

# ***The Tomahawk***

The official bulletin of the TOA

Summer 2005

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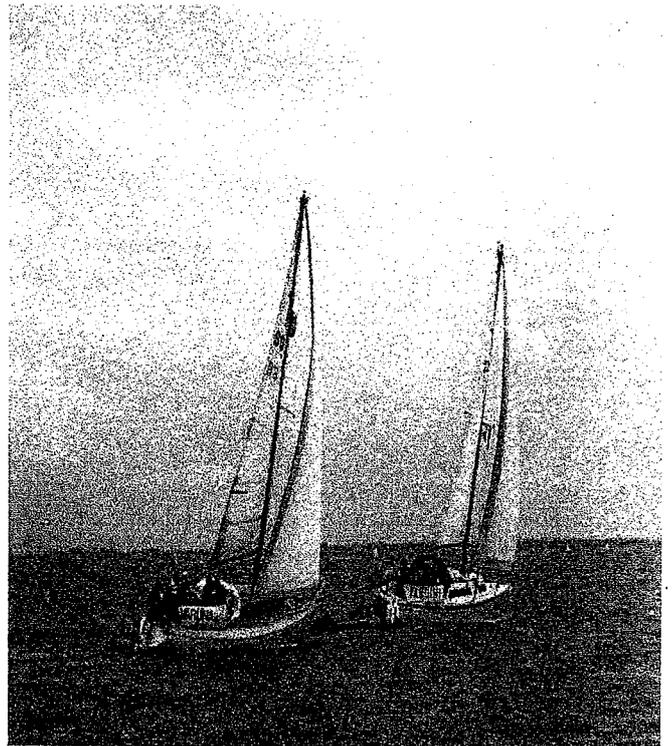
## **Rallies in Full Swing!**

**By the time you all read this, the social scene will be in full swing.**

The social scene of the TOA would appear to be in fine fettle this year with rallies being held by the North West, East coast and Solent regions. The reports appear further on.

Wisperings are being heard that the Secretary has ordered a new Bavaria 30 (*he's got it!*) so I believe 'Swift Wind' and 'Warpath' are both up for sale. Two new potential members there, Don't forget that a membership form is part of the bill of sale!

To anyone competing in the Round the Island Race commiserations if you failed to finish. I was crewing on a much larger boat than a Tomahawk and it was the slowest trip ever, I think we could have swam faster! Still a lot of small boats managed it and congrats to those who made it



**Varuna and Vandini July 2005**

## North West Rally early May Bank Holiday weekend

These days the NW rallies are becoming "Former Tomahawk Owner" affairs, but we don't mind that as it gives us the chance to meet up with old friends and compare our new "Pride and Joys"!!

Those attending this rally were :

Paul and Jen Mountford in their Tomahawk "Chimo"  
Steve and Jeanette Tonks in their newly aquired Sadler 29 "Kiwi"  
Myself and Peter Llewellyn in my Sadler 29 "Aslan"  
Dave and Hel Majski in their newly aquired Sadler 34 "Simo"

Peter drove up from Southampton and met me on the quayside at Caernarfon on Friday evening and we then retired to the Royal Welsh Yacht Club ( which incidentally, as its clubhouse is located in one of the turreted gates of the town walls, holds the distinction of being the oldest Yacht Club building in the World ! ) for a pint or two to await the tide. We boarded "Aslan" at 2330 and moved her alongside the quay wall before inviting Dave and Hel aboard for a nightcap.

We stocked up with provisions on Saturday morning and set off shortly before noon in company with "Simo" bound for Holyhead on the first leg of our proposed anticlockwise circumnavigation of the Isle of Anglesey. The forecast was for variable winds of 3 or less becoming SW3 later with the risk of fog patches so it looked like the "iron sail" was going to get plenty of use! We met up with "Kiwi", who had spent the night on a mooring in a pleasant little bay near Port Dinorwic, and continued motorsailing through the "Swellies", with plenty of flood still running with us, and met up with "Chimo" on their moorings at Beaumaris. There was not a breath of wind and so we continued motoring up through Puffin Sound and all the way to Point Lynas with the ebb helping us on our way from Puffin. A light SW breeze filled in as we rounded Lynas close in and so we stopped the engine and unfurled the full genoa and enjoyed a lovely beat along the North Coast of the Island passing inshore of Middle Mouse where, even with the little Neap tide, there was a tidy tide rip running. As we were approaching Carmel Head the wind had become a little fitful but we continued under sail while the other 3 started motorsailing again and soon disappeared ahead in the rapidly deteriorating visibility. We rounded Carmel without really seeing either it or West Mouse ( Thank you Mr GPS inventor ! ) and set course for Holyhead. The visibility got worse and worse and was soon down to maximum 100M. We furled the genoa and started the motor and set the autohelm to steer a course just to the east of the red "Clipera" buoy about half a mile East of the Holyhead breakwater end working on the assumption that, on this course, we would be out of the way of any ferry traffic entering or leaving Holyhead. The fog was getting thicker all the time and it was with some relief that we spotted the "Clipera" at about 1915 a very short distance ahead on the starboard bow. I had recently spent my "pocket money" and installed a NASA AIS receiver but, having turned it on for the first time "in anger" earlier in the day as we passed 2 ships at anchor in Moelfre roads and seen nothing ( Vessels at anchor are supposedly meant to transmit this information ) I was doubting my technical abilities! We then set course for the end of the breakwater and continued slowly under engine,

having dropped the main, put our lights on and donned our lifejackets a little earlier. It is no exaggeration to say that there was almost zero visibility – it was by far the worst I have experienced in more than 30 years of sailing and Peter in more than 40! We then heard a loud and deep fog signal to starboard, at first I thought it may be the signal on South Stack but soon dismissed that as it was not at a regular interval and was obviously getting closer – I glanced below at the GPS and the AIS set next to it on the chart table and saw a bloody great trace very close to starboard ( no more than 400M away ). We did a 180 and headed back towards the Clipera buoy and heard the deep throb of engines somewhere close astern and I gratefully watched the trace on the AIS move away astern so we resumed our course for the breakwater end homing in on the fog siren which we could hear quite clearly. Again it is no exaggeration to say that the lighthouse on the end of the breakwater loomed up no more than 25-30M ahead and we gratefully turned and followed the breakwater along most of its 1-1/4M length before turning to port and slowly motoring through the swinging moorings and tying up alongside the outer pontoon of Holyhead Marina at 1945, the GPS showing a run of 44.0M, astern of “Kiwi” and “Simo” who had both arrived a few minutes earlier having avoided the close encounter with the HSS Stena Explorer ! No one had seen or heard anything from “Chimo” since she disappeared into the fog so we assumed that she would arrive soon. The crews from “Kiwi” and “Simo” went off up to Holyhead SC to eat while Peter and I stayed aboard to polish off the stew that I had prepared in the pressure cooker before departing Caernarfon ( having intended to eat it on passage, but the fog put paid to that idea! ). By 2100 there was still no sign of “Chimo” and I was unable to raise him by VHF so, after a bit of debate, decided to telephone Holyhead Coastguard to report their late arrival. The Coastguard was really helpful, took down all the details and said they would call “Chimo” and see if they could raise them. A minute or two later we heard the call go out and, much to our relief, heard Paul’s reply on Ch16 . Holyhead Port Control had them on their radar and were able to guide them towards the Marina.

Peter and I then adjourned to the HSC for a few well earned pints where we were joined around 2215 by Paul and Jen – when the fog came down they had slowed right down and that was the reason for their delayed arrival. After we left the Sailing Club we went back aboard “Simo” and indulged in far too much whiskey until the early hours.

It had been the intention to leave on Sunday after breakfast and turn left for North Stack and continue our circumnavigation via the Caernarfon Bar but the Coastguard weather forecast at 0735 gave S or SW 4/5 becoming SW 5 or 6 in the afternoon around Anglesey so that put paid to crossing the Bar so we unanimously decided to go back the way we had come. The visibility was again by no means good, at about half a mile, when we set off at 0900 but we had a good sail goosewinged under double reefed main and partly rolled genoa up to Carmel Head with 20 knots of Southerly breeze behind us and really black skies. Once round Carmel we enjoyed a fast reach all the way along the North Coast of Anglesey at up to 7kn at times on the log and were amazed when the skies cleared and the sun came out. As we approached Point Lynas I decided to set “Aslan’s” detachable inner forestay, as the wind was gusting into the mid 20’s, and set her no.3 hanked on jib onto it for the close reach to Puffin – I have found she really goes well with this rig in stronger winds. A couple of miles from Puffin the wind was gusting up to 28kn so down came the no.3 and up went the “dayglow” orange storm jib as I knew that, once in the Menai Strait, the SW wind was very likely to crank up a force. “Simo” could be seen ahead entering Puffin Sound

where they furled their genoa and motorsailed up the Straits. Seeing us set the storm jib Steve and Jeanette on "Kiwi" decided to furl their foresail and motorsail on as well. "Chimo" was quite close astern, overtook us while we were setting the storm jib, and then turned back for some reason ( details later! ). Once through Puffin Sound we had a hard but relatively comfortable beat up past Beaumaris putting in countless tacks with some spells of really strong gusts ( the apparent wind reading 37kn at one stage!). "Chimo" looked pretty hard pressed at times but continued back to their mooring. We continued to sail right up to the Menai Suspension bridge before motorsailing through the "Swellies" and then continuing under sail to Caernarfon where we arrived at 1815 feeling very tired after, we reckon, at least 100 tacks having covered 48.1M from Holyhead. Steve and Jeanette had to go home that evening but the rest of us went to the local Indian where we were joined by Paul and Jen by road – they had also intended to motorsail from Puffin but could not get their engine to start ( it turned out to be a problem with the throttle cable ) so had no choice but to sail ! They also had trouble with the snap shackle on the headsail sheets coming adrift when tacking to add to the fun!

We had a nightcap in the RWYC and fell exhausted into our bunks at 2300 after a memorable couple of days! Peter and I put "Aslan" back on her mooring in the river at Caernarfon early on Monday morning said our farewells and left for home after breakfast.

All in all a great weekend - good company, plenty to eat and drink, a real mixed bag of conditions and some exhilarating and fast sailing.

Geoff Hilditch  
"Aslan"

**Seen at the Summer Rally on the Solent**



**“Is it really going to be that big!”**

**What can they be talking about!**

## **'Many Moons' ventures far and wide**

The following was received from Robert in May. We wish him all the best in his voyages and look forward to receiving updates on his adventures.

"Dear Tomahawk Owners Association,

Thought it best to pass on my change of address to you all. 18 Stoke Heights has been sold, and "Many Moons" and I are setting sail for the Med next month. Until further notice my contact address will be with my sister at:

274 FAIR OAK ROAD, EASTLEIGH, HANTS SO50 8JR.  
tel: 023-8069 2892 or 07969-495 523

Even though I plan to sojourn in the Med and explore the Greek Isles for an undetermined time, I intend to remain a member and stay in touch. "Many Moons" extensive refit is almost complete, and I will pass on what I've learned - for example, the rudder was dismantled and stainless tangs welded in place, and I have a photo-record of the work done. I plan to document it in an article for the web site if that is acceptable...

I wish you the very best, a good summer, fair winds and fun sailing. Thank you for your dedication!

Sincerely,  
Robert Haines"

## **Summer Musings**

Calm seas and gentle zephyrs, a peaceful night at anchor. Sunshine and blue skies, gale force winds, breaking seas, hail and rain! Pounding to windward with spray flying and this was all on one day in July!!

The British weather lives up to expectations again!  
We either have too much or not enough wind, rain, fog and of course sunshine! That was all in one weekend, never a dull moment!

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.

Good Sailing!

*Richard Mayhew*  
*'Crystal'*

## **STOP PRESS! – Latest from ‘Many Moons’**

Well, I finally made it to the Med. I'm in Estepona, on the Costa del Sol, Spain. I'm hanging my hat here for a while to take a breather, and also to give my little boat some long overdue care and attention (she has certainly earned it!!). I've paid for my berth here until the end of October - we'll see if I like it enough to stay longer; if so, this is as good a place as any to wait out the winter months before resuming my wanderings in the direction of Greece.

The trip so far has taken us three and a half months, from mid-June until my arrival here on 30 September (my nephew Robert's birthday). Considering we had been holed up on a few occasions waiting for rough weather to abate, we didn't do badly. A friend accompanied me to Gibraltar as planned (at times it seemed we'd never make it). Cutting it fine for her flight from there on the 25th, we reached Gibraltar on 23 September, the log reading just under 2000 miles. We had just one day to explore the rock before Connie had to bid us farewell. The following day I set sail in company with another yacht - a Dutch couple we had befriended weeks earlier in northern Spain - in Force 7 winds, across the Straits to Morocco. A rough ride, but my little boat never ceases to amaze me! We stopped in Ceuta, a Spanish enclave, for four days until the weather allowed us to sail back across the Straits to Estepona. That was one of the best day's sailing I've ever had, kept company most of the way by friendly, performing dolphins..... an indescribable experience!

To summarize, after departing the Isle of Wight for Cherbourg on 16 June we hit 41 ports during our cruise; the Channel Islands, the Biscay coastline of France and Northern Spain, then the inhospitable Atlantic coast of Portugal and Spain. Certainly an adventure, but I'd hesitate before doing it again. I was so relieved to finally leave that Atlantic coast behind us! Tommy (Many Moons) did amazingly well - she was the smallest yacht making the trip and received a shower of respect and compliments from every yacht who met her.... you could see her beaming with pride as she sat moored amongst the bigger boats! Many couldn't believe she had made it so far.

We did make it to Vilamoura, by the way, on the 5 & 6 September. I stopped by "Keewaydin" but she seemed deserted...

As I shall be here for a while, I'll give my address in case you need it:

PUERTO DEPORTIVO DE ESTEPONA  
TORRE DE CONTROL  
YACHT "MANY MOONS"  
29680 ESTEPONA  
MALAGA  
SPAIN

My Spanish mobile number: (34) 662 522 286

On a sad note, my nephew James died on 18 July (just weeks before his 30th birthday); he collapsed with a stomach haemorrhage. Too much alcohol, apparently. Carol was devastated, of course; she'll never get over it. He was such a fun person with a huge circle of friends. It was standing room only at his funeral. Unfortunately I was unable then to return to the UK.

Please let me know what you are doing. It's been ages since I logged-on to the internet, but there's an internet cafe here that will allow me to use my laptop, so hopefully from now on communications will be easier.

Regards,  
Rob.

*Ed's note; Wow!! Good luck to you Rob we look forward to hearing more.*

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