

The Tomahawk

The official bulletin of the TOA

Spring 2007

Another new season to look forward too!

By the time you get to read this the clocks will have gone forward and summer will be just around the corner.

Another AGM over and a few new faces on the committee. A full report on the AGM is published in this bulletin.

On the technical front we have an article on '*Many Moon's*' rudder refit.

Rallies have been arranged for the East coast section and the Solent brigade

A word from our treasurer, just to remind all that have not paid that Subs are now due for 2007.



A new rudder for 'Many Moons'

THE THIRD TOMAHAWK EAST COAST RALLY

July 6 - July 8 2007



Vandini, Malibu, Varuna II & Mojave at The Anchor, Rowhedge, on the 2005 East Coast Rally

The Tomahawk Owners' Association has arranged an East Coast rally for all Tomahawk owners and friends, sailing from the River Blackwater to the River Crouch, via the Rays'n Channel, and returning to the Blackwater via the Spitway (wind and weather permitting !)

WEEKEND PROGRAMME

Friday July 6 : Meet at Bradwell Marina HW 16.50 (Call on Channel M1)

Barbecue , adjourn to The Green Man

**Saturday July 7 : Bradwell Marina HW 05.30
Bench Head LW 11.20
North Fambridge Yacht Haven HW 18.00**

Overnight at The Yacht Centre (visitors' pontoon - call on Channel 80)

Eat on board /adjourn to The Ferry Inn

Sunday July 8 : North Fambridge Yacht Haven HW 06.50

**A mini race back to the Blackwater, via the Spitway.
First boat past Bradwell baffle wins !**

**: Swin Spitway LW 12.00
: Bradwell HW 18.32
: Maldon HW 18.47**

**Please contact Don Baines (*Malibu*) on : 01621 853979 Mob : 07752 174642
email : d.p.baines@btinternet.com if you would like to join us.**

Rudder Refit - "Many Moons" Tomahawk 25

Robert Haines, 12 Jan 2005 (1642 words)

Many Moons is en route to Greece. We sailed to The Channel Islands, Biscay and Gibraltar before resting up in Mediterranean Spain for a Christmas breather. The voyage from the UK to Estepona took three and a half months.

Before departing the Solent in June 2005, I treated her to a major refit to ensure our safety. She had a ten week "make-over" in the Universal Boat Yard, Hamble, where she received new standing rigging, new prop shaft, new cutlass bearing, new wiring, new switch panel, new seacocks and new engine cables. Her bow fitting was removed and sent to the welders, who added a stainless reinforcement plate for extra strength at the forestay attachment. She was fitted with a proper cockpit drain and rudder stops, her swim ladder was extended, and a Simrad IS15 wind unit fitted to her masthead. As backup for the Autohelm I also treated her to a Simrad TP10 Tiller Pilot, which was fortuitous as it has more than earned its keep! I even made a spare tiller (out of African sapele). Apart from the long list of TLC, I scraped her down to the gel-coat and let her dry out before applying seven coats of white Toplac and four coats of antifouling. Oh, what a pretty girl!

But the job at the top of my list was: The Rudder.

There was no way I would tackle the Chenal du Four, Raz de Sein and Bay of Biscay without confidence in the strength of the rudder. During the four years I had owned the boat the play in her lower bearing had deteriorated. This in itself didn't appear to be a safety issue, but the knocking whilst at a mooring or anchorage disturbed the peace - and my sleep. Replacing the bearing meant removing the rudder, so this was obviously the right time to inspect and beef-up the tangs. Just a glance at the letters on the TOA (owners' association) web-site show that Tomahawk rudders seem to be a major concern. Apparently mild steel tangs are welded to the stainless steel stock, a weakness that causes concern when one considers the age of the boats. In my case I was worried about an old repair made to the rudder before I bought *Many Moons*; a small weeping hole left by that repair did not escape the surveyor's report. I could only guess at the extent of water ingress, especially as she was kept on her mooring in Portsmouth Harbour all year round. The danger of rusty, weakened tangs could not be ignored, so I decided to have the rudder split open and re-welded with stainless steel tangs.

After a worthy recommendation I commissioned John Haskins, of Haskins Marine, to undertake the bulk of the refit. This took much of the weight off my shoulders so that I could leave major work to the professionals while I tackled the stripping, painting, and numerous other projects on my list (which never seemed to diminish).

In mid-March 2005 I sailed her from Portsmouth to Newtown, for a test run and a one night stopover, before taking her up the Hamble to the Universal yard. Here she would stay for ten weeks until her re-launch on 1 June. I had wanted to set sail in May, but my job list was long and so, apparently, were the waiting lists.

Once safely in the cradle the rudder was first on the agenda. Being the busiest time of year for welders and boat builders we wanted to get it to them as soon as possible. I helped Mike Hassel, part of John's team, remove the rudder, referring to invaluable information gleaned from the TOA web-site.

The rudder on *Many Moons* is attached to the hull in one place only, where the lower bearing plate is encapsulated within the skeg. The other place it is secured is at the top of the stock, which can be accessed after removing the tiller.

Following directions we chipped and gouged away at the underside of the skeg until we found a bolt head, aft near the rudder, and a screw head on the forward curve. We removed these and found that the long bolt passed right through the bearing

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whereas the other screwed directly into the skeg. After prising off the base of the skeg we discovered a second bolt securing the forward part of the bearing plate; once this was unscrewed the rudder was free. Of course, to release it completely the tiller had to be removed, along with the top bearing and cap (an allan screw). Thanks to our guide the process was quite straightforward.

Now came the fun part: the task of cutting away one panel from the rudder. This was done out of doors. After "suiting-up" to protect himself from the glass fibres, Mike went to work with an electric saw. In an hour the task was completed, the tangs exposed, and the surplus mess cleaned away.

One Tomahawk owner reported that his rudder had three tangs, but *Many Moons* had only two. On inspection these tangs and welds seemed to be in reasonable condition, but I was surprised at how small the tangs were. After a short conference we decided that the new tangs should be larger, with the lower one having an angular extension towards the bottom of the rudder. I suggested that perhaps a third tang should be added between them, but decided to leave the final decision to the experts.

We commissioned a professional workshop for the welding and rebuilding of the rudder, along with the manufacture of the new bearing. This was during March and April, when boat yards are busiest, so I wasn't really surprised when seven weeks had elapsed before the rudder was completed and returned. However, the end result was worth it! The welder had complied with our directions for an angled lower tang and had also applied the design to the top one, which he made L-shaped. Once encapsulated in the GRP this made the rudder very strong. John had made periodic checks of the work in progress and had been impressed by the welder's work. Not being able to see inside I took John's word and drew extra comfort from the quality of the exterior finish, which impressed me and showed pride in the workmanship. And I suppose every now and then one has to show a little trust. Everyone involved knew I was setting sail for Biscay and were keen to ensure I ended up with a rudder I could bet my life on. And I did! I was especially impressed with the new bearing, which appeared to be manufactured from white nylon but, apparently, is made from a composite material. Good craftsmanship and a nice, snug fit.

Before attaching the rudder, I painted on two coats of Primocon undercoat, followed by a generous layer of hard antifouling (XM4000) to the forward edge. I did the same to the mating groove of the skeg. This would give a good layer of protection to an inaccessible place. Next the rudder was lifted back into place and the bearing plate sandwiched in filler, the forward bolt being screwed home first before securely attaching the skeg base with the long aft bolt and forward screw. More filler was used to repair the damage to the base of the skeg and cover the bolt heads. This was left for 24 hours before sanding and shaping, then painting with two coats of Primocon. The complete hull and rudder then received two coats of the hard XM black antifouling followed by two coats of blue Shogun 33. I reasoned that when the black started appearing it was time to add more antifouling! I had used this same cost-effective formula the previous year, and was extremely impressed with the results. Even after being in Portsmouth Harbour the whole year, she looked good when Universal lifted her out, and after the pressure-wash she looked like new! (I had to repeat the process this time as I had scraped the hull down to the gel-coat, to remove years of uneven antifouling and to dry her out.)

I must say she looked beautiful when all was finished, especially with her fresh, gleaming white topsides.

We departed the Solent on 16 June, survived Biscay and the turbulent waters around the capes, weathered hairy winds and the Atlantic swell, and after 2000 miles

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ploughed like a freight train through the Straits, from Gibraltar to Morocco, in a F7. And through it all that rudder gave me new-found confidence! The change in my state of mind was remarkable. Prior to this, I never really felt secure, even though I loved sailing my Tomahawk. It is easy to be distracted from the fun of sailing when in the back of your mind you are waiting for the rudder to fail. I confess that much of my insecurity was due to reports of rudder failure during a Round The Island Race.

So, once again *Many Moons* has shown her worth and now gives me complete confidence in her ability to look after me. And oh what bliss to sway peacefully on an anchorage without that damned knocking sound!

A rough estimate for my rudder repair would be £650. It is difficult to state the exact cost, as a number of other welding jobs I had commissioned were absorbed into one bill. However, I now have a strong "new" rudder that gives me security and peace of mind, so I consider the cost minimal.

John Haskins (Haskins Marine, Hampshire 07786-078118) and his associate Mike Hassel did an excellent job. They were supportive of my quest to reach the Mediterranean so co-ordinated the whole project to ensure that every important item on my list was taken care of prior to my departure. I wouldn't have made it without them!

Dates for your diary

Solent Rallies – Contact Bill Garrod; Tel 01903 859332
Wgarrod@aol.com

- A voyage to St Vaast over the weekend 6th to 9th July
- An Autumn rally 15th/16th September

East coast Rally

- 6th-8th July 2007

Happy sailing for the 2007 season

Richard Mayhew
Editor

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Tomahawk Owners Association

Minutes of the 8th Annual General Meeting

Date of AGM: 20th January 2007

Venue: Barn Travel Inn, Hockley Heath

Present: Commodore Roland Liddell (Chair)
Treasurer Dr Gordon Keyte
Jenny Keyte, David Collinson Alison Collinson, Tony Hepworth, Ruth Hepworth, Bill Garrod, Peter Llewellyn, Don Baines, Penny Baines
Ian Bremner

1. Apologies

Apologies were received from: Clive Hookham, Mike Broughton, Geoff Hilditch, Doug Baynton, Graham Farley, Gordon Knight, Mike Broughton, Leslie Hawkes (selling boat), Robert Haines (wintering at Mallorca), Pauline and Mike Cox (now own Nicholson 32), Patrick Hill (Concerned about website), Richard Mayhew (buying Sadler 32 – will be editor for one more year), Geoff Ashton, Malcolm Kirk, Alan Hill, Mike Warr.

2. Minutes of last AGM held 21st January 2005

The Minutes were read, approved and signed.

3. Matters Arising

- 3.1 Mike Broughton resigned because his wife Jenny was not well. The Commodore thanked Gordon Keyte for taking the reins and Tony Hepworth for agreeing to be Secretary.
- 3.2 It was with sadness that the Commodore reported the death of Ian Fairgrieve on 29th December. Ian had been a long standing member and his wife Claire said that one of the saddest moments was having to sell the boat.
- 3.3 The Commodore had spoken personally with most members throughout the year. He said that this was very rewarding and he plans to continue doing it.
- 3.4 The website has proved to be a very useful starting point for advertising the Tomahawk but more recently unwanted postings have limited its usefulness. Mark Lilley has agreed to tidy up the website. Plans are in place to improve the homepage, simplify the procedure for posting articles and to provide a password protected area for members. Ian Bremner offered to take on the role of Webmaster in conjunction with Mark Lilley.

4. Commodore's Report

Now the winter lay-up has begun and with Christmas and New Year behind us our thoughts can turn to the sailing season past and the one that we hope for ahead of us. But before moving on a pause for reflection reminds me of the fine weather and good sailing some of us have enjoyed in "oh six". Here in the Solent summer was long and warm with mostly gentle winds for those weekend and evening outings. At my local club quite a high proportion of around the cans racing ended windless with some unexpected club boats making podium finishes in the light conditions. Elsewhere however this benign spell did not occur with more boisterous weather in the northwest, including Scotland and Northern Ireland. On midsummer's day, for example, one of our doughty Scottish members recounts that he was returning from a trip to the Summer Isles (!) when he encountered an F8 Gale, it seems that June really was "busting out all over" !

In my second year as commodore I have been able to talk to almost all TOA members by telephone and whilst this is no substitute for face to face meetings it has given an opportunity for dialogue and has enlightened me as to what activities and benefits individuals would like to see . It is clear that we share very much in common, uppermost being our respect for a very fine sailing cruiser. Most, if not all, of us joined the Association to learn more about the boat and benefit from practical advice on technical matters passed on member to member. In the relatively short life of TOA and from my own experience much practical information has been available albeit the case that some detective work has been necessary to bring it to light. From my contact with members it is a widely held view that the availability and exchange

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of information is the principal reason for continued membership. Now that we have an internet website such technical information should more readily be available for those of us with a PC. For non-computer members we have to provide a route by which technical information held can be listed and obtained. It seems logical that a projects summary archive be published as part of the Newsletter from which specific items can be made available on request. Speaking of the website, I note from my recent visit that the Forum has been inundated with all kinds of rubbish which to a prospective member could be off-putting. We will clean this up and hopefully prevent further illicit appendages ! In addition it is suggested that the technical/projects section of the website be available exclusively to paid up TOA members only. It has been pointed out that as things stand anyone with computer access can benefit from our technical forum without becoming a member of the Association. Perhaps we should charge a fee from non members requesting technical advice? Please also remember that we want to hear from any members planning unusual work on their boats. Have you fitted self steering, an electric toilet; planning to use bio-diesel, old chip fat or build a greenhouse onto the transom.

So where have we been sailing in '06?? Well some have not been sailing at all – why, well decorating, moving home, building a home, working overseas – worthy causes all. Then come those who drove 100 miles to their boat and found- missed tide, no wind, too much wind, no beer, too much beer, no crew, left keys/wife/husband at home. Also those who set out on the 100 mile trip and joined a motorway tailback for the remainder of the weekend. Finally come the merry few who succeeded in getting away from it all. A number of rallies were organised and may I thank those stalwarts who took the time and effort planning and then encouraging us to take part in what were very enjoyable events. In the Solent the highlight of TOA sailing last summer was the St.Vaast rally planned by Bill Garrod. In the event attended by three Tommies following the withdrawal of three otherwise enthusiastic members due to mal-de-mare and yes you've guessed all the above reasons. What a pity they could not make it as it was as described elsewhere, memorable.

Although it would not be realistic to expect distant members to assemble far beyond home waters, some have expressed their interest in travelling to crew in rallies beyond their normal cruising grounds. This possibility will be followed up as a means to developing friendships across the Association.

Inevitably there have been changes to the membership during the year and I have to report the passing of Ian Fairgrieve after a long illness. Ian was 66 years old, a member of Warsash Sailing Club for many years who sold his boat in 2005. Clare told me of their sadness at parting with Moonmaide, bringing to an end much that they had enjoyed together.

Some members did not renew subscriptions at the start of the year and have since sold on their Tommies. Unfortunately this often results in us losing track of the boat. If any of you do sell could I ask you, for the health of the Association, to pass on our details to the buyer. We can post you a blank membership application form to facilitate the recruitment of the new owner to the Association should you wish.

I have been very well supported by Mike Broughton our secretary and Gordon Keyte our treasurer over the past year. Mike, for personal reasons, cannot continue as our secretary in the new year but will remain an Association member even though he has traded up to a Bavaria 32. Thank you Mike for all that you have done and good sailing in 2007. To Gordon I give my sincere thanks for organising the AGM venue, Agenda and of course the annual accounts. Thanks are also due to Richard Mayhew for producing the newsletters, please let him have articles for the next one. My thanks also to Doug Baynton who really has been building a house, Peter Llewellyn who has been an extra "ear" for me to bend and Bill Garrod who always keeps life in perspective. Finally to all Tomahawk members may I wish you a super sailing season in 2007 and thank you for your continuing support of our Association.

Roland Liddell
Commodore TOA
Jan. 2007

Tomahawk Owners Association

Minutes of the 8th Annual General Meeting

5. Secretary's Report

Roland Liddell thanked Gordon Keyte for arranging the paperwork and venue for this years AGM. As stated earlier Mike Broughton was unable to attend this years AGM for personal reasons.

6. Treasurer's Report

The balance sheet for 2006 is shown below together with the 2005 balance sheet for comparison:

		<u>2005</u>	<u>2006</u>
Income:	Subscriptions, 37 @ £10	£390.00	£370.00
	Burgee sales, 1 @ £17 (inc. postage)	£45.00	£17.00
	Members donation	£5.00	£5.00
	Total	£440.00	£392.00
Expenditure:	RYA membership	£74.00	£80.00
	AGM room hire	£60.00	£60.00
	TOA Bulletin costs (two issues)	£107.13	£137.06
	Website expenses	£150.00	£135.00
	Postage, etc, (Treasurer)	£36.82	£34.53
	Trophy engraving	-	£19.25
	Total	£427.95	£465.84
Excess income		£12.05	(£73.84)
Balance at January 2005, 2006		£1127.22	£1139.27
Balance at January 2006, 2007		£1139.27	£1065.43

The past year (2006) resulted in an excess expenditure over income of £73.84. This is a fairly hefty sum and the balance sheet for 2005 is given above to allow comparison with the 2006 figures (note, some of the 2005 figures differ from those given in the Spring 06 bulletin as a consequence of late payment of expenditure).

There are several reasons for this excess expenditure. Membership subscriptions were down, 37 as compared with 39 in 2005. In addition, only one burgee was sold, together resulting in an income reduction of £48.00.

The RYA subscription was increased from £74.00 to £80.00 and Bulletin costs increased (mainly because of increased postage charges), both resulting in an increase in expenditure of about £36.00. Engraving costs of £19.00 were to some extent offset by the lower Website expenses.

The reduction in membership is somewhat worrying, particularly as some members have moved to other boats but are continuing their membership – for a while at least. In addition, several members have resigned through ill health. Whilst the increase in subscription (from £10.00 to £12.00) will help offset the deficit (by an additional £74.00 based on 2006 membership numbers), I think we need to consider promoting the association, possibly through articles in the boating press. In addition, we ought to ask members who are selling their boats to forward the names of their buyers. Perhaps we should consider an Association brochure that could be given to new buyers?

May I thank those members for their letters that accompany their subscriptions; these are always interesting and I feel would be of interest to Association membership as a whole. I will try to contact the relevant authors re-possible inclusion in the Bulletin. Thanks too, to those members who have already paid their subscriptions for 2007.

Finally, a reminder that the annual subscription is now £12.00 and is due on 1st April 2007. Happy sailing in 2007!

Tomahawk Owners Association

Minutes of the 8th Annual General Meeting

Gordon Keyte, Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ,
jengo@talk21.com

7. Election of Commodore

Roland Liddell indicated his willingness to remain in office. Roland was proposed by Bill Garrod, seconded by David Collinson and carried unanimously.

8. Election of Vice Commodore

David Collinson was approached at the meeting but needed time to give some thought to it. The meeting authorised the committee to act on their behalf. Subsequent to the meeting David agreed to accept and is duly elected.

9. Election of Treasurer

Gordon Keyte indicated his willingness to remain in office. Gordon was proposed by Bill Garrod, seconded by Tony Hepworth and carried unanimously.

10. Election of Secretary

Tony Hepworth indicated his willingness to stand. Tony was proposed by Roland Liddell, seconded by Peter LLewellyn and carried unanimously.

11. Election of Bulletin Editor

Richard Mayhew indicated his willingness to remain in office until a suitable replacement was found. Richard was proposed by Gordon Keyte, seconded by David Collinson and carried unanimously.

12. Election of Committee

In addition to the Club Officers the following were elected to the Committee: Bill Garrod, Douglas Baynton & Graham Farley (shared role) and Peter LLewellyn. David Collinson suggested that Geoff Hilditch wished to stand down.

13. Any Other Business

- Bill Garrod offered to arrange 3 South coast rallies. Provisional dates for Solent rallies are: 2nd/3rd June Spring Rally, a voyage to St Vaast over the weekend 6th to 9th July and an Autumn rally 15th/16th September. East Coast rally during July, to be confirmed.
- The Commodore's Cup for first Tomahawk home in the 2006 Round the Island Race was not awarded since none of the Tomahawks completed the race. This year's race will take place on Saturday 23rd June 2007.
- The treasurer agreed to investigate the Subscription rates to the RYA for this year since it was pointed out that most Tomahawk owners were members in their own right.
- The Secretary agreed to advertise in the Yachting press and list the South coast rallies. East coast rallies would be advertised when dates were known.

14. Date of Next AGM

The next AGM will be held on 19th January 2008 at the Barn Travel Inn, Hockley Heath
(a provisional booking for the meeting room was made following this AGM)

The meeting closed at 16.25,