

# *The Tomahawk*

The official bulletin of the TOA

Spring 2005

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## **A bumper edition of the bulletin**

**This year's AGM saw whole scale changes to the Association Committee.**

Retirements included the Commodore, Treasurer, Secretary and Bulletin Editor. Our heartfelt thanks go to the outgoing officers and committee members who have done such a fine job of running our association.

### **Dates for TOA rallies this year are:**

#### **Solent**

Summer Rally

2/3 July At Royal Southampton YC

#### **Autumn Rally**

3/4 September

#### **North West**

Spring Rally

30 April

Summer Rally

July (TBA)

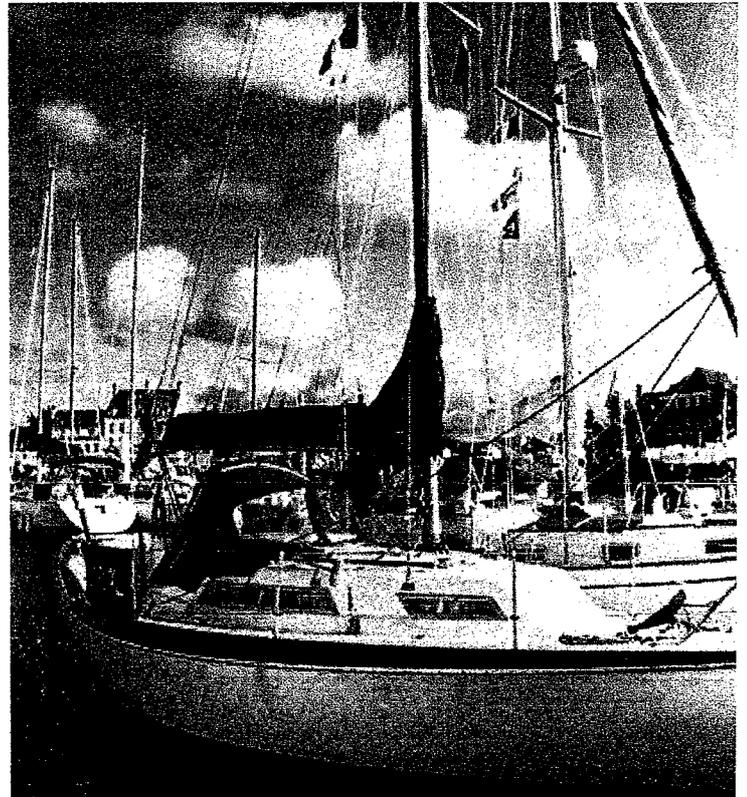
#### **East Coast**

9/10 July (meeting at Bradwell Marina on 8<sup>th</sup>)

#### **St. Vaast Rally**

15/16/17 July

**Please let your regional rep know if you will be able to attend.**



**Crystal in St Vaast July 2004**

## Secretary's Scribblings

The TOA AGM in January may have been the silver lining to my particular cloud. Having suffered a knee injury in December, I was unable to take the ski holiday in January that would otherwise have prevented me from attending the AGM. But I didn't duck far enough below the parapet, and so I write this piece as the new secretary of the Tomahawk Owners Association.

In truth, I felt quite honoured that David should have called me prior to the meeting to ask if I would stand, and I realise now that I have quite an act to follow. Having taken the TOA from an idea and a letter in the sailing press to a thriving organisation of around 50 members with its own website, David Collinson has left a fine legacy, and one that I shall do my utmost to build upon during my tenure.

In the parapet-ducking stakes, Roland Liddell, Gordon Keyte and Richard Mayhew enjoyed the same success as myself and also found themselves elected. The Club Officers for 2005 are:

<b>Commodore</b>	Roland Liddell
<b>Hon. Treasurer</b>	Gordon Keyte
<b>Hon. Secretary</b>	Mike Broughton
<b>Bulletin Editor</b>	Richard Mayhew

In addition to the Club Officers, Douglas Baynton, (East Coast), Bill Garrod, (Solent) and Geoff Hilditch (North West) were elected to the committee.

In 2004 we had some good rallies and were fortunate to be able to see slide shows of two of them

(North West and East Coast, plus Richard's visit to St Vaast) after the AGM. For various reasons the Solent rallies were called off but, in a spirit of proactive enthusiasm, I have already placed an order for the weather for our 2005 rallies. I await confirmation. (And I will tell you *what* weather I ordered after the event!)

For those who are still wondering who this new secretary is, I will give a brief insight. Penny and I joined the Association a few months after buying Swift Wind in early 1999, having had a membership form thrust into my hands (*I was forced to drink beer! – Ed*) by Bill Garrod at the Fareham boatyard where we both moored our Tomahawks.

We sail the Solent but, due partly to our strange lifestyle and partly to distance, not often enough. Having now moved from East Sussex to Basingstoke the strange lifestyle should become more normal and the travelling time to Fareham is halved, and so we look forward to more time to enjoy the toys.

Our Tomahawk is the one with the re-designed wedge-shaped deck moulding and, if anyone sees or hears about another, please let us know as it's getting lonely with the only one of its type that we know to exist!

I am now going to start writing my piece for the next Bulletin – gives it a fighting chance of being ready on time!

I wish you all some stimulating sailing for 2005, but not *too* exciting.

**Mike Broughton**

## **Warning - Tomahawk Rallies are a Danger to Boats and Skipper's Reputations!!!**

The early season North West Tomahawk Rally in May 2004 saw just three boats in attendance, Tomahawks Chimo and Iola and Geoff Hilditch's Sadler 29, Aslan, an honorary Tomahawk for the occasion.



Iola and Aslan came through The Swellies in the Menai Straits at neaps low water slack and met Chimo and me as they passed Beaumaris Bay headed for Conwy. It was a nice day and a reasonable sail ensued across the sands towards Conwy before we stowed sail and motored up the Conwy River in a short convoy, in line astern, to pick up berths on a pontoon in the river off the Town Quay.

Within minutes of tying up, we were hailing the Conwy SC jolly boat to take us ashore for an evening of only modest debauchery in the town i.e. a pub meal and then a few more jars in the clubhouse before returning to our boats. I seem to recall a large whisky in Aslan's saloon, my experience of whisky on Sadler 29's is generally not good, but I managed to find my way along the pontoon to Chimo without falling in the drink and suitably anaesthetised I was soon asleep.

Sunday morning dawned fine and despite being single-handed Chimo was first boat away from the pontoon. Once clear of the moorings, I raised full sail whilst the boat motored slowly into the wind under autopilot and then I retired to the cockpit, putting Chimo on starboard tack heading along the channel towards a big green buoy, switching off the engine and disconnecting the autohelm as I did so. The tide was ebbing and helping us on our way and the weather, for once last season, fair.

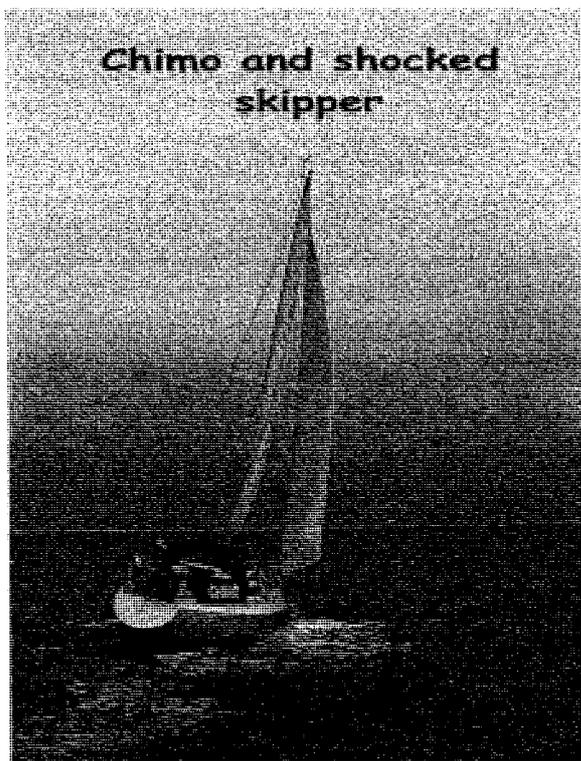


Whilst minding my own business and carefully watching the buoy so as to decide whether to stay in the channel or pass behind it, I became aware of a large Sadler, a 32 I think, motoring up fast behind me. About half a dozen boat lengths from the green buoy, she came alongside our port side at no more than 2 metres distance in an overtaking manoeuvre. There was a lady at the wheel, sitting on the starboard side

with her back to me. I hailed her and pointed at the buoy when she glanced over her shoulder. She nodded acknowledgement but took no action as the overtaking boat, motoring at that, should have done to keep clear of us. Instead she continued onward and, apparently determined to squeeze inside the starboard hand mark, changed course slightly to starboard to pass between Chimo's stem and the buoy with just two or three boat lengths left.

From my position at the helm, it seemed that Suzi J of Southampton, for it was that name that was proudly displayed on her transom, was in danger of losing her stern to Chimo's stem, so I luffed up to give her room, lost the wind momentarily and then tried to bear away to pick up speed and regain control but, now in Suzi J's wind shadow as well, it was too late.

The green steel buoy, which had now grown considerably in stature, disappeared from view behind the genoa and I knew we would hit as the tide carried us relentlessly towards it with no steerageway. After a second or two, I thought we might have missed it, as the bang I was expecting hadn't come, but a moment later there was a huge clang, as of a church bell sounding a death knell, and Chimo was brought up short. A second clang followed immediately and then the buoy bobbed quietly by to starboard.



Deeply shocked, I was rooted to the cockpit whilst Suzi J of Southampton motored on without a backward glance from her helmswoman, although I did see a fellow come up the companionway and say something to her. My supposition at the time was that the lady helm was a novice who had been told by her skipper to steer for the green buoy and pass it to starboard and, willy-nilly, she had done just that! That Suzi J's crew hadn't heard the bangs as Chimo struck the buoy is unbelievable but, nevertheless, on she went, apparently without a care for a fellow yachtsman who thought he was about to lose his ship, or worse!

A glance into Chimo's saloon showed no sign of sea gushing in, so I summoned up courage to walk to the foredeck and inspect the damage after first releasing the sheets. Expecting to find a buckled and holed bow, at the least, at first I noticed nothing but a smear of green paint on the stem and then that the cheeks of our bow roller were somewhat more splayed than before. Obviously, Chimo had struck the buoy head on and the stem fitting had acted as a 'crumple zone'.

Still shocked, I returned to the cockpit, and after a quick inspection below to confirm we weren't taking on water, I hauled the sheets back in and sailed on. About 10

minutes later, another Sadler, this time Geoff in Aslan, came powering up from behind under full sail and overtook. They were off to Moelfre to finish off the Bank Holiday but I was due back home in Cardiff that evening so struck off straight across the sands to Beaumaris with such good timing that by the time I had returned to the cockpit to turn off the engine after picking up our mooring, we had grounded.

Whilst the splayed bow roller cheeks appeared at the time to have been the only casualties from the collision, other than my pride, a couple of weeks later, co-owner, Barry Lewis, found water seeping in around the through hull log fitting. Tightening the threaded collar securing the fitting to the hull produced more water so Barry cancelled his sailing plans and got Chimo lifted out back into ABC's boatyard at Gallows Point, from where she had been re-launched just a couple of weeks earlier after her winter storage and refit. It was then found that the plastic through hull collar and sleeve were cracked, whether as a result of the shockwave from the buoy impact running back to it or as a result of its being faulty or badly fitted by professionals a



couple of years earlier is impossible to say. However, as result, Chimo remained on the hard for another couple of weeks and by the time she was re-launched the best weather of the season was already behind us.

Barry did manage to sail Chimo to the Isle of Man with a friend but otherwise her season was frustratingly short and restricted to sailing in the straights and two circumnavigations of Yns Mon, which at least sounds more exotic than the Isle of Anglesey!

As a result of my collision, I earned the North West Venturers Yacht Club's Rock Trophy, a Napoleonic cannonball mounted on a plinth, awarded annually to the skipper who makes the biggest hash of things. If any of you have an address for Suzi J of Southampton, I'll pass the trophy on to her skipper and crew for the rest of the year!!!

Paul Mountford

*(Ed's note almost a confession – well done Paul)*

## **Commodores Corner**

2005 is a year when Britain can celebrate some notable sailing achievements. It is the two hundredth anniversary of Horatio Nelson's route of the combined French and Spanish fleets at Trafalgar and a matter of weeks since Ellen MacArthur's triumphal record for non-stop circumnavigation of the world. Both events required and demonstrated outstanding nerve and seamanship and lets not forget dear old Tony Bullimore trying once again.

Meanwhile this writer is struggling with packing cases and change of address letter writing before quitting the Ancient Royal Forest of Dean and returning to an equally ancient New Forest, not I hasten to add under hostile guns or dodging icebergs although there have been some hazards with which the good admiral and dame could equate. To the east across the Severn, poor old Squaw stands in the club car park awaiting completion of her new engine refit. We are almost there but as others have doubtless found for every two steps forward there has been at least one back! I have at least amassed a notebook full of information, which is available to members planning to remove a Yanmar YSE8 and replace with a Beta 10. Please don't all rush at once.

Returning from the annual association meeting I have had time to reflect on the achievements of now retired officers particularly David Collinson, who have given so freely of their time and enthusiasm. We are indebted to them for their efforts in delivering a lively and active membership. Your new officers and committee will endeavour to build on these foundations by encouraging more feedback from members their experiences and projects undertaken on individual boats, exchange of information on sailing and maintaining the Tomahawk 25 through our web-site, visits to support each others sailing events, developing media contact and promotion of TOA and networking with other sailing organisations. We are scattered throughout the country and any suggestions that members may have enable us to gather on or off the water will be welcome. Finally, I will do my utmost to visit as many areas as possible in the course of the coming months. I know that there are events in the planning in the east, north and south and I hope members will do their best to attend these. We are due decent weather for sailing this year after a poor 2004 and I wish you all a splendid season to come.

***Roland Liddell.***

# **THE 2nd TOMAHAWK** **EAST COAST RALLY**

**PUT THIS DATE IN YOUR DIARY, NOW !!!!**

**Date: 9<sup>th</sup> & 10<sup>th</sup> July**

**Venue: The Blackwater Estuary &  
River Colne, Essex**

The Tomahawk Owners Association has arranged an East Coast Rally for all Tomahawk owners and friends to meet on the river Colne. We hope you will be able to join us.

## **Weekend Programme:**

Fri 8<sup>th</sup> July pm. Meet up at Bradwell  
Sat 9<sup>th</sup> July am. Sail up the Colne for lunch and a drink at Rowhedge  
Sat 9<sup>th</sup> July pm. Sail back to Pyfleet for a BBQ and overnight stay  
Sun 10<sup>th</sup> July am. A mini race out of the Colne (you are only supposed to blow the bloody doors off!)

## **Tides:**

Friday 8 <sup>th</sup>	HW 14:20	@ Bradwell
Friday 8 <sup>th</sup>	LW 20:20	@ Bradwell
Saturday 9 <sup>th</sup>	LW 08:20	@ Bradwell
Saturday 9 <sup>th</sup>	HW 14:50	@ Wivenhoe
Saturday 9 <sup>th</sup>	LW 20:45	@ Brightlinsea
Sunday 10 <sup>th</sup>	LW 08:45	@ Brightlinsea
Sunday 10 <sup>th</sup>	HW 15:30	@ Bradwell

**Doug Baynton Tomahawk "Vandini" berth D10 Bradwell  
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# TOMAHAWK OWNERS MEETING

## MINUTES OF THE 7<sup>th</sup> ANNUAL GENERAL MEETING

Held at the Barn Hockley Heath on Saturday 22<sup>nd</sup> January 2005 at 14.00hrs.

**Present:** Past Commodore Bill Garrod in the Chair, Treasurer Geoff Hilitch, Secretary David Collinson, Iain and Claire Fairgrieve, Alison Collinson, Richard and Rowena Mayhew, Mike and Penny Broughton, Roland Liddell, Paul and Jen Mountford, Dr Gordon Keyte, Graeham Farley, Don and Penny Baines, Douglas Baynton, and Ian Bremner.

**Apologies:** Commodore Peter Llewellyn, Len Simcock, Bryan Power, David Pugh, Gordon Knight, Leslie Hawkes, Bill Forrest, Harry Henderson, Paul Stubbs, Steve Tonks, Jeanette Williams, Trevor Mann, Patrick Hill, Mike and Pauline Cox, Alan Hill, David Else, Allan Jones, C.R. Hockam, and Tony Hepworth.

**Minutes** of the 6<sup>th</sup> AGM held at the Barn Hockley Heath on Saturday 24<sup>th</sup> January 2004 were approved and signed.

**Matters Arising:** Membership List, the meeting decided that it was in order to circulate the membership list to members only. The Secretary agreed to remove from the list any member who had resigned, and to retain these names on a separate list.

**Commodores Report:** In the absence of the Commodore his report was read by Bill Garrod.

"I am sorry not to be with you, at the one annual gathering when members of the Association come together from all parts of the country. Please accept both Jill's and my apologies. 2004 was an indifferent season for weather and we all hope this coming season will be better.

As reported in the summer bulletin, I travelled to Caernarfon the early May bank holiday weekend for the TOA Rally and joined Geoff Hilditch and David Collinson for a weekend cruise on Aslan in company with Iola and Chimo.

Although there were only three vessels attending we had a great weekend and hope to repeat the experience.

The Rallies planned for the Solent did not happen this year.

The first, due to take place at the beginning of June, due to a mix up as to who was doing what, was announced too late. Incamoon did attempt to get into Yarmouth on the Friday afternoon, yours truly having been assured by the harbour office on the telephone a week or two before that there would be no problem getting in provided one was early.

The reason I made the enquiry was the Old Gaffers Rally taking place that weekend. When we arrived mid afternoon on the ebb of a strong spring tide we were refused entry as they didn't know how many more Gaffers they would have to accommodate. We struggled across the tide to Lymington and used the ferry to get there on the Saturday.

The second, planned for Bembridge in September was abandoned due to the weather.

Four Association members took part in the Round the Island Race in June, three in Tomahawks Warpath, Bumble Bee, and Incamoon. Incamoon crewed by Roland Liddell, Doug Baynton, Graeham Farley and myself was the first Association boat over the line closely followed by Starfall formerly owned by Alan Blowers who was a member of the Association for a short time before he sold her. Had the new owners joined the Association they would have won the Commodores Trophy as they beat us on handicap by less than a minute. We should have repacked that spinnaker after rounding the forts and been ready to deploy it! It was a rough trip round the south of the island and one of the crew who shall remain nameless had a touch a Mal de mer but it didn't stop him pulling his weight.

Incamoon was lifted out the week after the race for an insurance survey and a refit which turned out to be a lot more comprehensive than expected. A new cutlass bearing housing and prop shaft were required amongst other things! She didn't go back in the water until early September.

The following weekend I travelled to join Doug and Graeham on Vandini at Bradwell Marina on for the first East Coast Rally.

The weather was brilliant and on the Saturday after a conducted walk along the shore with Graham who filled me in on all the local history and points of interest, we sailed up the river Blackwater. We first met Bill Garrod on a friend's boat then various other Tomahawks on the way past Osea and Northey islands heading towards Maldon. The fleet then had a cracking sail back to Bradwell where we enjoyed a barbeque in the evening.

Sunday, after breakfast we spent much of the morning looking in turn at the interiors of Vandini Malibu, Ceilda, Veruna2 and Peau Rouge before everyone went their separate ways. We sailed over to West Mersea in the afternoon before closing up Vandini and driving home.

I hope that future rallies will be as successful --- well done Doug and Graeham and thank you.

Many members who have been in the Association since day one, are moving on to bigger boats. I hope that whenever boats are being sold that members will encourage the buyers to join the Association and remain in touch with the Association themselves.

We seem at present to be maintaining a steady membership in the low fifties.

Thank you David Collinson for all your efforts as Secretary since the Association was formed . The formation of the Association was due to your efforts in floating the idea and getting us all interested.

Thank you also Geoff Hilditch for your good stewardship as Treasurer for the same period. The Accounts remain in a healthy condition.

Thank you all for your support over the last three years in which I have served as your Commodore. I leave you in the capable hand of our Commodore elect Roland Liddell"

Peter Llewellyn.

**Secretary's Report:** Membership changes as members sell their Tomahawks, but we manage to keep our membership at about 50. It has been my pleasure to serve as the Associations first Secretary and to watch our Association grow from just the first 6 that met at the Red Lyon in Chieveley, we have now become an association that has its own website, RYA associated, properly constituted, money in the Bank, and with members from all round the U.K., and Ireland. My objects have been attained and I am happy to pass the secretary ship to someone who will I am sure enjoy it as much as I have done, and take our association onwards to greater heights.

**Treasurers Report:** The Treasurer handed out copies of the accounts and recommended that the subscriptions should remain at £10.00 per yacht, and the burgees at £15.00. The accounts showed a satisfactory balance of £1127.22.

T.O.A. Financial Statement as at 22<sup>nd</sup> January 2005.

Balance in hand 24/01/2004	£939.93
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### Receipts

Donation by Kemps Sails for 2004	£ 25.00
Donation by GJW for 2004	£ 25.00
Subs received 25/1/04 to date	£440.00
Subs received in Euro less bank charges for conversion	£ 9.12
Donations by members	£ 5.00
Burgee sales 25/1/04 to date	£ 45.00
	<u>£1489.05</u>

### *Expenses*

Bulletin expenses for 2004	£ 60.00dr
Commodore's expenses 24/01/04 to date	£ 18.50dr
Secretary's expenses 24/01/04 to date	£ 26.98dr
Treasurer's expenses 24/01/04 to date	£ 11.35dr
Website expenses	£125.00dr
Room hire for 2004 AGM	£ 50.00dr
RYA Membership fee 2004	<u>£ 70.00dr</u>
Balance at date	<u>£1127.22cr</u>

### Stock in hand

15 Burgees.

The adoption of the Treasurer report was proposed by David Collinson and seconded by Bill Garrod and carried.

**Election of Commodore.** The Vice Commodore Roland Liddell was proposed by Bill Garrod, seconded by David Collinson, and carried unanimously.

**Election of Treasurer,** Dr Gordon Keyte was proposed Ian Fairgrieve, seconded by Geoff Hilditch, and carried unanimously.

**Election of Secretary,** Mike Broughton was proposed by Ian Fairgreive, seconded by Geoff Hilitch, and carried unanimously.

**Election of Bulletin Editor,** Richard Mayhew was proposed by Roland Liddell, seconded by David Collinson, and carried unanimously.  
(richard.mayhew@talk21.com)

**Election of Committee,** The following in addition to the Club Officers, Douglas Baynton, Bill Garrod, and Geoff Hilditch, were proposed by Roland Liddell, seconded by David Collinson, and carried unanimously.

**Regalia:** Following the last AGM, and as requested, the Secretary had made further enquiries from Absolute Clothing, a logo has been produced that they were willing to sew onto any garment from their comprehensive range, free of charge. Underneath the logo would be "Tomahawk Owners Association" and the members' yacht's name. A sample was shown to the meeting which was greeted with great approval. Absolute Clothing had agreed to make a donation of £25.00 to club funds per annum, in return for the Clubs business.

A quantity of brochures had been delivered to the Bulletin Editors home in the hope that he would be able to distribute them, in the event they proved too heavy to post with the Bulletin. Michael would have bought them with him to the meeting had he not been prevented from attending, at the last minute.

Richard Mayhew agreed to publicise this in the Bulletin, members can of course go to [www.absoluteclothing.com](http://www.absoluteclothing.com) to view the range of garments available.

**AOB Constitution,** Roland Liddell agreed to withdraw his proposed amendment, in the light of recent experience.

**Rallies:**

The following dates were arranged for 2005,

Solent First Rally	June 4/5
St. Vaast Rally	July 15/16/17
Autumn Rally	September 3/4
North West	April 30 <sup>th</sup> July TBA
East Coast marina on 8 <sup>th</sup> )	July 9/10 (meeting at Bradwell

**Date of Next AGM:** 21<sup>st</sup> January 2006 at the Barn. Members to be asked their opinion of this venue.

The meeting closed at 15.35. There then followed slide shows on computer of the North West Rally, East Coast Rally, and Richards visit to st. Vaast, and France

## The Editorial

Wow! What a marathon bulletin, the East coast really are getting their act together!

Many thanks to the contributors and I really cannot sign off without thanking the commercial sponsors of our association; GJW Insurance and Kemp Sails. You may also have read about TOA regalia. Please contact Absolute Clothing for your requirements.

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[www.absoluteclimbing.com](http://www.absoluteclimbing.com)

As for me, Crystal is back in the water after her winter lay-up, and the good fortune of the local economy! She is probably the only Tomahawk to have her bottom anti-fouled by a genuine Sioux Cheyenne Indian! More on that later. So you have no excuses not to send in those interesting articles for publication or contacting a committee member to go on a rally the 'guilty' are listed below.

Good Sailing!

*Richard Mayhew*

### Commodore

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