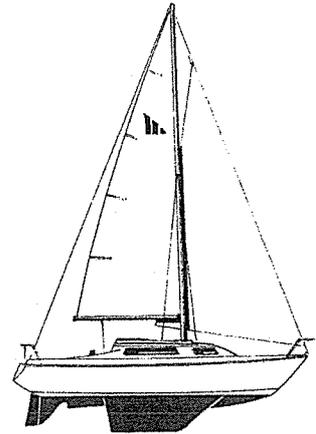


# The Tomahawk Owners Bulletin

September 2000



## Editorial Column

Michael Juer  
Warpath

Welcome to the 3<sup>rd</sup> TOA bulletin. Looking back at the last one we were all getting ready to start the season or had just started. Now we are looking at the end of the season, or nearly. Not the best season for weather, (I cancelled two French wine and cheese trips!) but despite the weather the TOA has made significant progress. We have now got 40 members and held three rally's with a fourth but days away. We have an association burgee (see The Secretary Scribbles), have received another mention in PBO in the 2<sup>nd</sup> hand boats review section (... other boats worth looking at in the Westerly Centaur review), and are starting to derive some benefit from the association. There is talk among the south coast

members of a cruise to France next year, (perhaps we could take the opportunity to call on our Channel Island member), and perhaps multiple entries to the Round the Island Race. This year in June I was the only Tomahawk entered, (Bill Garrod, *Crystal*, normally enters but his boat was out of the water at the time). What an experience it was to race with 1600 boats. Although we did not really race competitively, (crew had never sailed together before, their experience was limited and one crew member had never sailed at all!) we did OK. Despite the skipper taking a kip around Ventnor, a three-course meal at lunchtime and 20 minutes to get the spinnaker up, (never mind getting it down), we managed to come a respectable 512<sup>th</sup>. Top third of the fleet just goes to show what a competitive boat the Tomahawk is even when sailed as if on a flotilla holiday! Most importantly we

held our starboard right of way in the face of a 75' maxi traveling at maximum speed. The skipper of said boat called down to us as he shot under our stern "I'll get you on the next tack!" – needless to say he was around the Needles by then and we most definitely weren't!

Thanks to all the contributors to this bulletin, (some will claim I gave them no choice and they are right – you are all warned!). In particular I would say to Trevor Mann that I still have his log of a Shetland trip but have not yet got around to copy typing it into Word - it's not my greatest skill but on some dark and rainy winter night I intend to deal with this particular outstanding item!

Finally you will find attached the latest member list for your records. Hope you all had excellent sailing seasons and still plan a few more days on the water.

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# LETTERS PAGE

The Secretary Scribbles

**I am pleased to report that we now have 40 Tomahawks on our Data Base and that there are more about to join. This means that we have been able to arrange Regional meetings, as you will read elsewhere in this Bulletin, and these have proved to be enjoyable and interesting occasions. Kenneth and Ann Craig will be looking to arrange a meeting for Clyde members, and Allan Churchman and Roger Elkington hope to do the same for the Thames area.**

**Being concerned with the TOA has been rather like reading a book, you have little idea what to expect when you start, but as you turn the pages all the characters appear and the better you get to know them the more you enjoy the book. We, as many of you have found, as a result of TOA, have a range of new friends with a common interest, and it gets better with each chapter.**

The Irish Sea members had better watch out for the Worlds biggest ferry is to ply between Dublin and Holyhead, 50K tonnes 14 decks 2K passengers 1.3K cars, to be called "Ulysses"(who was the inventor of the wooden horse of Troy!), speed not known. Any Tomahawk would look like an eggshell beside it.

Should you be interested in buying your own Lighthouse, then you might like to know that Whitford Point Lighthouse is for sale at only £1. That's the good news, however the buyer must pay £100K for restoration of the only cast-iron Lighthouse left in Britain .

**Fishguard.** Stena Ferries which acts as HM, is trying to introduce a bye-law banning use by yachts without prior permission. Yachting bodies are objecting, and a Public Inquiry is likely. If you know anyone who sails from there, keep them informed.

Our member Allan Jones from Jersey is keeping quiet about a unique tide gauge that is being built at St. Helier to mark the Millennium. A 5ft dia aluminium sphere which will slide up and down a 40 ft mast on the seafront to indicate the height,

it will be driven by an electric sounder in nearby Elizabeth Marina. No excuse now for missing the tide and "drying out". Now how about a visit to Jersey to meet Alan and view this wonder?

**VHF/Mobile phones. A 25 foot yacht** driven ashore near Findhorn made a 999 call from a mobile to alert the CG, but communication was lost before location could be ascertained. Lifeboat, helicopter & shore teams searched for an hour before finding 1 person floating alongside capsized yacht with 2<sup>nd</sup> person trapped inside. VHF would have given instant location by CG RDF. So far as we know we have no members near the Moray Firth, but it makes you think.

The first Day of Spring was bright and warm the best since Winter-lets go sailing-result 23 separate incidents in the Solent rescuing 45 people by 10 CG rescue teams, 19 ILB's, 4 large lifeboats & 1 helicopter. Wind was gusting F5, 6, 7. It reminds us of sailing from Beaumaris to Conway for the Tomahawk Rally, kindly transported by our Treasurer Geoff Hilidich, the forecast was for 3 to 4 but it was all of F5, first day of school holidays. Result 3 lifeboats and a helicopter called out, not to us!

**TOA BURGEES.** Thanks to Peter Llewellyn who has pursued bunting manufacturers who have been rather slow, these will be available for the Solent Rally on 9/10 September or from your Secretary at £15 each plus postage. For those members who paid the increased subscription of £15 in order to fund these, the price will be reduced to £10.

## A Swift Story – on the Wind!

The majority of my adult life (and some before that) has had some involvement with the sea and boats. It started with a self-built canoe at age 12, progressed to various speed-boats for water-skiing and then, becoming disillusioned with spending too much time on the beach waiting for the wind and sea to subside, I made the move to craft that use and work with the wind rather than fight it.

After several years of wind-surfing, I was attracted to a Laser dinghy (a sit-on surf board really) and much thrashing about in Chichester harbour. I only capsized it once (not trying hard enough?) whilst not paying sufficient attention to tacking in a light wind. Unfortunately, my wife Penny found it a little too exciting and tippy (having taken tuition on one on a Sunsail holiday in the Med) and wouldn't go any nearer to it than a telephoto lens from the beach! The time had come, then, to consider craft that stay upright by themselves.

It had long been my ambition to own and sail a cruising yacht, the highlight of the winter months (about on a par with the ski holiday) being an annual drool at Earls Court. January of 1999 saw us chatting enthusiastically to builders of several displayed craft, and (as usual) searching for the affordable small yacht that seems to be out of fashion with most boat builders these days. We had entered the show with no thoughts of actually buying anything other than lunch in the RYA lounge, but lingered awhile with the builder of the Eagle 18 before looking at boats that we could stand up in. We decided that around 23 feet was the optimum compromise between space and price. By the time we left for home, feet had returned to ground level and thoughts had progressed to the more affordable arena of the second-hand boat market. But, significantly, the seeds were sown.

Several viewings and several hundred miles later a 20 years old Leisure 23SL appeared to be just what we needed, with the benefit of an enthusiastic owners association. The boat we found was the one that had been tested by PBO the previous summer, so it was with high expectations that I booked a survey. The report was not good. Apart from the host of more minor items that would collectively add up to a tidy sum, the first signs of osmosis rang alarm

bells, and brought in klaxons as well when I investigated the cost of an epoxy remedy!

It was back to the drawing board or, more precisely, the small ads. Our list of essentials had moved up a notch or three: standing headroom, separate heads, bilge keels and now it would need to have been epoxied or be new enough not to need it. Having ruled out almost everything on the grounds of age or price, my trawl of PBO and ST classified brought me to the 'T's. OK, so what is a Tomahawk? The tiny photos told me nothing, but a couple of calls to advertisers brought a polaroid from one and a spec from the other. A third phone call, to follow up an advert without a photo, revealed a yacht that, built in 1991, fulfilled our every requirement and sounded to have been so well cared for that a viewing had to be made.

Penny and I arrived at the Hamble marina on a cold February afternoon in rain borne by a wind that cut us in half. And that was as we stood on the quay whilst the owner inflated the dinghy! Lashed by spray we chugged out to the pile mooring and our first glimpse of a Tomahawk. This one did not look like those in the photos, having a more modern wedge-shaped coach roof. Once aboard we took shelter below whilst Chris, the owner, went to sit on the pulpit and enjoy the scenery. He clearly did not want to sell and was not about to encourage us to buy!

The story of Swift Wind (loved the name immediately) was that she had been fitted out by the first owner who sailed her for only three seasons before laying her up ashore due to illness. Three years later Chris bought her with the intention of creating a yacht that he would be able to sail and would need no more than annual anti-fouling, as sailing time was far too precious to waste on repairs. Since the hull had dried for three years he had it epoxied as a precaution, replaced all standing rigging, both sails, added roller headsail furling, new engine mountings, seals, glands, water tank, deck fittings – almost everything we looked at had been replaced, resealed or re-furbished. Then his family lost interest in sailing. Small wonder he displayed little enthusiasm for selling after only 18 months ownership, half of which time had been spent on pouring money into her!

It was a couple of weeks later that a test sail on a crisp and sunny winters day demonstrated just how well these Tomahawks sail. I was on the

helm when, with full sail up in a force 4, Chris suggested I let go of the tiller and walk away. I took a little persuading but did as I was bid.

We sailed her round from the Hamble to Fareham at Easter and set about some work to civilise the interior since, having been used purely for sailing, incidentals such as the heads and log didn't work. The log is still only an occasional benefit, but the interior in general is now looking much smarter and user-friendly with this year's additions of an oven, heater, carpet and curtains.

Our sailing has been restricted to the Solent whilst experience and confidence grow. The most recent trip, as I write this, was the Association rally to Lymington – a splendid weekend, and well done to Mike Juer for

Swift Wind headed up a little, thought about it, bore off until she felt comfortable and continued sailing herself!

organising the largest TOA rally to date. August will see Swift Wind, aided by Penny and myself, initiate my 12 year old nephew into the pleasures of cruising. And in September we will once again be rallying to the TOA weekend at the Island Harbour Marina, near Cowes, which is just a short hop from Swift Wind's home at Fareham – we will be looking forward to meeting more members there and pinching a few ideas from their Tomohawks!

Mike Broughton  
Swift Wind

## Rally Reports

### Tomahawk Rally at Conway 22<sup>nd</sup> July 2000

Strongish Easterly winds meant that most who attended the rally at Conway Marina came by road but that did not spoil the enjoyment of the

evening spent in the Mulberry pub/restaurant at the marina.

I made the short passage from Beaumaris in "IOLA" accompanied by David & Alison Collinson although the 20/25 knot Easterly and the need to reach Conway by high water meant that the trip was quite wet motorsailing under single reefed main into the short head seas. David and Alison enjoyed sailing again in their old "stamping ground" now that their boat is moored in Portugal.

David Meacher in "MALIBU" aborted his passage from Cemaes Bay as conditions off Point Lynas Anglesey with wind over the strong spring flood (5knots!) were grim! David and his wife Francoise and young son joined us later by road.

Mike Warr and his partner Fran decided against making the passage from Port Penrhyn Bangor in "MACAW" as Fran is quite new to sailing and Mike didn't want to put her off for life! They both joined us at the Mulberry by road.

Paul Jones and family ("WINDLASS") also joined us on the way to a caravan holiday on Anglesey. Windlass has not been launched this season due to the arrival of a new addition to the Jones family in June.

We all swapped various yarns and agreed that the event had been both enjoyable and successful and made provisional plans for another rally next season or maybe sooner!

I was up bright and early on the Sunday morning (thank goodness I didn't have that "one for the road"! ) and left at 0620 for a splendid singlehanded sail back to Beaumaris. The wind was a steady 25knots and, with no main and

2/3rds of the genoa, regularly clocked 6.8 knots on the run/broad reach home.

Geoff Hilditch

### Tomahawk Rally in the Forth 20<sup>th</sup> May 2000

We managed to assemble four boats on Saturday 20<sup>th</sup> May tying up at the old Queen Margaret slipway at North Queensferry right beside the Forth rail bridge. Actually we had 5 boats there but Mike Low's Wee-Q- Tee was still ashore having only just completed an engine overhaul. However Mike joined the crews of the other boats for a pint in the Albert Inn, before we dispersed, three boats to Aberdour on the ebb and Duncan Wilson, with friend Terry, to work upstream against the ebb to return to base at Limekilns. Tomahawks afloat were *Vennine*, (Aberdour), sailed by myself and friend Tim Short, *Dancing Cloud*, (Fisherrow), Bill Forrester & mate, Davie Lee, *Sea Hawk*, (Dyrsort) sailed by Harry and Avril Henderson plus their two children and *Sarah* (Limekilns).

*Sarah*, *Vennine* & *Dancing Cloud* set out from Aberdour together with light SE winds, which switched briefly to SW just short of the rail bridge. Whilst no firm conclusions could be reached on sailing performances in such light airs and over such a short distance, 5 n.m.s. *Dancing Cloud* with her new fully battened main, out performed even the fin keeler *Vennine*, (albeit with 20 year old main and 30 year old genoa).

In the chat over pints, we all agreed that our four boats made a fine sight moored together – the occasion coincided with an Aberdour Club outing, so we looked even more handsome against a background of a variety of club boats. We agreed we would like to repeat the exercise. There is a possibility of a mini cruise south to Holy Island in mid June this year and an embryonic idea to make a joint passage next year through the restored Forth – Clyde canal. We

would, if this venture comes to pass, to make some link up with the Scottish West Coast Tomahawks.

Trevor Mann

### **Tomahwak Rally in Lymington, Solent 29<sup>th</sup> July 2000**

The largest ever Tomahawk rally in the world was held at Lymington on the weekend of the 29<sup>th</sup> July 2000! 7 boats arrived during the day – Warpath, Inca Moon, Starfall, Red Warrior, Seabelle, Swift Wind & Murdo & crews of Crystal & Wihio (visiting on Sunday morning) who were unable to bring their craft.

The weather on Saturday gave us a brisk south westerly which for most boats meant a hard beat along the Solent. Not the most comfortable trip was the verdict.

However the weather was good enough for us all to stand around comparing notes, examining boats, (stealing ideas!), and generally agreeing how smart our craft all looked rafted up on A pontoon in Lymington Yacht Haven. Various photographs were taken and I only regret that the current technology available for the bulletin does not really stretch to reproduction of color photos. Dinner was held at the Mayflower Pub with plenty of sea stories and even a few pints! Sunday morning brought brighter weather and stronger winds. There was talk of a cruise to France and maybe a few entries to the Round the Island Race in 2001.

Everyone agreed the rally had been a great success and relationships and friendships started. Before we left we already had most boats declaring their intent to attend the September rally.

The return trip to Portsmouth was eventful if for no other reason than Cowes week had started and all the racers were out. A couple of close run ins were had by us and even closer by Swift Wind. However no damage done except to the reputation of racers and their seeming assumption that, if racing, collision regulations only apply between their boats and everyone else be damned, they have right of way!

