken the mast!"

Rich's expression was momentarily unreadable, he has the ability to tell jokes without giving anything away and I genuinely thought he was having me on.

"You're joking!" I exclaimed.

"No, I'm really not" he said looking suddenly crestfallen.

He went on to explain how the yard had lifted Moccasin (the last boat of the day) the previous evening in the dark, with *no floodlighting* and our masthead had caught the gantry at the top of the boat-lift. The yard hands hadn't noticed and

continued lifting the boat, compressing the mast between the crane and the coach roof, then like a nut in a nutcracker the mast gave way with an almighty crack which the yard hands said sounded like a shotgun report. The memory of this gruesome description then prompted a prolonged rant in which Rich exclaimed that he knew the lift would go wrong and he should have been there etc, etc. "Oh well, " I said as

he subsided, "the good thing is that it happened on the lift-out and not the lift-in."

During several cups of tea we discussed what our concerns were and what questions needed to be asked, ie was the coach roof, or the chain plate damaged by the mast compression and was there major structural damage? Rich then set about the first of many phone calls and negotiations with regard to insurance claims. His wry, opening line to Shaun at Deacons boatyard was "You broke my boat!" I have to say Rich then handled things with such diplomacy that you would be hard-pressed to know that he was really quite gutted at having his pride and joy damaged in such a way. (The only give away may have been an increase in wine consumption and a slight facial tic much like that of Inspector Clouseau's chief in the Pink Panther!)

The boatyard immediately referred the situation to their insurers and assured us that all damages would be covered. In order to inspect the damage, Rich stripped out the roof linings and panel work. He discovered the heads door now had an interference fit and was concerned that there may be major structural damage in the cabin roof. The surveyor appointed to check the damage was helpful and happy to discuss any issues arising with Rich and despite having a several ton load on the coach roof, we were relieved to discover that there was no structural damage – testament to the fact that Tomahawks are built as Rich says like "brick sh\*\* houses!"

The next step was to find a new mast. We're fortunate that we have a good range of services in the boatyard and Rich spoke to Aladdin's riggers. It was impossible to get a new mast under the old specifications, so they sourced a

“Z” spars mast and arranged for all new rigging, a new boom and new furling gear to be fitted.

Our old mast only had a “dodgy” masthead light, so we took the opportunity to fit a deck/steaming light at the same time. Meanwhile, all wiring was traced and renewed where needed, joints were soldered and corroded cheese-blocks replaced.

At this point we cautiously realised that despite the hassle of having to arrange each stage of repair, the good side to this event was that we would end up with up-to-date kit and a smarter boat than we had started with. The caution being, would the new kit sail as well as the old? This question was particularly crucial from Rich’s point of view as less performance would mar his enjoyment of a good sail.

With new vigour, Rich project-managed the repairs juggling with the boat yard, J S Mouldings, Aladdins Riggers, Marine Fabrications and Calibra Sails trying to get work completed before we got charged for extra hard-standing time.

Next, the new coach roof sockets were fitted and we decided that we would have our pulpit removed and old damage (*it was bent before we bought the boat,*) repaired. Rich tackled this with Dave from Marine Fabrications in the boat yard. It took several attempts to pin Dave down to a time to do the job and in the end Rich went down and worked on the straightening of the pulpit with Dave – they welded it to the metal work bench and straightened it using brute strength! Happily, Dave was apologetic over the delay in getting the work done and settled for Rich’s help and a bottle of wine as payment! (not easily prised from Rich’s grasp!)

The mast and rigging was stepped once the boat was back in the water at the beginning of March. At the launch, yard hands, riggers and J S Mouldings were fighting for deck space to finish off their various tasks – which made a picture, that wouldn’t look out of place in a yachting cartoon!

It transpired that the fit of the mainsail was fine, but the Genoa needed two inches taken off the luff to avoid looking and sailing like Norah Batty’s tights! We therefore had to wait another three weeks for the alterations to be completed.

Finally on the 1<sup>st</sup> May 2004, the last two holes from the old mast foot were filled and faired on the coach roof.

After five months of work and £2000 worth of new rig we’ve finally managed to go out for a maiden sail or two. Apart from a couple of minor hiccups; such as finding the furling gear wrapped around the forestay and the main block pulling free from it’s traveller when Rich was single-handed; Moccasin and her new kit sail as good as, if not better than, before. Therefore ***“every cloud has a silver lining” which proves that you can’t do a hatchet job on a Tomahawk!***

by GILL HARCOURT-BROWN  
*“Moccasin” River Hamble*

## Strange Transition (continued from page 3)

So we sailed away from Plymouth Hoe, in the best tradition, one late afternoon, in my memory I can still see the moors above Plymouth glowing in the late evening light, as we looked back homewards. Safely my little boat carried us night and day, alone except for the company of shooting stars Whales, Dolphins, and sea birds, until we made the Spanish Coast, and then we slept, so deeply that even the knocking of the customs official failed to wake us, he kindly left us to slumber, before returning.

Onwards we went, ever south, with such tales to tell of Capes we had only heard of, Villano, Finisterre, Silleiro, Carvoeiro, until we arrived off Cape St. Vincent and turned east at last to enjoy the sunshine of Portugal's Algarve. We arrived at Vilamoura thankful for journey's end, but the start of official entry into a foreign port and all the paper work that was involved those years ago before the European Union. "Would the Ships Captain please attend", was it me they were addressing?

I looked round, there was no one else, so it must be me, and what's that about a ship? Bring the Ships papers to the Office, I was requested. We did not have many papers for our little boat, so we took what we had, and all was well.

Sometime after I was talking about this new type of address to an "old salt" at the bar, he enlightened me to reality, "Boats are carried on ships, ships cross Oceans" he told me, in simple terms my boat had now transformed into a ship!

Shortly after returning home to Merseyside we had a rare and wonderful visit, the Tall Ships came to visit following an Ocean Race, I can still hear the voice of the Radio Merseyside announcer calling out the names of these grand sailing ships as they came up the Mersey, and then he noticed that some were really quite small by comparison. "Ah" he said "I suppose even the small ones are tall ships after crossing an Ocean". With a lump in my throat I could not help but think of my little old boat, a "tall ship", and agree.

*Anonymous*

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# LETTERS

Please feel free to write the the Tomahawk Owner's Bulletin. Views, ideas, Race Tips (not that any of us are competitive, of course), safety, confessions etc. We are also always looking for articles so please volunteer.

Happy Reading

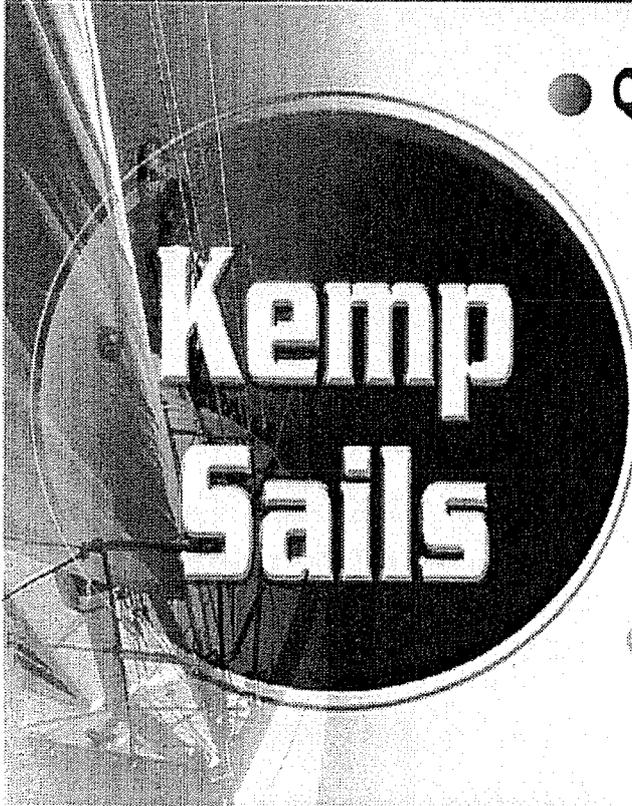
### *Contact:*

Melanie Juer at:

[Melanie.Badenhorst@customise.uk.com](mailto:Melanie.Badenhorst@customise.uk.com)

(Small explanation! I use my maiden name professionally....hence the confusing name in the email.)

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**TOMAHAWK OWNERS ASSOCIATION**  
**MINUTES OF THE 6<sup>th</sup> ANNUAL GENERAL MEETING**  
**Held at the Barn Hockley Heath on Saturday 24<sup>th</sup> January 2004 at 14.00hrs**

**Present:** Commodore Peter Llewellyn, Treasurer Geoff Hilditch, Secretary David Collinson, Bulletin Editor Michael Juer, Paul and Jen Mountford, Tony and Ruth Hepworth, Douglas Baynton, Graeham Farley, Richard Meyhew, Bill Garrod, Alison Collinson, Clive and Rowena Hookham, and Dr Gordon Keyte.

**Apologies** Leslie Hawkes, M Carey, Pauline and Michael Cox, Bill Forrest, Ken Nutt, Rob Haines, Mike and Penny Broughton, G.G. Knight, Dick Rochfort, S. Tonks, Iain and Clare Fairgrieve, Robert Storey, Alan Hill, Derek Liversage, Mike Warr, Roland Liddell, and Jill Llewellyn.

**Minutes** of the fifth AGM held at the Barn Hockley Heath on Saturday 25<sup>th</sup> January 2003 were read, approved and signed.

**Matters Arising.**

**Regalia.** The Commodore read out details he had obtained from Leslie Taylor, which entailed minimum orders per item. The Secretary gave details of a supplier he had noticed at the Boat Show, Absolute Clothing, who did not need minimum orders but would supply any article from their extensive range, and stitch on our logo free of charge. They would require us to supply artwork from which they would make a disk to record the stitching. Since there would be no stocks for us to carry, the meeting felt that this was the avenue to explore. The Commodore agreed to find the artwork, and the Secretary undertook at Clive's suggestion, to write to Absolute Clothing to enquire if they would give us a discount.

**RYA** The meeting enquired if we were now affiliated to the RYA, the Secretary confirmed that our Constitution had been approved by the RYA and that we were now listed on their website under Clubs and Associations, and were receiving enquiries and other details.

**Website** The meeting felt that although we now had a good website, that it could be more user friendly, and ways might be found for us to post items of news more easily.

**Membership List.** The meeting considered if we should publish a list of members on the website, or send it with the next Bulletin. Because of problems with the Data Protection Act, it was finally decided that a note would be added to the subscription renewal notice, to ask members permission to do this.

**Commodores Report**

Thank you all for making the effort to come here today.

It is hard to believe that a whole year has passed since we were here for the last AGM and that the TOA is five years old.

We continue to grow and develop, having our own website; a healthy bank balance; a steady increase in membership; a second hand boat test in Sailing today and much enthusiasm from our members.

I am particularly grateful to our secretary David, Geoff, the Treasurer and Mike Juer our Bulletin Editor who have continued their hard work for the Association and also to the organisers of the various Rallies and events in different parts of the country and all who have contributed to the

Association in any way.

Sadly Two of our members died during the year James Barnes & Hugh Roskill

James was one of our founder members. He was a very active and enthusiastic member and probably the most well travelled Tomahawk Owner. You will no doubt remember the account in a recent log of his trip up the West coast of England & Scotland through the Caledonian canal and over to Norway Holland and the Friesian Islands ;(the scene of his favourite book The Riddle of the Sands) and then back round the south coast of England.

James's daughter gave the Association his subscription following his death in thanks for the pleasure and friendship it had given him. His Grandson Ben used to sail with James and under his watchful eye has become a very able sailor although only 13 years of age. I would like to propose that we put that money towards a trophy to be awarded annually. Perhaps a trophy for Young Tomahawk sailors would be appropriate. Please let the meeting have your views.

I have at the last two AGMs expressed a wish to visit other parts of the country for Rallies but have so far failed miserably. I did however entice two members from Essex Doug Baynton & Graham Farley and Roland Liddell who normally sails in the Bristol Channel to come and crew Incamoon in the Round The Island Race.

I have bought with me a copy of the article in Sailing Today and some photographs sent me by Rick Tomlinson who accompanied Allison Molenieux for the test, which we carried out, on Incamoon in October 2002. Since the article appeared we have had a number of enquiries and I have had a letter from the couple who bought Incamoon as a bare hull and deck and fitted her out in their garden.

The web site also results in enquiries from far and wide. I am presently corresponding with a lady from somewhere in the USA who is renovating a Tomahawk.

Michael Juer has served as bulletin Editor since the formation of the Association and now wishes to relinquish that position. We are most grateful to Michael for all the work he has done. If there is anyone here today who can take on the job please come forward.

In conclusion I would ask for your ideas as to how we could continue to develop the Association, One item I feel we do need to give attention to is to use the website to give news of the Associations forthcoming activities and other news. I am completing a disk of Tomahawk pictures of which I will forward a copy of to Mark Lilley so that some can be included on the site.

Please let us know during the meeting if there is anything you would like the Association to do that is not being done at the moment.

Adoption of the Commodores Report was proposed by David Collinson, seconded by Geoff Hilditich and carried.

### **Secretary's Report.**

During the year we accepted into membership eight new members, last year we accepted seven,

Geoff will tell you if this resulted in an increase in an overall increase.

Our draft Constitution, approved at last year's AGM, was accepted by the RYA, and we duly became affiliated to that body. As a result our Association is listed on their website which helps prospective members, and other organisations to find us.

During the course of the year I received a flow of enquiries from prospective owners from throughout Europe, and as far away as the USA. I answered all their questions as well as I was able, not all became owners.

As an Owners Club we continue to make progress in all areas, membership, sailing and information, the latter helped by designer Alan Hill, we must not become complacent there are still areas that can be improved.

Sadly two of our members passed away during the year, James Barnes and Hugh Roskell. James had contributed a lot to the Club and his enthusiasm for Tomahawks was very real. Our Commodore Peter was able to attend his funeral service. Unfortunately we did not hear of Hugh's death until some time later

It was gratifying to receive so many letters of apology for not attending this meeting, Tomahawks is a really friendly Owners Club.

Adoption of the Secretary's Report was proposed by Bill Garrod, seconded by Douglas Baynton, and carried

#### **Treasurer's Report.**

The Treasurer handed out copies of the accounts and recommended that the subscriptions should remain as now, at £10.00 per yacht, and burgees at £15.00

A copy of the accounts are attached.

Adoption of the Treasurer's report was proposed by Bill Garrod, seconded by Peter Llewellyn and carried.

**Election of Officers.** The Commodore, the Treasurer, and the Secretary, indicated their willingness to continue in Office.

**Commodore** Peter Llewellyn was proposed by David Collinson, seconded by Geoff Hilditch, and carried.

**Secretary** David Collinson was proposed by Bill Garrod, seconded by Clive Hookham and carried.

**Treasurer** Geoff Hilditch was proposed by Bill Garrod and seconded by Peter Llewellyn and carried.

**Bulletin Editor** Melanie Juer was proposed by Michael Juer, Seconded by David Collinson, and carried. With the offer by Clive Hookham to succeed her.

**Vice Commodore** Roland Liddell (in his absence) was proposed by Peter Llewellyn, seconded by Douglas Baynton and carried.

**Committee**, In addition to the Club Officers, the following were elected, Bill Garrod, and Douglas Baynton.

#### **Any Other Business**

**The Bill Garrod Cup** for the first Tomahawk to finish in the Round the Island Race, was awarded to Peter Llewellyn, who accepted the cup to the applause of the meeting. It was suggested that the cup be engraved with the previous winners names.

**Handicaps**, Peter reminded the members present the importance of reporting racing results of Tomahawks to the RYA, in order that the RYA Portsmouth Yardstick could be kept up to date.

**Honorary Member**. Mark Lilley was elected an Honorary Member in recognition of his work on the Club website.

#### **Provisional Rally Dates**

Solent Area

June 4<sup>th</sup> 5<sup>th</sup> and 6<sup>th</sup> to Yarmouth

July 9<sup>th</sup> 10<sup>th</sup> and 11<sup>th</sup> to France

September 10<sup>th</sup> 11<sup>th</sup> 12<sup>th</sup> to Bembridge

Round the Island Race 26<sup>th</sup> June.

North West

1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> May Round Anglesey

Mid July, to be arranged.

East Coast

4<sup>th</sup> 5<sup>th</sup> September Bradwell Marina

Date of Next AGM. 22<sup>nd</sup> January 2005 at the Barn.

The meeting closed at 16.00 hrs