

# ***The Tomahawk***

The bulletin of the Tomahawk Owners Association

September 2012

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## **Marcon's Hidden Treasure**

Back in June the Association was contacted by John Dixon a Mirage 28 owner from Southampton, many years ago he had acquired some old drawings and a 8mm film from Marcon and enquired if the Association would be interested in them. He was visiting a relative a couple of miles away from me and was happy to pop in and give us the information.

John called in early on a Saturday morning, I instantly knew it was him at the door as he had the tell-tale sailor's whiskers and the sailors smock.

In the 80's John embarked on building a Mirage 28 from just a shell and was endeavouring to fit it out on a budget and heard about the demise of the Marcon business and the sell-off of all its assets. On the look out for some fittings for his hull, he decided to go to the auction and see what was available. It was a successful visit with John finding fittings and chains for his Mirage; he also was after a storage cabinet, he found one with a broken lock and bought it for £1. Image his surprise on returning home and finding it still had paperwork, drawings and a amateur 8mm film of Marcon's Fleet including: Trident, Cutlass, Javelin, Striker, Sabre, Cavalier 36, Halberdier 36, Crossbow 44, Carronade 48 and of course our favourite, the Tomahawk.

John contacted Marcon and informed them of his find and the secretary insisted that it was no longer wanted.

The film is currently with the Sabre Association who are converting it to digital format, and have promised to distribute to other associations on completion.

John kindly handed over 2 drawings of bilge and fin keels used in the construction of the casting and mould tools. There was also a complete parts list for a Tomahawk and a price list of some of Marcon models from 1977

We are looking forward to seeing the film and intend making all the information scanned and available on our website. To give you an idea, the following two pages contain the prices for Striker, Tomahawk, Sabre and Rival and then a list of optional extras.

Doug Baynton.

MARCON RANGE U.K. PRICE LIST

January 1977

	STRIKER 22	TOMAHAWK 25	SABRE 27	RIVAL 32
Complete Cruising Boat Fin	£3,984	£10,464	£12,360	£22,248
Complete Cruising Boat Twin	o/a	£10,560	£12,508	n/a
Budget Kit Fin Keel		£4,704	£5,438	£7,416
Budget Kit Twin Keel		£4,800	£5,587	n/a
Skin Fittings		75	80	95
Fitting Charge Skin Fittings		60	60	80
Package A Engine		1,770	1,960	2,945
Package A Engine Fitting Charge		410	420	465
Fitting Stern Tube & Engine Bearers only		20	20	20
Package B Woodwork		750	875	-
Rival only B1		-	-	155
B2		-	-	430
B3		-	-	560
B4		-	-	280
B5		-	-	405
B6		-	-	80
Package C Deck Fittings		700	760	1,110
Package D Electrics Pack		125	130	160
Package E Plumbing Pack		220	230	370
Package F Gas Fittings		105	110	125
Package G Spars & Rigging		660	770	1,270
Package H Lining Pack		90	100	145
Package J Mooring Pack		120	125	155
Set of Cushions		255	370	435

Striker 22 only available as Complete Yacht

1. The prices quoted above all exclude Value Added Tax.
2. The above prices have been based on the earliest available delivery dates and in the event of the next available boats being sold, then the prices will be increased to correspond with the later delivery dates. It is therefore advisable to check with our Sales Office as to availability and current prices.
3. The Company reserve the right to change the specification and prices without prior notice.

E. & O. E.

MARCON OPTIONS

The following options are available for any boat if asterisked (\*). Prices of items, fitted or supplied loose are available on application to the Sales Office.

STRIKER 22    TOMAHAWK 25    SABRE 27    RIVAL 32

SAILS & CANVAS WORK

Working Jib	*	*	*	*
Mainsail	*	*	*	*
No.1 Genoa IOR	*	*	*	*
No.2 Genoa	*	*	*	*
Storm Jib	*	*	*	*
Spinnaker	*	*	*	*
Sprayhood	*	*	*	*
Spray Dodgers	n/a	*	*	*
Mainsail Cover	*	*	*	*
Lee Cloths	n/a	*	n/a	*

INTERIOR FITTINGS

Set of fabric or vinyl covered mattresses	*	*	*	*
Berth Infil cushion	n/a	n/a	*	n/a
Set of Curtains and rail assembly	*	*	*	*
Sliding sink for toilet	n/a	n/a	*	n/a
Aquaflow water pressure system	*	*	*	*
Shower assembly	n/a	n/a	n/a	*
Refrigerator with additional battery and fitted diode switch	n/a	n/a	*	*

NAVIGATIONAL EQUIPMENT

Masthead Light - Aquasignal tricolour	*	*	*	*
Aquasignal Anchor light	*	*	*	*
Marineaspec - combined light	*	*	*	*
Seafarer Log	*	*	*	*
Seafarer Echo Sounder	*	*	*	*
Glass port, thru bulkhead for Echo Sounder	*	*	*	*
Sestral Minor Compass	*	*	*	*
Sestral Porthole thru bulkhead Compass	*	*	*	*
Seavoice V.H.F. and aerial	*	*	*	*
Additional Battery and fitted diode switch	*	*	*	*

EXTERIOR FITTINGS AND RIGGING

Ensign Staff	*	*	*	*
Twin Forestay in lieu of single	*	*	*	*
Twin Backstay in lieu of single	*	*	*	*
Spinnaker Running Rigging	*	*	*	*
Spinnaker Pole	*	*	*	*
Forehatch Friction Stay	n/a	n/a	*	n/a
Complete Antifoul	*	*	*	*
Boot top in Antifoul	*	*	*	*
Caveta Line in choice of colour	*	*	n/a	*
Zinc Anode Cathodic Protection	n/a	*	*	*
Beaching Legs and Plates	*	*	*	*
Steel Transport Cradle	*	*	*	*
Windlass and calibrated chain	n/a	n/a	*	*
Set of rigging screw covers	*	*	*	*
Folding Bathing Ladder	*	*	*	*
Marcon Professional Checkout	*	*	*	*
Delivery	*	*	*	*
Name Painting	*	*	*	*
Rigging and Launching	*	*	*	*

All specifications and prices are subject to alteration without prior notice

## Midship Cleats

At 8' 6" to 25' the Tomahawk has a large beam to length ratio. When coming alongside her bow and stern are some way away from the pontoon when her midships are positioned just at stepping-off point. Sometimes, enthusiastic "helpers" ashore will haul in her bow line, causing her stern to swing wildly away from the pontoon – embarrassing when another boat is moored alongside in a parallel berth.

With her narrow side decks there isn't really enough room for a midships cleat. If one is fitted it can easily snag her jib or spinnaker sheets, and worse, trip up the hapless skipper or crew when they go forward at sea and forget the hazard beneath their feet.

Two years ago I invested in a pair of 6½" stainless steel folding cleats for *Malibu* (£105.85 the pair from Force 4 Chandlery). I have installed these at a mid-way point on each side deck, immediately opposite the central stanchions. They fold almost flat (their closed profile is a smooth low hump) so cause no tripping hazard at sea. But when I come alongside I pop up the shore side one and rig a short length of mooring line. Most pontoons have cleats along their edges, and my first line ashore is from my midships cleat to the pontoon. Once *Malibu* is secure amidships she will not swing her bow or stern away from the pontoon, endangering nearby craft, and I have plenty of time to go ashore and secure her bow and stern lines.

When it is necessary to fit springs the midships cleat provides a useful attachment point. Once the bow and stern lines are set, the short midships line can be removed, freeing up room on the cleat.



The through bolts for the cleats pass through the side deck. On the starboard side they emerge in forward locker; on the port side in the galley locker. Access for fitting is fairly easy, and I have backed them with 10mm marine ply pads epoxied to the under side of the deck.

One of the best improvements to *Malibu* I've ever made !

Don Baines

## Subscription Reminder

Members are reminded that the subscriptions for 2012 should have been paid by April 1<sup>st</sup>. If your copy of the Bulletin has a red spot on the front page, it means that the Treasurer has no record of your having paid for 2012 and would be grateful if you could settle up asap!

The subs are £12.00 and cheques should be sent to the Treasurer, Gordon Keyte, at Cherry Bank, Dippenhall Street, Crondall, Farnham, Surrey, GU10 5NZ, payable to the Tomahawk Owners Association.

Members wishing to pay by Standing Order should request TOA bank details from Gordon Keyte, [jengo@talk21.com](mailto:jengo@talk21.com)

## Tomahawk East Coast Rally 2012

The remit for this year's Tomahawk East Coast Rally was to sail from Heybridge Basin near Maldon in Essex gathering Tomahawks on the way for a northerly sail up to Aldeburgh and the Suffolk coast.

It's never easy to plan an event around the changing weather and this trip also was also to be a stag do for our Commodore, Doug who was getting married the weekend after. A suitable party was planned in secret as part of the schedule.

Doug and I started from Heybridge on the 18<sup>th</sup> July in *Vandini*, its big red Commodore burgee flying proudly from the rigging, bound for Bradwell Marina. We were joined on the way by *Ceilidh* and *Varuna*, sadly Don had missed his target to finish his boat *Malibu* in time but he assured us he would catch up later in the week, probably at Walton Backwaters.

We continued with a superb dry run to Bradwell hitting a constant 6 knots confirming a welcome change in the weather which to date had been thoroughly wet.

During our overnight stop at Bradwell Marina Penny & Don joined us for a meal at the Green Man Pub and this included a bit of a sing song with Roger and Mick who were in fine vocal fettle much to the amusement of the locals. Little did they or we know what was to come the following night!

Thursday morning dawned to the sound of banging shrouds as gusty conditions battered the East coast, after listening to the dire weather forecast the decision was taken to postpone our sail from Bradwell to Shotley until Friday. Normally that would give us time to relax but in fact the opposite for me especially as the stag do was planned at Shotley Marina in Suffolk that evening. The entire party had to be re-hashed and moved to the Green Man pub in Bradwell instead!

As discreetly as possible all parties were eventually contacted and told to get to the new venue, luckily Doug had no idea that anything was going on until I presented him with a pirates outfit, as dressing up was the order of the evenings stag celebration.

The fun started and the guests arrived, Geoff & Senta, Paul Whitlock, Don & Penny, Gill (with me), Doug's Dad, Son, stepson to be and his cousin.

They joined Mick, Roger, Gordon and myself, everybody made the effort to dress up, especially Don and the two Lees who looked like extras from *The Pirates of the Caribbean*! Thanks to all who helped and to those who drove especially to be there. It certainly saw Doug suitably sent off on his next great adventure!

Friday the 20<sup>th</sup> August and an 11:30am start saw five bleary eyed sailors and their Tomahawks make their way out of Bradwell to destination Shotley, Suffolk.

We were almost racing out of the Blackwater until Roger and Mick sailed in a circle and Gordon's auto helm packed up! This left Doug and myself up the coast wondering just where everybody had gone? Some people obviously can't handle a good night out!

All came together, eventually, as we met up just off Harwich to be greeted by Geoff & Senta on *Hawkeye*. Geoff had very kindly arranged a group booking at Shotley marina. After entering the Shotley lock and berthing we undertook the Suffolk tradition of lifting and draining liquid glasses before retiring for a very early start the next day. RNTE Shotley (now Shotley Marina) was known in the Royal Navy as HMS Ganges. It was a naval training establishment founded in 1905 and prepared boys for naval service until it closed in 1976. It had a mixed reputation in the Royal Navy for its reputed harsh methods of training in order to turn out professionally able, self-reliant ratings. It is particularly famous for its 143-foot (44 m) high mast which all boys under training were required to ascend, and for its mast manning ceremonies held whenever a dignitary visited the establishment.

## East Coast rally in pictures



On Saturday the 21<sup>st</sup> July at 5:30am we had very mild weather as the promised front came over.

Even more bleary eyed Tomahawk crews made their way back out of Harwich and headed up to Felixstowe past the container terminal and round the corner up towards Aldeburgh. Sadly just after leaving Shotley, Gordon's engine started to smoke so he decided to sail home for repairs and at the same time Senta felt unwell, and she and Geoff returned to their base in Harwich.

That left just *Vandini* and *Varuna*, we wished the others well and pointed our helms towards the Suffolk coast. Passing the huge container ships it is hard to imagine that in 1933 the World famous T E Lawrence (of Arabia) hid from the world by enlisting in the RAF and worked at their Marine Aircraft Experimental Establishment at Felixstowe.

We could have done with his engine skills when even *Vandini* had a moment as her engine warning light and buzzer came on as we motored into a headwind going up the coast. The problem seemed to resolve itself but hinted at shades of things to come.

We motored past the entrance to the Deben and along the shore line known as Shingle Street, which is a very apt description of these steep, winding Suffolk beaches.

This is a stunning section of coastline, full of ancient charms. Its Martello towers were intended to stop Napoleon and they perch above the shingle beaches and little hamlets. Brightly painted houses, some looking as those seen in New England face the sea.

To enter the river Ore, our next destination we were faced with its dramatic ever changing sandbanks together with a potential 6 knots of tide at the latter half of spring ebb.

We gave this entrance the respect it deserves, It felt like shooting the rapids with sandbanks either side ready to grab the unwary.

The river Ore runs parallel to the sea with a narrow bank separating the two. The locals nickname this as the ditch or drain. Either side of the river Ore the banks are protected RSPB areas and the diversity and noise of birds is a joy to witness.

After a lunch break we motored past the unique polygonal tower keep of Orford Castle which stands overlooking the Ore, it's pretty town a former port dating back to the days of Henry II.

During the 1950s, the British Ministry of Defence built a nuclear research facility at Orford Ness, a 45 hectare natural pebble spit opposite the town. Laboratories with 15 feet thick concrete walls were constructed to test nuclear weapons. Now the site is under the control of the National Trust and guided tours are available.

It is a surreal experience sailing between two completely different eras of warfare.

That afternoon we picked up guest moorings at Aldeburgh Yacht Club which is on the river Alde, the Ore and Alde are the same river but the name changes as you pass Orford.

Aldeburgh has a blue flag shingle beach, a myriad of colour, Georgian and Victorian holiday houses bustle together, nice food and nice pubs. Benjamin Britten lived here but most importantly Aldeburgh has two family run shops serving fish and chips, one of which is often cited as among the best in the UK.

As you can guess we were well provided for and the weather just got better and better.

We did the grand walk about and tried the beer, the club and fish and chips eaten on the beach. Life was very good. Aldeburgh Yacht Club were busy with an evening function so we settled on a musical jamming session on *Varuna* with guitar, ukulele and four very loud, enthusiastic singers. No danger of being on the X factor but I've never liked Cheryl Cole anyway!

22<sup>nd</sup> July and it's Sunday.

A relaxing time followed by a late morning sail and motor up to Iken Fen. The Alde twists and turns up to Snape Bridge, our final destination, the latter section was taken in our inflatables. This is a beautiful six miles of river, its banks get further apart as you head inland and the channel becomes very narrow marked by numerous withies. We anchored at Iken Fen and wound our way the last mile through reed beds to Snape Bridge and the famous Maltings in our inflatables.

The Maltings is a set of buildings, mostly dating from the 19th century, built on the banks of the River Alde, Its original purpose was the malting of barley for brewing of beer. The buildings have since been partially restored and rebuilt and converted into shops, galleries and the concert hall, where part of the world famous Aldeburgh music festival is held. My daughter played here whilst in the Essex Youth Orchestra and it holds fond memories for me.

On arriving at the Maltings, we embarked from our inflatables onto a floating pontoon which promptly started to sink from the combined weight of our party, Doug was sitting on the end of the pontoon at the time and had an early bath. We tried not to laugh but failed miserably!

Ice creams were the call of the day, the sun bathed us and it was a joyful summer moment. Heading back ,we were soaked with spray as we raced back to our boats bouncing over a choppy river, it was our destiny we should all get wet!

Back in the big boats, we retraced our route back down river and stopped at Orford for our overnight stay. After being moved from our original moorings by the Harbour Master we took to the local pub for a meal and ale. People watching is fun and Orford has many characters including one of the BBC political broadcasters.

That night *Vandini's* shrouds made so much noise in the early hours that we thought a factory was adjacent to our boat! Doug very kindly tied the boat in knots and eventually peace was restored. Neither of us had ever heard such a noise, maybe it was the legendary merman of Orford blowing discontent!

Monday 23<sup>rd</sup> July and back down the drain briefly running aground on a sand bank before heading to the Shingle Street bar. We arrived later than predicted motoring out against a full tide and both boats struggled to cross the bar, *Vandini* having the least powerful engine suffered the most and it was a painful crawl inching our way out. A real heart stopping moment in time.

Once out to sea, after rounding the outer buoy *Vandini's* engine started to lose power, we hoisted sails and headed out to sea. Radioing Mick and Roger we advised them that we had a problem, it became clear that in a school boy error we had put petrol in the diesel tank. During the radio discussion a helpful voice overhearing our situation suggested adding engine oil to thicken the diluted diesel.

This we did and as the temperature soared to 30 degrees we decided to sail long tacks rather than motor into a headwind making our way to Walton, our next stopping point.

The sail was brilliant, very bumpy with a good breeze and Roger and Mick played nursemaid following us in case our engine failed to start when entering the twisting Walton Backwaters. Fortunately the oil mix worked and to our delight we passed leaping seals as we motored our way into Walton and berthed in Titchmarsh Marina.

Two boats became five as in the marina we joined Gordon, Don & Penny and Geoff & Senta!

Don & Penny had left Bradwell at 4am to join us and were sleeping when we arrived, Gordon had fixed his engine and had hit a reported 9 knots on his way round to join us.

I recommend Geoff & Senta's boat, very hospitable and with one of the best beer cellars; it became the gathering place for all before our evening meal at The Harbour Lights restaurant. The meal went well with the unusual experience of cooking your own food on hot stones, so many chefs on one table!

The evening finished with a sing song, drinks on *Vandini* and even more drinks aboard *Hawkeye*.

Tuesday 24<sup>th</sup> July, an 8am start on another beautiful day. The Backwaters are home to seals and large colonies of birds. Even the sky is bigger here!

It was sad to be sailing away from all of this as we headed out to sea and onto Brightlingsea, Geoff and Senta followed later heading home to Harwich.

A very hot 32 degrees with a slow sail eventually brought us to Brightlingsea where we moored on the pontoons for an overnight stay and the end of the rally. Doug left, collected by Caroline to get ready for his holiday and wedding and Gill joined me for our last social of the trip at the Indian restaurant in town. This is a very special restaurant with a fabulous menu and a good place to talk sailing and life.

The following day we all parted company and Gill and I sailed to Bradwell for an overnight stay

with Don, Penny and Gordon heading straight back to Heybridge.

A big thank you to those with tide tables, charts etc who planned, changed minds, booked meals, booked marina's, stocked up with beer, got up early, brought ladies, played musical instruments, dressed up, sang and everyone else I have missed out. Another great rally!

PS the weather was rather good  
See you next year!!

Graham Farley



## Cowes Rally

This, the first rally of the season (May 26/27), was planned as a weekend at Cowes, hoping to attract members from East or West along the South Coast. Peter Llewellyn had arranged berths at the Folly Inn on the Medina River, so we were assured of a good evening meal! On this occasion I (in *Nokomis*) had the pleasure of Bill Garrod's company and, after a chat over coffee, we decided to leave Gosport and make use of the West going tide. However, our departure was somewhat marred by an out-of-control yacht drifting down on to my marina berth! We managed to avoid 'contact' and it turned out that the yacht's gear box had failed leaving them without propulsion.

Fresh Easterly winds made for good progress towards Cowes with Bill enjoying the helming; Cowes was reached very quickly and we made our way up to the Folly Inn. Ian Bremner (*Cochise*) and Peter Llewellyn (*Incamoon*) were already there, happily secured alongside a walk ashore berth. It turned out that Ian had arrived the previous evening and Peter earlier that morning. We learnt that Imogen Makepeace and John Somerville in *Mahaska* planned to join us but, after a 12 hour sail from Newhaven, put in to Bembridge and then hired a taxi to join us at the Folly for the evening meal! Andrew Henegan (*Tawasa*) was forced to cancel his trip from Poole because of strong Easterlies.



The afternoon was spent enjoying the hot and sunny weather (as it turned out, quite rare for 2012!) in the cockpit of *Nokomis*. Imogen and John joined us at the Folly where our meal was eaten outside, overlooking the Medina. We were later joined by Bill's daughter and grandson – the latter soon to take part in the Queen's Jubilee pageant on the Thames.

After a very peaceful night, there was a unanimous decision to return to the Folly for a traditional breakfast before catching the remains of the flood tide back to Gosport.

A very enjoyable weekend (thanks Peter) and well done to Imogen and John – glad you were able to make it!  
Gordon Keyte

## Round the Island Race 30 June, 2012

Despite the rough conditions last year, I had somehow persuaded the same crew to join me in *Nokomis* for this year's race. However, the week prior to the race had seen gales with a 2m swell from SW. The race day itself promised SW F6 to 7. The only crumb of comfort was that the start time for class 8 was a bit later than usual, at 0830!

We left Gosport with one reef in the main and, on leaving the harbour entrance, put in a further reef with a few rolls on the genoa. We arrived at the start line off Cowes with only a few minutes to spare – just as well as in those lumpy conditions we didn't want hang around! We started the long beat towards Hurst Narrows and were surprised at how many boats we overtook despite the reefed main. Most competitors were reefed and, with wind versus tide, it was quite choppy making



progress slow. By the time we reached Yarmouth one of my crew was feeling nauseous and not keen to continue. Considering that once past the Needles, we'd have several hours of reaching in very lumpy conditions and no means of turning back. At this point I decided to retire from the race. We turned back towards Cowes and made surprisingly good progress against the tide; in fact we had time to anchor in Osborne Bay and watch the race leaders tearing past.

I found later that there was one Tomahawk which completed the race – *Starfall* – not a TOA member. Her time on handicap was good and almost made me wish we'd continued. Certainly *Nokomis* handled well and made good speed even fully reefed.

Gordon Keyte

## **Boat Show Tickets Competition**

To encourage members to come forward with stories and/or pictures of their exploits the Committee is offering two tickets for the London (Excel) Boat Show in January 2013 for the best entry. Entries should be sent to the Editor at [jengo@talk21.com](mailto:jengo@talk21.com) by October 31<sup>st</sup>; the winning entry will be published in the Bulletin. Entries can be humorous or just interesting and may be simply a photo with a caption or a short (2 or 3 paragraphs) story based on your sailing in the past season. The judges will be the current and ex commodores – who are, of course, excluded from the competition!

## **Southampton Boat Show**

Once again, members of the Association can apply for reduced cost tickets to the Southampton Boat Show, see the notice below:

**PSP Southampton Boat Show – 14th to 23rd September 2012**  
**CLUBS & ASSOCIATIONS £12 TICKET OFFER**  
**Valid any day including Preview Day on Friday 14th September**

WEBSITE BOOKINGS: **[www.southamptonboatshow.com](http://www.southamptonboatshow.com)**

TELEPHONE BOOKINGS: **0871 230 7140**

BOOKING REFERENCE CODE: **Clubs 12**

### **IMPORTANT NOTES**

Tickets can be ordered up to midnight on Thursday 13th September.

Tickets can be printed at home, delivered by post, or collected at the Show. Because tickets ordered via postal delivery could take up to 7 days to arrive, those purchased shortly before the show can be collected on arrival from the advance ticket box office at the main entrance. The most expedient option, for those ordering tickets over the Internet, is to use the website's 'Print at Home' facility.

A single transaction fee of £1.75 applies whether ordering one or any greater number of tickets.

Youngsters 15 years or under go free (up to two per accompanying adult) provided tickets for them are requested when ordering adult tickets.

Group orders for 10 or more tickets (still at the same price) can only be made by telephone.

When booking you will be asked to select the day you intend to visit. This is merely to enable the organiser to anticipate numbers for logistical purposes. When you receive your tickets

they won't be day-specific and they can be used to attend on any single day including Preview Day.

### WEBSITE STEP-BY-STEP BOOKING PROCEDURE

- Click on 'SHOW TICKETS BUY NOW!' at top/right of homepage.
- Enter & submit promotional code (Clubs 12). Then click 'PLEASE SELECT' box and select the name of your Club or Association.
- This brings up a 'Ticket Options' page. DISREGARD EVERYTHING ELSE – JUST CLICK ON ANY ONE OF THE DAYS BETWEEN 14th & 21st SEPT.
- This brings up the 'CLUBS ANYDAY' £12 ticket offer which is then straightforward to follow.

## Tomahawk Owners Association Regalia

### T-shirts £9.50

Colours: ash (light) grey, azalea pink, black, blue (dark) dusk, camel, cardinal (dark) red, Carolina blue, cedar (brown) red, charcoal, cherry red, chestnut, daisy yellow, dark chocolate, dark heather, forest green, gold, heliconia (bright) pink, heather cardinal (reddy-brown), heather navy, honey yellow, ice grey (blueish), indigo blue, iris blue, irish (light primary) green, jade, Kelly (primary) green, kiwi, light blue, light pink, lime green, maroon, metro blue, military green, natural, navy, old gold, olive, orange, orchid (lilac), paprika red, pistachio green, prairie dust (beige grey), purple, red, royal blue, sand (grey), sapphire (turquoise), serene green (pale), sky blue, sport grey, stone blue, tan, tangerine, texas orange (dark), vegas gold (pale), violet white, yellow haze (pale).

Sizing: S (34/36"); M (38/40"); L (42/44"); XL (46/48"); XXL (50/52")

### Polo shirts £11.50

Colours: navy, black, bottle green, burgundy, emerald green, heather grey, kelly green (primary), orange, purple, red, royal blue, sky blue, sunflower yellow, white

Sizing: S (35/37"); M (38/40"); L (41/43"); XL (44/46"); XXL (47/49"), 3XL (50/52")

### Sweatshirts £16.50

Colours: navy, black, bottle green, burgundy, emerald green, heather grey, kelly green (primary), purple, red, royal blue, sky blue, white

Sizing: S (35/37"); M (38/40"); L (41/43"); XL (44/46"); XXL (47/49"). (50/52" available in different make)

### Fleece with full zip £23.50

Colours: navy, black, forest green, burgundy, natural, orange, red, royal blue, oxford (dark) grey, white

Sizing: XS (34"); S (38"); M (41"); L (44"); XL (47"); XXL (52"); 3XL (54")

### Micro-Fleece with quarter zip £21.50

Colours: navy, black, forest green, red, royal blue, oxford (dark) grey

Sizing: XS (34"); S (37"); M (41"); L (44"); XL (47"); XXL (52")

### Rugby Shirts £20.00 :

Colours: Airforce blue, black, bottle green, burgundy, chocolate, gold, emerald, navy, olive, orange, red, purple, royal blue, slate(dark) grey, white, sky blue, navy with slate grey collar

Sizing: S (34/36"); M (37/39"); L (40/42"); XL (43/45"); XXL (46/48")

### Baseball caps £7.00

Colours: black, bottle green, royal, red, burgundy, chocolate, light pink, cornflower blue, emerald, navy, fuchsia pink, gold, graphite(dark) grey, Kelly green (primary), light grey, lime green, natural, olive, orange, pebble (light brown), purple, sand yellow, sky blue, surf blue (turquoise like), white, yellow

Sizing: one size (Rip Strip size adjuster)

All prices are for adult sizes, inclusive of TOA embroidered logo :

Include your boat's name under the logo for an additional £2.00.

Lettering in black thread on light coloured garments; in white thread on dark colours.

An order form is attached.



