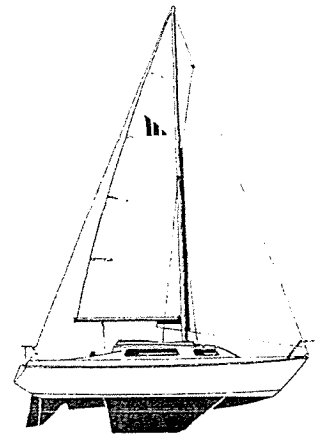


The Tomahawk Owners Bulletin

May 2000



Editorial Column

*Michael Juer
Oxfordshire
Warpath*

Welcome to the 2nd TOA bulletin. A little later than I had planned so my apologies to all those who were waiting with bated breath!

Well the new season is upon us and most of us are involved in one way or another in "getting the boat ready".

For my part we are just back in the water but not yet off the mooring - but not long now.

We had the AGM recently, minutes enclosed, and it seems now to be a real going concern this Tomahawk Association. This season we hope to organize a number of events and the TOA will require all the support you can provide. The committee will meet soon and make

some proposals regarding events for this season. More news soon.

At the AGM some south coast boats agreed to take part in this years Round the Island Race. So far we have 3 boats planning to go, (actually Bill Garrod goes every year!), and would welcome any others. Contact me if you are interested.

As Editor I am ever mindful of the need for suitable material for the Bulletin. Some of you have been very generous with suitable material (and I have some for the next bulletin still!) but others of you have not! Please stick pen to paper or hand to keyboard and send me something!

A South coast member met Eric White of Marcon recently who said he would be happy to answer any questions our members might have of him. On matters pertaining to Tomahawks of course! He can be contacted on 01489 572752.

Apparently the review in PBO in December resulted in a number of inquiries of boats for sale. If you are selling please let David Collinson know.

A rally to Jersey has been planned for the end of May and you should by now have received notification from David Collinson. If you haven't and are interested please contact me.

Plans are afoot to build a Web site - maybe we will find Tomahawk owners overseas!

Kemp Sails have shown their support for our association with a special offer - see their advert - thank you Kemp.

Finally see Davids letter with details of cheaper insurance and flares. The benefits of the association are showing already.

*Michael Juer
Warpath*

LETTERS PAGE

The Secretary Scribbles

Dear Editor,

The future of our association begins to take shape. We have had our first Bulletin and as a result members are starting to exchange information and benefit from the experience of other members.

We now have advantage of group buying power, and the first result of this is a discount on insurance through GJW and Pantaenius Marine and a special price for flares from Eleanor Nelson, Managing Director, Duncan Yachts Chandlers

Coastal normally £70.25 TOA £42.50
Offshore normally £152.70 TOA £92.50
RORC normally £176.40 TOA 107.50

Minimum order is 6 packs so let me know if interested. Other items can be discounted from this source also. Contact me if you are interested in these offers.

Two member from the Irish Sea fleet plan to meet up in the Isle of Man early July and hopefully others from the region will join in. The Commodore has plans for a rally in the Solent area and Allan Jones in Jersey is looking forward to a Tomahawk visit hopefully over the May Bank Holiday. You can guarantee a warm and lively reception, with a suitable fan-fare on the trumpet.

Trevor Mann has kindly agreed to arrange some events for the Firth of Forth members, we hope that the Thames region can also be encouraged to have Tomahawk meetings of some type.

You may have heard rumor that GPS is to close down in 2008 and be replaced with a civilian control system for which we users will have to pay. It seems there may be two systems: GNSS, world-wide coverage, and EGNOS, European coverage back up systems. I always thought it was too good to last, watch this space, before spending more money on GPS or differential GPS.

During your sailing years many of you will have used, even relied on, and certainly been grateful for, RDF. The last RDF station on the Lizard has now been switched off after 50 years. Aero beacons will continue but details are no longer

given in the Almanac. The CG ability to use RDF on your signal still continues.

A female member of crew visiting Whitby Marina fell into the water. Lack of recovery equipment meant the only way to recover her was to pull hard resulting in a dislocated shoulder. Make sure your marina has adequate safety equipment and provides belts, ladders and recovery hooks.

Global Maritime Distress and Safety System is now up and running and is the only way to guarantee access to SAR services. Because few if any have GMDSS some coast guards, including the UK, and large ships at sea, will continue to monitor VHF on channel 16 until 2005. In return, yachts must, by new maritime law, also keep watch on channel 16. This applies to you.

Did you hear the one about the yachtsman who called his boat "Sir Osis of the River". Or the retired chap who bought a catamaran and called it "Dunleanin" or the chap who called his new boat "Never again11"?

Surely you heard about the yachtsman who anchored off one of the well known Solent harbours last season. His anchor dragged and the coast guard called out the RNLI to rescue the drifting vessel. When asked as to why he had not allowed enough anchor chain, he replied, "I knew the tide went in and out but I didn't know it went up and down as well".

David Collinson
Keewaydin

Full throttle

Dear Editor,

A member asked me to help solve a problem with his Yanmar YSE8, not achieving full throttle potential. Unfortunately I lost the members details and am unable to point him at the perceived problem or a solution. A worn out cutlass bearing binding on the shaft. I need to hear from you!

Ken Nutt
Pippa

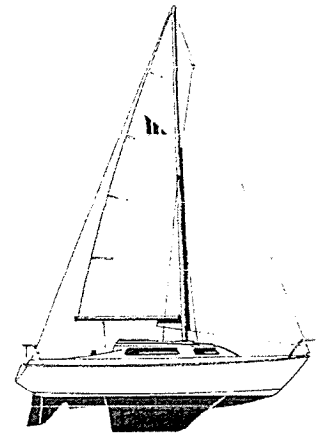
Haida of Wareham "All Hatched Up"

Haida of Wareham was born in 1973 and for several years priorities centred on matters other than the forehatch. Once dealt with, the "dreaded forehatch" received attention when in 1983, faced with the prospect of five years in the Mediterranean, it was decided that light and ventilation combined with extra security were prime requirements. I have the greatest respect for Alan Hill's design but I am sure that he would agree the hatch leaves room for improvement.

Research indicated that LEWMAR has produced a forehatch of suitable dimensions and a smaller one for incorporation into the coachroof aft of the mast. I can also testify for the excellent service from LEWMAR's both at the time and since. In summary, the hatches were fitted as described below:

- 1) The existing forehatch was glassed in and faired with GRP and epoxy filler.
- 2) A hardwood frame was prepared, which matched the new hatch frame, and an aperture cut in the original hatch (now permanently closed). This wooden frame was then glassed into position and faired in with GRP, epoxy and gel coat.
- 3) The new smaller hatch in the main cabin coachroof was fitted in a similar fashion to the new forehatch but extra reinforcement was incorporated around the hatch aperture to restore strength and stiffness. No problems have made themselves apparent.

The main objectives of light and ventilation were achieved, especially when "battened down". Also the whole boat felt more spacious. Internally, however, the focsle looked like a battlefield and with a very long list to clear in a short time we needed a quick solution. We settled on achieving an elegant solution "later"....in fact sixteen years which I had not envisaged! Year upon year we voyaged hither and thither but the focsle improvements always slipped off the bottom of the refit list. Eventually the "Westerly Disease", as we call it at Redclyffe, stuck. The black organic foam



backing to the head lining, which had been used as the temporary fix in the focsle, disintegrated. The focsle resembled the "Hanging Garden of Babylon" but with the added attraction of periodic clouds of black dust. Time for a proper job.

It was decided to simplify the internal contours of the focsle and line it with four panels:

- 1) Two sidepanels of resin treated hardboard secured by the teak window trims
- 2) A curved front panel of thin GRP 2mm thick and
- 3) An overhead panel also in resin treated hardboard.

The upper surface is covered in 2oz chopped strand mat partly for strength and partly as a protection against condensation. All four panels were covered with polyurethane lining material.

The "keystone" of the whole system is a flanged hatch aperture liner moulded in GRP (a la Sadler 32) production of which is a story in itself. This liner is approximately 100mm long and attaches around the top edges to the interior of the hardwood frame which carries the hatch frame. A small flange around the bottom edges serves to capture the overhead lining panel which in turn locks the top edges of the front and side panels. Some GRP was removed to reduce the intrusion of the channels which housed the cheeks of the original fore hatch. This allowed a fair curve to the roof panel without the sacrifice of too much headroom. Teak trim strips around the edges of the four panels hold the panels in position and hide the joins. Haida is lined with 1/2" end grain balsa blocks and where fastenings are needed the blocks are replaced by hardwood.

This final stage is currently in progress and after all the man hours I look forward to the finished (albeit it long overdue) result.

Photographs attached.

These show various aspects of the project together with the beginnings of the next project, a garage for the main hatch. If any member of the association is interested in seeing the original photo graphs, or more details on both, please contact me.

Epilogue

The Westerly Disease

Many boats completed in the '70s and '80s were lined with foam backed lining material and large proportions of these were Westerleys. With time the foam deteriorates and the lining loses adhesion. At Redclyffe Yacht Club the problem is dubbed, rather unfairly, the Westerley Disease.

Haida of Wareham

Named Haida prior to registration in 1983 the name is derived from the Haida, a tribe of North American Indians indigenous to the Queen

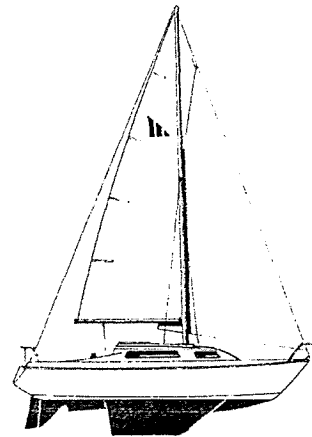
Charlotte Islands off the West Coast of British Columbia. They are renowned for their craftsmanship, in particular carved totem poles and their sense of conservation. "If you need two fish for breakfast then catch two". Skilled travelers and navigators, a significant number of the HAIDA are accomplished sea plane bush pilots.

Apart from being pronounceable the name seemed appropriate for a Tomahawk "of Wareham" because Redclyffe Yacht Club is at Wareham and I was born there.

Does any other member share my fascination for the derivation of boat names? Do write in and tell your story.

James Barnes

Haida of Wareham



Kemp Sails

Trimming the headsail

Whether your sails are brand new or eight seasons old, you'll be amazed at the difference a little trimming can make – and it doesn't have to be hard work. Although pulling sails into their optimum shape is widely perceived as an activity purely for the 'crash around the cans' enthusiasts, cruising sailors also have much to gain. After all, who wouldn't like to sail faster, more comfortably and more upright? It's simply a matter of understanding and applying a few basic principles to maximise lift and minimise drag from your sails – exactly the same as the racing sailors are trying to achieve.

Did you know, for example, that tensioning the backstay, moving the genoa car aft and sheeting in harder as the breeze picks up can add as much as 20% to your upwind speed, reduce heel by 5° and cut the weather helm in half? If you're fed up with missing the tidal gate, picking up your mooring in the dark and then finding the pub shut when you get home, this article and the one in the next issue should help.

This time, we're starting with headsail trim, explaining the various controls, how to use them and how to measure the results. Our next article deals with the mainsail before looking briefly at the interaction between the two sails. Of course, it's impossible to cover everything in just a few pages, but we hope that the information will help you to look at your sails with a more critical eye.

Whether your headsail or mainsail is bigger, it's generally best to start the trimming cycle from the bow and work aft, since the headsail's shape has a direct bearing on the wind flow across the mainsail. But before going into detail on how to achieve the perfect shape, let's look at the four principal tools you have at your disposal: sheet tension, sheet lead position, backstay tension and halyard tension. On some boats, only the first is ever adjusted, but the others also have a major part to play. So, what do they all do?

The **backstay** controls forestay tension which, in turn, largely determines how full the sail is. Ideally, your backstay should have an adjuster (not just a bottlescrew, which is difficult to adjust under way). If it doesn't, you must make sure that your backstay is tight enough to stop the headstay from sagging too much in fresh conditions. Sufficient tension not only improves speed and pointing ability, but helps you sail more upright, reduces unfair strains on the rigging terminals, and ensures smoother operation of the roller reefing gear.

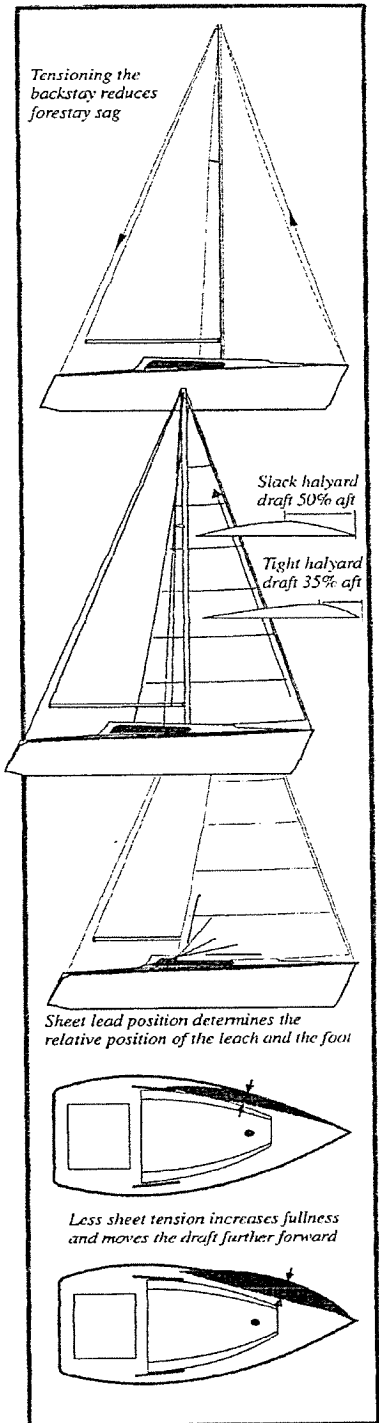
Halyard tension moves the draft (the deepest point of the sail) forward and aft. On a sail with camber stripes (like Kemp's Performance Cruising range), it's easy to judge the draft position by lying on the foredeck and looking up the sail. Broadly speaking, it should be about 40% of the way back from the luff, though the exact position depends on the conditions. In any event, it should never be beyond 50% though it may have stretched further back on your old sails.

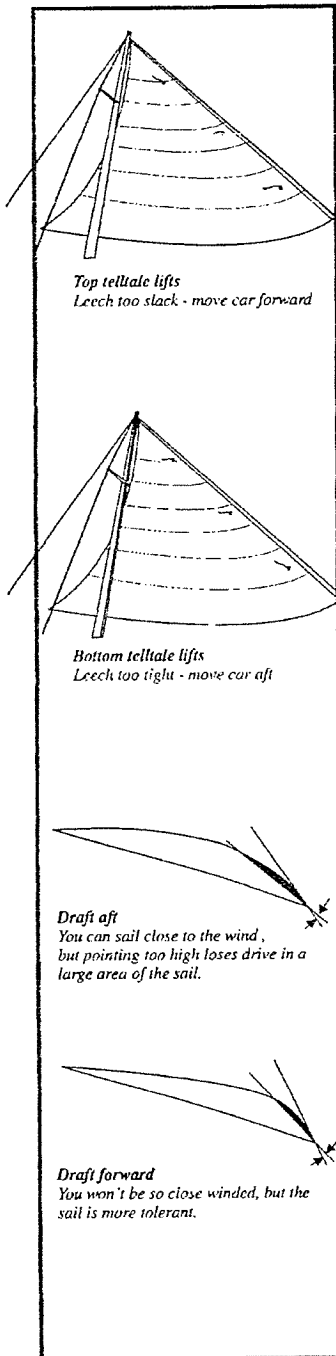
Apart from moving the draft forward, halyard tension also flattens the sail. But if you've tensioned the halyard for stronger winds, don't forget to slacken it before furling the sail away.

The **sheet lead position** is primarily responsible for controlling the sail's *twist* - the relative tension of leech and foot. Some boats have tackles led back to the cockpit so you can move the genoa cars along the tracks without going up on deck, but usually you have to slide them forward and back by lifting the plunger. With most roller genoas, it's best to adjust the lead position whenever you wind or unwind more than a roll or two.

Sheet tension does more than simply pull the sail in when you're going upwind! It affects the sail's fullness (more tension makes it flatter) and draft position (less tension moves the draft forward).

Setting up the rig is also important in helping you achieve best results from your new sails. Essentially, the mast needs to be central and straight athwartships, with the right amount of pre-bend (fore-and-aft curve) and rake recommended by the builder or designer. Enough rig tension is crucial too - the leeward cap shroud should never be waving around in the breeze. The world's best sails won't do their job efficiently if the rig isn't set up properly!





Start by going out on a nice day! Not only is it easier to get to know your sails in moderate conditions, but it's kinder not to set them for the first time in a Force 6.

Step 1: Getting started

Sailing upwind in 10 - 14 knots of breeze, sheet the sail in until the leech is just off the shrouds. And look up to make sure that it's not hard against the spreaders. In light airs, ease it a little further.

Step 2: Check the telltales

Several sets of telltales are fitted to all Kemp headsails and tell you whether the wind is flowing smoothly across the luff. You're aiming to have all of them, on both sides of the sail, streaming together - but it's not always easy.

Your first check is to luff gently from a close-hauled course while watching the *windward* telltales:

- If the *top* telltale starts lifting first, the sail has too much twist, i.e. the leech is too slack because the sheet lead is too far aft. Move the car forward along the track.
- If the *bottom* telltale starts lifting first, the sail has too little twist - move the car aft.
- When they all lift together, you've got it right. After that, you only need watch the bottom one while sailing.

Other telltale signs

- If the leeward telltales are lifting, you either need to ease the sheet or sail closer to the wind.
- If the windward ones are lifting, you should sheet in or bear away.
- In strong winds when you're beginning to get over-powered, you'll probably need the windward telltales lifting slightly all the time.
- When a flat-cut roller genoa is fully open, you may only be able to get the leeward telltales flying by pointing too high. This will slow you down, so you'll probably have to sail with them lifting in order to generate any power.
- Once you've freed away from a close-hauled course, the top of the sail will tend to twist open so the top telltales will no longer stream.

Step 3: Adjust the fullness

In light to moderate winds - especially in a chop - you need a relatively full sail for power. That means minimal backstay tension to induce some forestay sag, and not too much halyard or sheet tension either. If you find you're not moving, try letting everything off a little!

When the breeze picks up, you need less power or you'll be sailing on your ear with terrible weather helm. The problem is that the extra wind pressure increases forestay sag and makes the sail fuller. So, to flatten it, wind down the backstay, increase the halyard tension and sheet in harder. You may also need to move the car back a hole to flatten the foot and 'de-power' the top of the sail.

Step 4: Adjust the draft position

Draft position plays a major part in determining pointing ability and ease of sailing. Moving it forward (increasing halyard tension) means you won't point so high, but reduces the heeling force in fresh conditions. The boat will also be more forgiving to sail, especially in a chop. So, if you just can't get those telltales to settle no matter how hard you concentrate, make the sail a little rounder in the luff by tensioning the halyard.

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Do please enquire for a personal quotation. We have a number of options for your consideration, in both the cruising and racing spheres. As a supporter of your class association we have extensive data on your class of boat.

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Discounted prices from Kemp Sails for T.O.A.
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Coastal mainsail	£407.28
Coastal cross cut roller genoa	£445.99
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Tri-radial spinnaker	£576.01
Acrylic boom covers	£ 81.72

*All inclusive of V.A.T. and subject to confirmation
at time of order.*

Minutes of A.G.M. held on 11th March 2000
At the Cruising Association Headquarters
Limehouse Dock,
London.
At 14.30.

PRESENT. Bill Garrod, Commodore (Crystal), David Collinson Hon. Secretary (Keewaydin), Mike Juer Bulletin Editor (Warpath), Derek Liversidge (Soilgheas), Penny and Mike Broughton (Swift Wind), James Barnes (Haida of Wareham), Mike and Pauline Cox (Red Warrior), Alison Collinson (Keewaydin), and Robert Juer (Warpath)

APOLOGIES. Were received from Geoff Hilditch Hon Treasurer (Iola), Hugh Roskell (Moonrover), Trevor Mann (Vennine), Mike Carey (Notta Sioux), Peter Llewellyn (Incaman), and Alan Hill.

MINUTES. The notes of the meeting held at the Red Lion Chievely on 27th March 1999, were read by the Commodore and approved.

COMMODORES REPORT. The past twelve months had shown a growth in membership to 35 paid members. There had been a meeting at the home of the Secretary, attend by himself and Geoff Hilditch. A rally to the I.O.W. had been arranged last September, but gale force winds had caused it to be abandoned (One member made it to the Island, who was that brave soul?). It was hoped that two South Coast meetings would be arranged in 2000.

SECRETARY'S REPORT. The Secretary confirmed the development in membership, with more on the point of joining, it had been a busy year for administration, now he hoped the action would be on sailing. Allan Jones in Jersey was very keen to host a rally of Tomahawks on the Bank Holiday 29th May (three members present thought they might attend), Trevor Mann from the Firth of Forth had kindly agreed to arrange meetings for Tomahawks from that area and maybe from the Clyde. He hoped that a member could be found to organize the Thames area.

Discounts had been arranged for insurance with GJW Ltd and Pantaenius, very good prices for flares had been quoted by Duncan Yacht Chandlers, who would also quote on other items of equipment.

Contact with two prospective members had been lost, Peter Webb and Mike Drinkwater, it came to light that Derek Liversidge had bought Peter Webb's yacht. The Secretary agreed to pursue the original suggestion that the Association be affiliated to the RYA.

The Commodore asked if there were any other suggestions for discounts, as we now had the power of numbers

TREASURER'S REPORT. Unfortunately Geoff Hilditch was unable to attend as his wife had been suddenly taken into hospital. He had prepared a financial statement of our affairs which was accepted. The Association hoped to produce two or three more Bulletins this year, would have to pay for room hire, and pay out for a stock of the new Tomahawk burgees. As our funds needed to cover these items it was felt that we should increase the subscription to £15 for the time being. This was proposed by Mike Juer and seconded by Bill Garrod. It was agreed that our year would run from 1st April to 31st March, it was also agreed that a member joining after 1st October and paying the then subscription would not have to pay again until a year after the following April.. There were no questions.

BULLETIN EDITOR'S REPORT. Mike Juer reported that the first Bulletin had been well received, and that he had enough material for another 1 ½. The next one would be ready in four to five weeks. The website was in hand, and the PBO review might be updated. The Secretary was asked to write to "Sailing today" requesting TOA mention on their Association page. The Secretary mentioned that as a result of the PBO article he had received many inquiries from would be owners for details of

Tomahawks for sale. There had been an increased demand for Tomahawks that had led an increase in value. Would all members who had yachts for sale please give the Secretary the details, so these could be passed on to likely purchasers.

ELECTION OF OFFICERS. The present officers were all willing to stand again for office, and were elected: -

Commodore	Bill Garrod
Secretary	David Collinson
Treasurer	Geoff Hilditch
Bulletin	Mike Juer.

The following were elected to the Committee

Mike Cox, Derek Liversidge, and James Barnes, the officers being exafficio.

HONORARY MEMBERS. Alan Hill the Tomahawk designer, and Eric White of Marcon Marine were both elected honorary members.

ANY OTHER BUSINESS. Bill Garrod reported that Peter Llewellyn had suggested that the Tomahawk symbol be used for the "T" followed by O A, and that the background be red with black lettering, size 14 to 15 inches. Mike Juer to check with Peter Llewellyn. David Collinson mentioned that inquiries were being made to find out more about Challenger Sailcraft who produced the mark three Tomahawk with the redesigned cabin top. James Barnes thought he knew where the moulds might be, and would make inquiries. Bill Garrod hoped there would be two Tomahawk events, in the South, this season, in addition three members present thought they could be interested in the visit to Jersey on May 29th, and three yachts had been entered in the "Round the Island" race on June 10th.

A vote of thanks was proposed by James Barnes and carried in favour of David Collinson for his work in forming the Association.

DATE OF NEXT MEETING. The Next AGM would be held on March 3rd or 10th in the Birmingham area ,to coincide with the Boat and Caravan show at the NEC.

The next Committee meeting would be held at the Red Lion, Chieveley, on Monday 3rd April at 19.00hrs.

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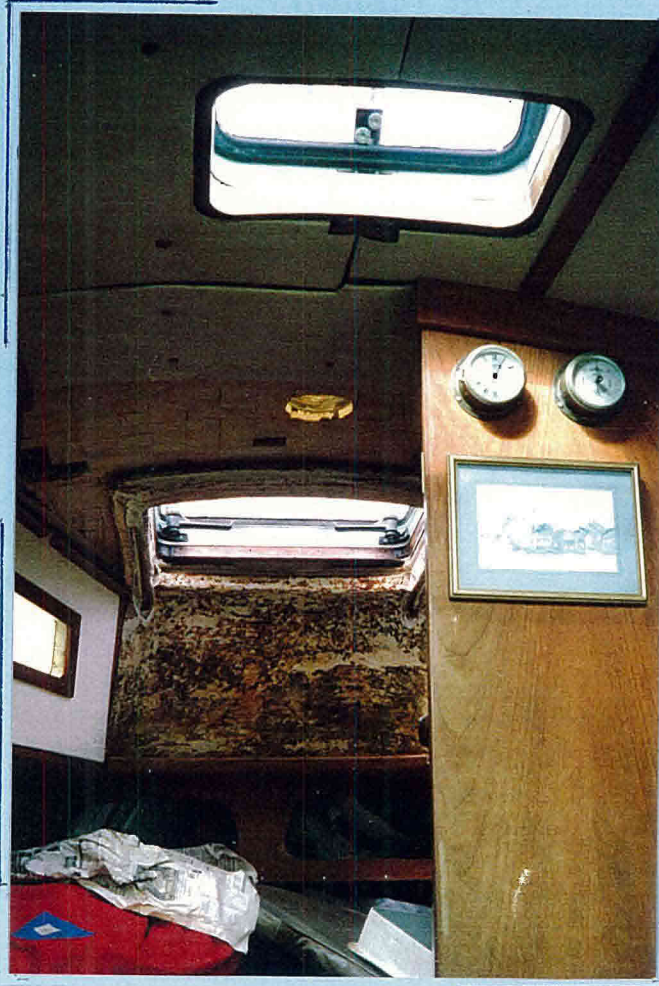
Haida of Wareham



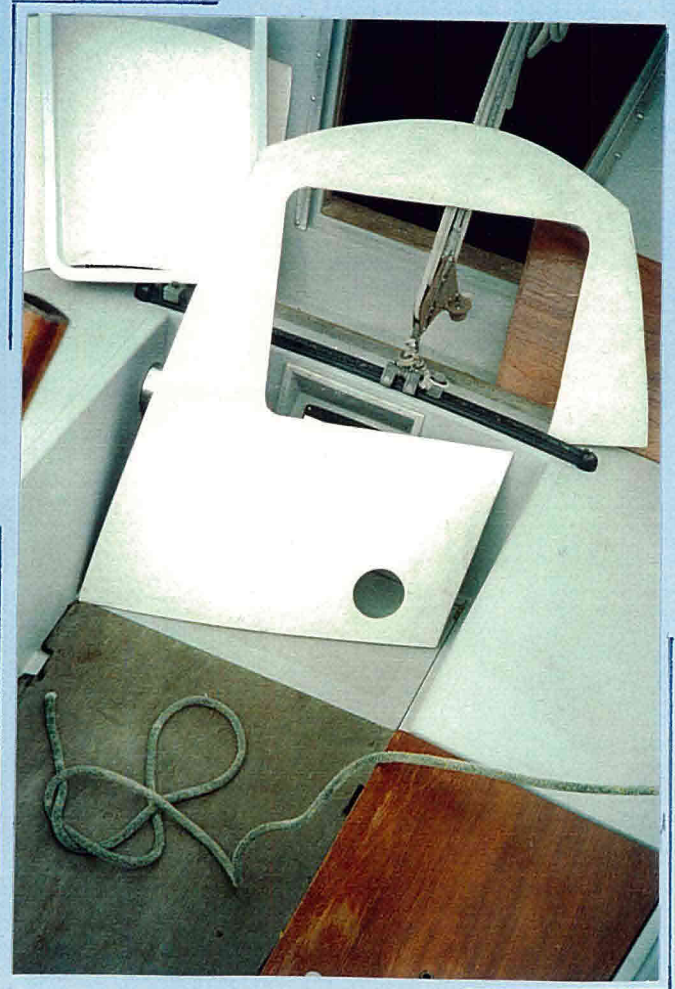
Lewmar Hatches



1. General View



2. Interior view from aft. Port and Starboard panels plus window trim fitted.



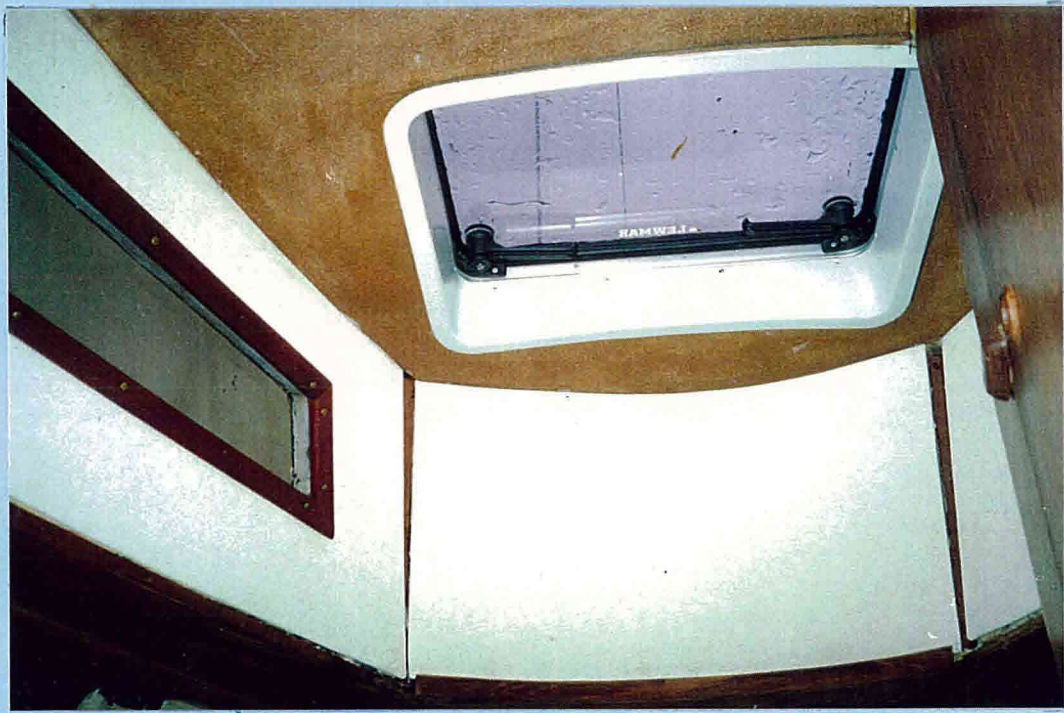
3. Front curved panel, hatch liner and top panel.

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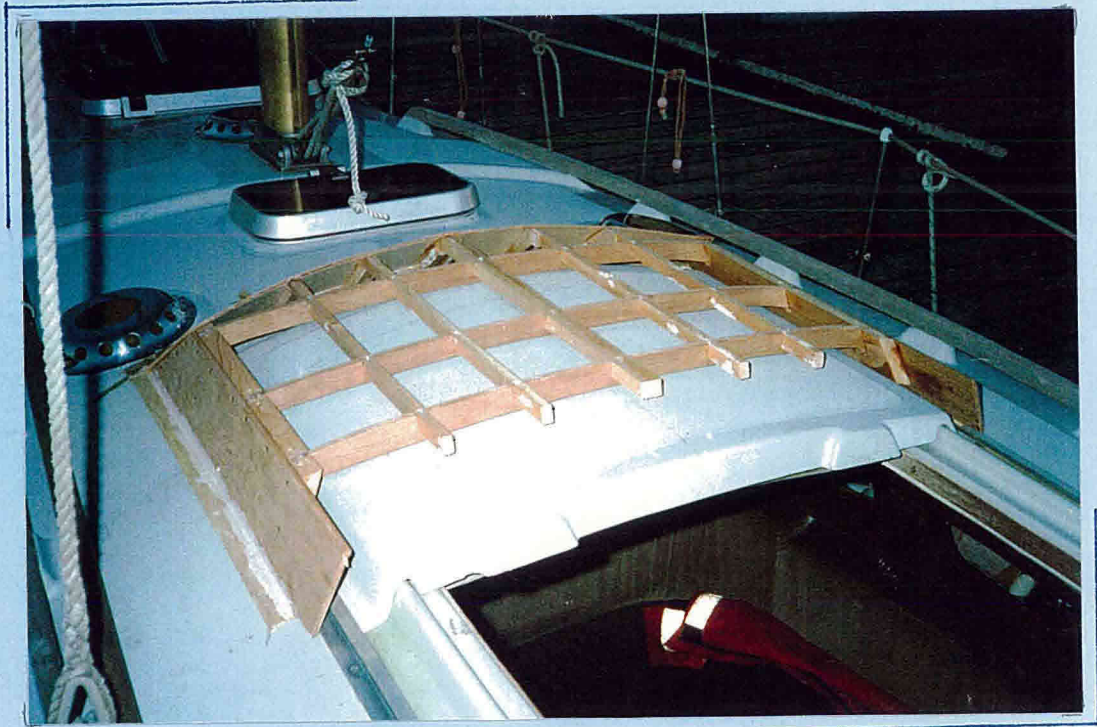
Haida of Wareham



Foc'sle trim and main hatch "garage"



4. The final trial installation! Roof panel not yet covered and teak trim strips not completed.



5. Early stage of plug for main hatch "garage".

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