

# *Nor'easter*

**The Newsletter of TONE  
Tartan Owners Northeast, Inc.**

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*Head to Maine This Summer with TONE*

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**Spring 2021**

# Letter from The President

By: Gary Van Voorhis

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“Welcome back”. I've been seeing a lot of these signs from the fronts of stores and restaurants to nursing homes. The last year has been so disruptive that organizations and the people who are affiliated with them are glad to be able to see each other again. TONE is in the same place. We mostly shut down during the worst of the Covid pandemic since we were unable to do much with or for our members. But that's going to change.

We have announced a Maine Cruise to make up for the one cancelled last summer (and it already has a near record number of owners expressing solid interest). We have a new Board member who is designated as Director of Communications (Debra Baker, see the next article following this letter) and she is focused on developing an interactive member directory and a social media type of cruiser tool. If we can figure out how to do it safely, we are going to try for some "pop-up" local mini-rendezvous opportunities.

The Board has approved an extension of membership duration that will essentially give people an extra year to make up for the dead year that was 2020. You will be getting more information on this topic from both TONE leadership and Club Express in the near future.

Like everyone else, we will be slowly figuring out the "new normal" and doing what we have always

endeavored to do: Help our members to enjoy their Tartans and enhance the total ownership experience.

This Nor'easter continues our tradition of useful and interesting information geared to the Tartan sailboat owner. We have articles on maintenance, weather, the Coast Guard, the Tartan Factory News, selling your boat (God forbid), and others.

One thing you might notice is that this issue contains two articles that focus on different aspects of how Tartan ownership tends to stay in families and last over long periods of time. I have always felt that a significant value of owning a Tartan is that after 60+ years there is still someone answering the phone in Ohio at a Tartan factory. So many good brands have disappeared over the years for lots of reasons but Tartan has endured. And the boats, and their owners, have endured as well.

If you have a story to tell about your Tartan, or Tartans, and how they have been a part of and influenced your life, please write it up and get it to our Editor, Sam Swoyer. We would like to use Nor'easter as a vehicle to share *our* stories as well as those of the boats we all love so much.

I look forward to better times ahead for all of us and our boats!



# TONE Member Communications Plan

By: Debra Baker



My husband, John Baker, and I are looking forward to being involved with TONE and to getting to know the members. We own a Tartan 3800, Lively Up, whose home port is Port Jefferson, New York.

I would like to thank Gary Van Voorhis, the TONE board and the membership, for allowing me the opportunity to help out with TONE. It has been a pleasure to come up with ideas and to be encouraged to implement them. I hope to improve communications between members for a better TONE experience.

The first thing I am working on is the Membership Contact List. The list will be provided to all current members and it will help us connect directly with other members. I have received 88 responses from the email I sent out requesting your information. The information has been entered into the database and I am now working on creating the actual document that will be provided to all TONE members. If you have not received the Membership Contact List by the time this newsletter goes out, you will be receiving it shortly. Thank you for providing me with your contact information.

You might have seen the email I sent out on April 5th. The email was regarding member “meet ups” for the 2021 season. With these uncertain times, we are not sure if restaurants etc. will be able to accommodate a group. We would like suggestions of outdoor places, perhaps marinas or parks that could accommodate a group of us. If you have any ideas, it is not too late to submit them to me [LivelyUp3800@gmail.com](mailto:LivelyUp3800@gmail.com).

The 3rd thing I am doing is creating a TONE Social Activity email group for current members. This will allow all current members to easily get in touch with the whole group and respond back and forth. The emails will go to and from your email server so it will be super easy to access. You will also be able to send an email to the group from your phone, tablet or

computer. The TONE Social Activity email group will be administered to serve active, paid members as a means of communicating cruising, rendezvous and other destination related topics. This will help facilitate social activities with TONE members. The email group will only be used for TONE subject matter. I will be sending out an email with the details and also with an opt-out choice. So stay tuned for that!

I hope these communication enhancements will be found to be very useful to the club.

Wishing you wind in your sails.

Debra Baker

S/V Lively Up T3800

[LivelyUp3800@gmail.com](mailto:LivelyUp3800@gmail.com)



# New Aids to Navigation



**By: Bruce Buckley**  
**USCG Auxiliary**

If you have ever spent the day heading for safe harbor fighting a rough following sea, torrential rain, blustery wind from all directions and intermittent fog banks, the most beautiful thing in the world at that moment in time is sighting that first channel buoy marking the entrance to your home port.

Since the early 1900's, the United States Coast Guard has relied on buoys constructed of steel at the core of its short-range aids to navigation (ATON) program.

As many of you know, this U.S. Aids to Navigation System employs a simple arrangement of colors, shapes, numbers and light characteristics to mark navigable channels, waterways and obstructions adjacent to these. Each ATON has a purpose and helps in determining location, getting from one place to another or staying out of danger. Each year these U.S. Aids to Navigation help avoid accidents and save lives. In New England there are over 4,000 ATON's that the First Coast Guard District has responsibility for location verification and overall maintenance using the fleet of buoy tenders that are distinctly painted black.

Many of you may have seen the CG coastal buoy tender "Ida Lewis" in your travels. "Ida Lewis" was named after a very famous Newport lighthouse keeper noted for her heroism in rescuing many people from the seas in the late 1800's (Lime Rock Lighthouse was renamed the Ida Lewis Lighthouse in 1924).

In recent years, maritime organizations around the world have increasingly moved away from steel ATON buoy designs and have replaced them with non-ferrous designs. Non-ferrous buoys include hard-shelled plastic, fiberglass reinforced plastic (GRP), foam, and hybrid designs (e.g., plastic and metal). This new direction is taking advantage of the benefits of advancing technologies such as composite plastics which are being used by Boeing for airliner fuselages. There are other benefits:

- Reduced weight (large channel marker can weigh more than 7 tons)

- Lower acquisition costs
- Reduced maintenance (no painting)
- Fewer operational challenges

In addition, the overall costs to repair and replace ATON increased from about \$12 million in fiscal year 2014 to about \$20 million in fiscal year 2018.

The Coast Guard Research and Development Center (RDC), located in New London, CT has researched this new ATON technology and has plans to deploy test and evaluation buoys in both cold and warm water environments for 18-24 months, beginning this spring. Using the Coast Guard Auxiliary to inspect and report on the condition of all the test buoys on a regular basis, the Auxiliary will help the RDC monitor the condition of each test unit. Work in progress!

Established 50 years ago by the Coast Guard, the RDC has become a research and development center of excellence and is responsible for evaluating the feasibility and affordability of Coast Guard and other Department of Homeland Security (DHS) agency's mission execution solutions.



*Older metal ATONs*



*Composite plastic ATONs*



# Suddenly in Command:

## Anticipation

By: Robin G. Coles



The anticipation of sailing alone is too much to bear. Covid be damned. Who can I find to go with me?

It's been a while since we've gone sailing. Of course, Covid didn't help any. Not having a boat of one's own makes it harder to go out. Even those who have their own boat haven't been out much. Last night there were five of us sitting around talking boats – two couples and myself. The lone sailor. It was great listening to them compare stories about boating up and down the coast, the islands, etc. Me – I've never been past Rhode Island on a boat. One of the women talked about teaching other women how to handle their boat when they got to the other side of the island and no one is around to help them. The other woman talked about how boating brings couples together. Then she mentioned you also need to know when to sell, go down a size or even move into a trawler for safety reasons.

That got me thinking about writing this article and nervous about sailing again. I'm not a good swimmer which means I'd definitely have to make sure I have a good life jacket. Oy! What happens if I'm suddenly alone? Can I handle it? Do I go alone, call the Coast Guard? What are the protocols? What's changed or new since pre-Covid? Better make a list while it's still on my mind.

1. Taking the helm – find a class. Are there any in person? On YouTube? What about online? Does that mean learning Zoom? Help!
2. Sailing terminology – Get a book, brush up, review my old books, make note cards.
3. Knots – They have kits available where you can practice, an awesome website with animated videos on tying knots to practice with <https://www.animatedknots.com/complete-knot-list> These are great, except I'm a lefty – the bowline is the hardest to learn. Here's a great website for

that - <https://captnmike.com/2012/02/29/how-to-tie-a-bowline-with-your-left-hand-updated/>.

4. Safety equipment – What can I pack in my own bag to be prepared? A friend was telling me they always carried a container of meat tenderizer for Jelly fish stings. Where's my lifejacket? Do I need a new one? A cartridge? What marine stores are still open? First aid kit, whistle, flares, personal life beacon.
5. Crewing – Am I strong enough to handle it myself this year? (I'm not getting any younger). Are there lazy jacks on the boat so I can handle the sails without falling overboard? What about the winches? Heck, do I even have my sea legs to walk steadily on my feet?

So many questions and concerns. Yet, my nerves are getting the better of me. The memory isn't so good either. Where are those note cards? By-the-way, I heard SeaTow got rid of their radio check. Is that true? If so, what else has changed since Covid? Time to find out.

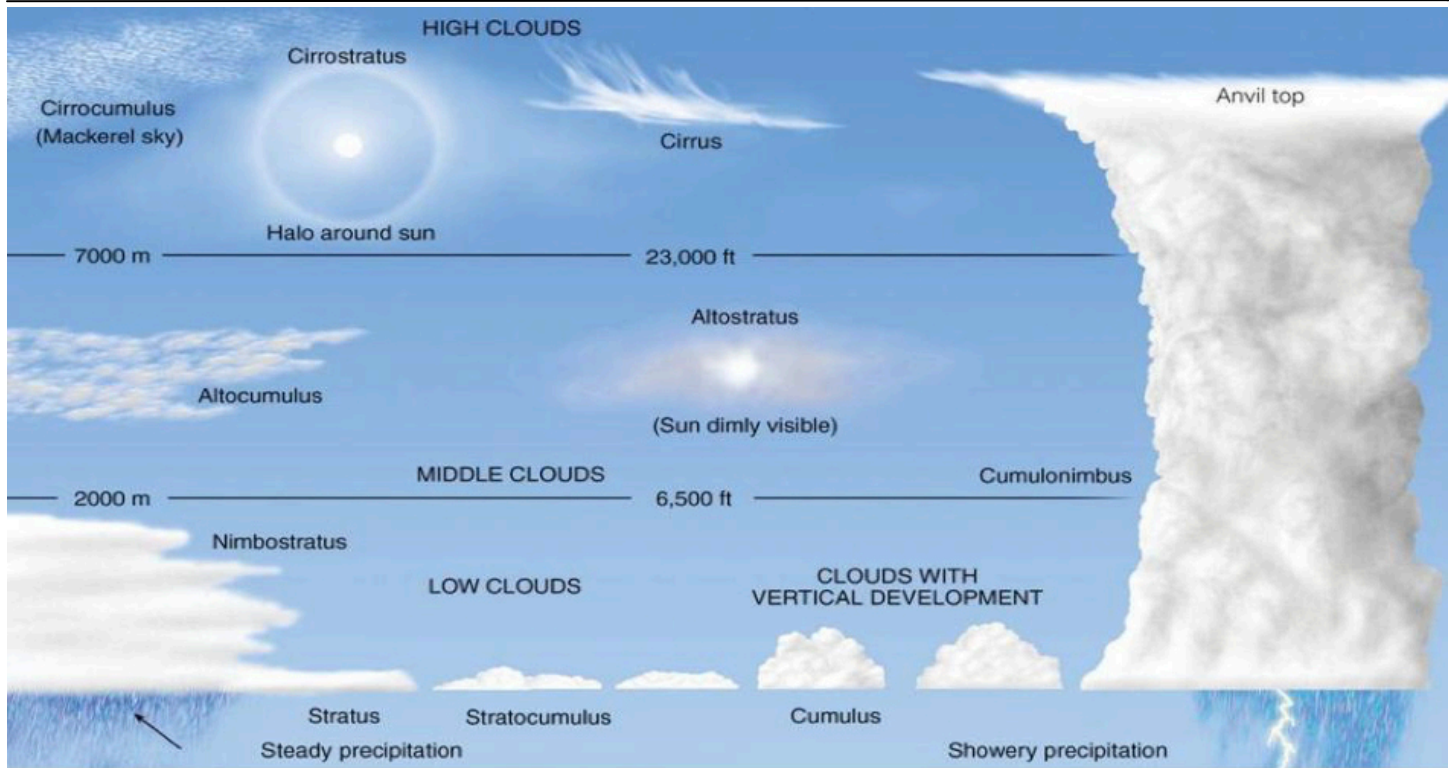
Anticipation (Covid) is keeping me waiting and anxious to sail again. One never knows about the days to come. But we should be prepared for anything. And, what would happen if one of us were Suddenly-in-Command? Do we just hope it never comes? Are you ready?

### About the author

Robin is a freelance writer who helps her clients create, replace, and update both technical and non-technical documents. Her articles include travel, suddenly-in-command, technology and boating secrets, to name a few. Robin is a member of international travel writers and Publishers Alliance (ITWPA) and Boating Writers International. Her articles and books can be found at [www.RobinGColes.com](http://www.RobinGColes.com)

# Making Your Own Weather Forecast

By: W. Frank Bohlen [Bohlen@uconn.edu](mailto:Bohlen@uconn.edu)



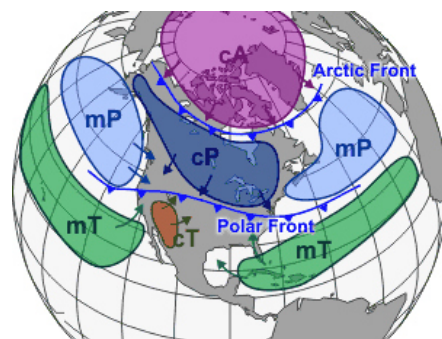
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Last year, we discussed the weather forecasts provided by governmental agencies and private companies both in the U.S and abroad. Under normal circumstances we are surrounded by them. Streaming continuously from the smartphone and computer to the TV news, the available weather analyses and forecasts are a matter of continual discussion and affect our daily lives, work and travel plans.

For the offshore sailor this information is essential to safe, optimum routing. However, it's important to remember that at sea there are times when the usual means to receive weather information may be interrupted due to moving beyond cell range, a limitation in sat phone coverage or a failure of shipboard systems and we are forced to rely on our own observations.

Unfortunately, today's easy availability of weather information has to some extent dulled our observational skills. Practice to restore these skills relied on by all mariners until the late 1850's and

which many still rely on in the less well developed parts of our world, is well advised. Advised not only for the utility of the skill but also for the joys associated with the views and study of the wonders of the atmosphere. There's much art in this science.



**Figure 1**  
**Northern Hemisphere**  
**Air Masses**

This favors the rising of the warmer, less dense, air at the equator and the sinking of the colder, more dense, air at the poles. The rising air spreads to the north in

To begin at the beginning; the circulation of the atmosphere is the result of differences in the heating of the earth's surface by incoming solar radiation. The equatorial regions are warmer than the polar regions.

the upper regions of the atmosphere while the sinking polar air flows to the south along the earth's surface. As the air moves north and south it experiences some amount of rising or sinking depending on local conditions and discrete masses of air form having particular temperature and humidity characteristics (Fig. 1).

The weather experienced at a particular location is often the result of the collision of these air masses as they typically move from west to east in the northern hemisphere. The localized differences in air temperature and humidity affect the density of the air mass and the associated atmospheric pressure. The resulting spatial differences in pressure produce the winds affecting the conditions we sail in.

In addition to the winds, colliding air masses typically result in some amount of condensation as Northern Hemisphere cooler relatively dry air, encounters warmer, more humid, air forming clouds variously distributed from the surface to heights of more than 40,000 ft.

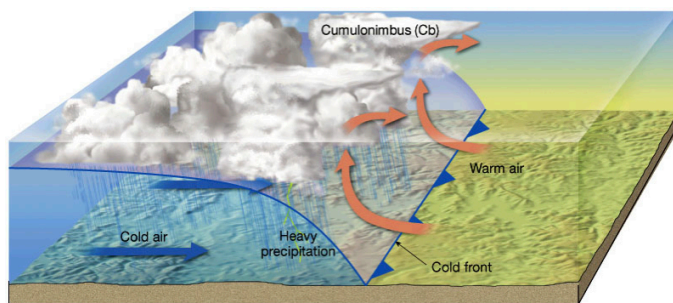
Cloud shape and form is governed by the stability of the atmosphere as it controls the extent and rate of vertical movements of the air and condensed water vapor. Vertical movements are important to us since

rising air aloft must be replaced by horizontal movements near the surface. i.e., the rising air aloft favors generation of surface winds and development of an area of low atmospheric pressure.

Conversely, sinking air produces areas of high atmospheric pressure at sea level. In the extreme, rates of vertical movement, concurrently rising and sinking, can also affect ground to air electrical charge distribution resulting in thunderstorms accompanied by high winds and heavy rainfall.

The sensitivity of cloud form to the stability of the atmosphere and the extent to which stability serves to control the result of air mass collisions, and the associated atmospheric pressure distributions and winds, makes cloud patterns and their evolution a particularly valuable indicator of existing and future weather. Air temperature distributions over the vertical and air mass humidity can result in distinct layers of clouds with very particular patterns and vertical extent (see above). The U.S. National Weather Service defines 27 cloud categories and implications.

<https://www.weather.gov/jetstream/cloudchart#myModalh6>



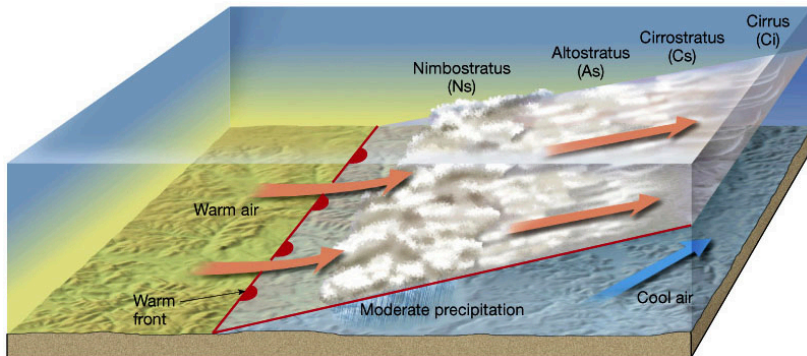
**Figure 2**  
**Cold Front Advance**

In the most fundamental sense, cloud patterns can be placed in two classes, those associated with the advance of a cold front (Fig.2) and those occurring with the advance of a warm front (Fig.3). Fronts are formed as part of a low pressure system where the rising area at the center draws bordering air masses together. This process is what makes the weather around areas of low pressure so energetic and “interesting”. High pressure systems do not produce fronts with associated clouds often the result of warm air rising from the surface warmed by the sun. The typical “fair weather” cloud banks forming along shore in the afternoon being a good example.

As a cold front advances, the colder, denser, air wedges under the less dense warm air forcing it aloft and accelerating vertical movement in the air column increasing condensation and associated heat exchange. The combination favors heavy rain, energetic winds and the formation of prominent “street” of tall cumulus clouds (Fig. 2). Frontal passage sees an abrupt change in wind direction and often rapid clearing.



In contrast, a warm front advancing into a cold air mass is accompanied by a progression of upper, mid and low level clouds and increasing rainfall as the warmer less dense air slowly rises over the cold air (Fig.3). Frontal passage again results in a marked shift in wind direction. Clearing is less evident than following cold front passage.



**Figure 3**  
**Warm Front Advance**

Associated with both frontal systems are marked changes in barometric pressure as the governing low moves or you move relative to it. These in combination with the wind speeds and direction provide indication of the location and track of the low center. For location apply Buys Ballot's Law which states that for a person in the northern hemisphere with his back to the wind the low center will be located to his left. This applied as wind direction progressively shifts provides an efficient way to track low systems and the effects of frontal passage. Separation between an observer and the low center is best estimated

using a barometer monitored over a period of time to determine trends and rates of fall or increase of barometric pressure. High rates indicate strong atmospheric pressure gradients and strong winds.

Combining cloud observations, type and distribution, with wind directions, and a record of barometric pressure over time provides a means for sailors to evaluate existing weather conditions and to develop their own weather forecast. Even with an abundance of broadcast data this skill helps in times when conditions experienced differ from those forecast. Beyond utility, it's always fun get to get out and observe nature's moods and to attempt to read the "soul of the sky".

\* Air Mass Designators mP = marine polar; cA = continental Arctic; cP = continental polar; T = tropical; mT = marine tropical; cT = continental tropical

### Recommended Readings:

Rubin, Louis D. and Jim Duncan 1989 The Weather Wizard's Cloud Book. Algonquin Books. Chapel Hill NC. 71pps

Pretor-Pinney, Gavin 2006 The Cloudspotter's Guide Penguin Group. New York, NY 320 pps

Burch, David 2018 Modern Marine Weather -3rd Edition Starpath Publications. Seattle, WA 274 pps

**Frank Bohlen** is a physical oceanographer and Professor Emeritus in the Department of Marine Sciences at the University of Connecticut. Past Commodore of the Off Soundings Club he's an experienced offshore racer/cruiser having participated in 19 Newport Bermuda Races and five transatlantic sails. He regularly participates in Safety at Sea Seminars discussing weather and ocean currents and the associated effects on passage making.

# Tartan Musings

By: Tim Jackett



Happy 2021 to all TONE members and to all of the owners of Tartan sailboats, both the new and the classic. To say that 2020 was a year like no other would be an understatement. One year ago, Seattle Yachts Northwest acquired the Tartan and Legacy brands and formed Marine Manufacturing Group, LLC as the corporate entity to manufacture new Tartan sailing yachts and Legacy motor yachts. We moved from Fairport Harbor, to a new, larger and more efficient manufacturing space in nearby Painesville. Moving a boat company is always a daunting task but in an all-hands moment our crew was successful in the transition and subsequently getting the new shop set up and running. Nearly all of the boats that were in process when MMG was formed have been completed, and thanks to the influence of the senior Seattle Yachts Northwest management team, to a very high standard. These have been some of the best Tartans that I have seen in my soon to be 44 years as a part of the brand. Oh, yes and there was that Covid thing in the midst of all of this. So, we quietly celebrated the 60th Anniversary of the design of the boat that launched the brand, the venerable Tartan 27. Now it's on to 2021 and bigger and better things for Tartan.

For starters, it's the second 60th Anniversary of Tartan. In the spring of 1961, Charlie Britton launched hull number 1 of the Tartan 27. He thought that maybe he could sell 10 or so and recoup his investment in the tooling for this new way of building auxiliary sailboats, fiberglass. Using lessons learned from his extensive sailing experiences, he instilled in the Tartan a legacy of quality build, sensible design and great sailing performance that continues to this day. The 27 went on to spawn over 700 T27 sister ships and some 5,000 plus Tartans of all sizes. Hopefully, with the lifting of some of the Covid restrictions, we can have an opportunity to celebrate this landmark event with many of you. We have some nice 60th Anniversary mugs and some 60th Anniversary rum that will make great raffle items for upcoming Tartan gatherings. The rum was made by a new Tartan Fantail owner who also has a distillery in

Madison, Wisconsin, Old Sugar Distillery. We've committed to Sam Swoyer to provide a number of bottles and mugs for TONE events this season, please make sure that he shares. (See the photos at the bottom of Page 10) By the way, I have sampled the rum and it's quite good. We've also sent a bottle to Tim Britton, Charlie's youngest son, who in carrying on Charlie's ways and in great Scottish tradition said that he loved it....tasted great and it was free!

Beyond the rum and mugs, 2021 promises to be a great year for Tartan, after some delays, the Tartan 455 Deck House project is back on track, with hull number one into production and the tooling just about wrapped up. We will be sharing some photos and updates as this project runs its course. We have also been working on a traditional aft cockpit, low coach roof design using the 455 hull. Both the 455 Deck House and the 455 Traditional will be available in two or three cabin layouts. At the other end of the spectrum, and as of this writing, the first 245 will be finishing up shortly. Now that the ice has cleared from Lake Erie, we will be doing some sea trials here before she heads to Florida for some warm weather sailing. There are several other projects in the works and soon we will be sending out information on each of these new models.

With the substantial support of Seattle Yachts, the future is indeed bright for one of the oldest brands still in production in North America. Owners of Tartans enjoy something that many of the owners of brands that have fallen by the wayside don't have, the ability to contact the builder and get information on their boat which may have been built many years ago. In my view, Tartan has endured because of the values and concepts that were launched with Tartan 27 hull 1 back in 1961 and we look forward to many more years to come.

# Tartan Tip:

By: Daniel Coan



*In previous editions, we introduced "Tartan Tips" to pass along TONE members' great ideas on how to improve your Tartan to make it easier and more efficient to sail. In this edition we continue this new section. We ask all members to contribute articles/summaries of their projects that have made life on board simply 'better'. Send a complete article or just a brief summary to Sam Swoyer, Nor'easter editor, his email is: [samswoyer@comcast.net](mailto:samswoyer@comcast.net) and we'll help you develop an article for publication in future editions.*

Sam Swoyer, Editor



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## Chainplate Inspection and Rigging

Chainplates are the foundation of the rigging on most sailing vessels. Sadly, they are mostly ignored, not recognized for all their hard work. Chainplates live in an active toxic environment. They are constantly wet, dry, salty, damp, oxygen deprived. They are constantly subjected to changing conditions. Without properly installed chainplates, your boat is not in "Bristol condition". I would like to outline some of the details to consider.

Firstly, a visual inspection on deck. Are the cover plates rusty? Is there rust, that doesn't easily polish off? Inspect the caulk, against the chainplate, is it adhered to the metal's surface? Is there a "valley" in the caulk sealant? Is there bleeding rust stains on the deck? Closely examine the clevis-pin hole for cracks, dark rust or pitting. The cracks or rusty pits are not what you want to find. Make notes on your findings.

Let's go below deck now. Examine the overhead (underside of deck), in chainplate area. We are looking for evidence of leakage. Is there any damaged headliner, delaminated wood, water saturated cabinetry? Inspect fasteners. Is there rust around any of the fasteners? Is there any rusty streaks or stains on the metal's surface? On the opposite side of the supporting structure of the chainplate, are the fasteners rusty? Are the machine nuts sunken into the laminate structure? The sunken nuts usually indicate compromised laminate structure. Is there any water stain damage on the bulkheads?

Ideally, we should find no damage to the bulkheads or supporting structure.



Next, chainplate removal:

Remove the machine nuts and bolts fastening the chainplates into the boat (the mast is not in the boat at this time).

Pull out the chainplate. Now visually inspect the entire chainplate. Special attention to the area that was hidden by the deck. We are looking for dark pits, dark rough rusty areas, cracks around any holes. The smallest dark pits, can create crevice corrosion. Crevice corrosion can attack the metal from within. The rusty pits on the surface can quite often be "the



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tip of the iceberg” so to speak. Clean the entire chainplate with adhesive remover. Clean up any rusty areas with fine Scotchbrite abrasive pads. Now fully visually inspect the chainplate. Rust, cracks, damage from tools, can all make the chainplates fail.

The smallest amount of rusty pitting in the metal’s surface is enough to have reason to replace the chainplates.

Inspect the deck area around the chainplates, wood, foam, solid fiberglass, is there any moisture?

Repair any compromised core, or laminate structure as needed. After the deck is repaired as needed, time to re install chainplates.

The chainplates should ideally be constructed of type 316 stainless steel and type 316 fasteners as well. The deck should be solid around the chainplate hole. Any wood or foam core should be removed, for about one inch around the hole, and filled with high density epoxy filler. After the hole is fully prepared, the hole, and all surrounding areas should be dust free, clean. All surfaces should be cleaned with acetone, prior to applying caulk. First, before actually installing chainplate, coat the inside of the hole in the deck with caulk. This insures a perfect seal. Install fasteners, spinning the nuts only, don’t spin the bolts, as the

heads spinning will scratch the chainplates. We don’t want any scratching of the metal’s surface, as the surface scratches can lead to crevice corrosion. After the fasteners are tightened, the deck /chainplate can be caulked. There should be about 3/16” of space between the chainplates and the deck. The gap will allow for caulking. Fill the deck area with caulk, level with deck. Allow time to cure. Usually 24-48 hours.

Install cover plates after caulk is cured. Allow for a small amount of caulk to squeeze out between the chainplate and cover. Clean up excess caulk around cover plate. Always use new fasteners of type 316. Our caulk of choice has been Boatlife brand “Lifecalk”. We also recommend 3M brand 4200. Both of these caulks allow for flexibility as the loads change during sailing.

Chainplates are the foundation of your mast system; they must be prepared to handle the tasks you demand from them

Thank you for the opportunity to share with the Tartan Owner’s Group. We enjoy sharing our experiences with fellow boaters and have been specifically focused on keeping sailors safe for 37 years.

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## Special Treats from Tartan!

**Tim Jackett mentioned some special commemorative bottles of rum that he was sending along for TONE to give away at events. Here they are:**



*They look really great, and we hear that they taste pretty good, too!*

# From Snoozer Cruiser To Full-on Racer

By: Gary Van Voorhis

First of our new Tartan Family Tales series



In the spring of 1998 Gary Van Voorhis and his wife Cindy bought a 1981 Tartan 37 (Hull 321) at Shelburne Shipyard near Burlington, VT. They were the third owners of a boat that had been built in 1981 in Tartan's Hamlin, NC, plant and had spent its life in the fresh water of Lake Champlain.

The boat was trailered to Noank, CT where it began a new life of salt-water service for the Van Voorhis family. Recess, as the boat was christened (Cindy was a teacher), brought joy to Gary, Cindy, and their two children with cruises all over Southern New England and, as part of TONE sponsored cruises, up to Maine.



*The Original Recess - 1998*

Island Packet 35, and her sister and her husband, who owned a Catalina 30, joined with Recess in taking their respective families to all the beloved "local" destinations.

It was amusing to appear at some Nantucket restaurant and ask for a table for twelve. Waiting to get a table (or three) for dinner was the norm. Still, the joy of sailing three boats here and there as an extended family was a true joy. The tradition went on for years but eventually boats were sold and people moved on.

By 2014 Adam Van Voorhis, the eldest child, had grown up, married and had a family of his own. With a rekindled desire to family cruise in mind, Gary and Cindy began looking for a new boat with the intention of Adam taking over the T-37 for his family.

In September 2014 they purchased a 1997 Tartan 3800 (Hull 024) and after her wintering over in Annapolis, MD, the boat was commissioned in June of '15 and sailed to her new Noank home. The greater Van Voorhis' were now a multi-generational Tartan family: A Sparkman & Stephens T-37 design and the second generation Tim Jackett T-3800.



*The "New" Recess at the dock in Annapolis - 2015*

The choice was a good one as the 3800 and the 37 were almost the same length and had similar size and draft characteristics. It wasn't hard to convoy places and it was easy to raft the two boats once settled at anchor or on a mooring. Family cruising was alive and well again.

Meanwhile, Adam, who had been racing on other people's boats, began to prepare the sedate T-37 for racing duty. He made an early decision to upgrade the boat and get a crew together that would be able to compete in the 2022 Newport to Bermuda Race.

In the years since taking ownership, the T-37 now named Desna was rigged both in standing and running rigging. A new Solent rig was installed that allowed the use of a small headsail in high wind conditions and this required the installation of narrower fairlead tracks forward and on the cabin top. The simple Dacron 135 genoa and main were replaced with higher tech North 3di Nordac sails.

The demands of racing led to the purchase of a Kevlar 155 genny, a symmetrical spinnaker, and various other head sails to give the best performance in various wind conditions. Primary winches were



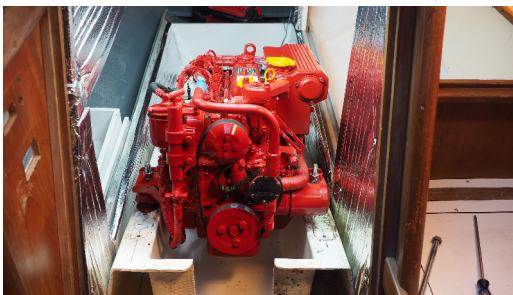
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replaced with larger new Harken gear along with secondaries and other supporting cabin top winches for a double ended main sheet and other sail control duties. The adjustable whisker pole was replaced with a stout purpose-built spinnaker pole. The myriad lines required to control the spinnaker were installed.



*Hmmm, how do we get that up there?*

A hydraulic backstay adjuster was added to add mast bend and flatten the main.



*The new Beta 40 in place, but not all connected*

The comfortable dodger and bimini Gary and Cindy installed were consigned to the basement as they conflicted with the clear vision and access that racing demanded. Month by month and season by season the boat was changed to reflect the new skipper's intended mission.

In 2020 the weary Westerbeke 50 that she had come with was replaced by a new Beta 40.

A new rudder (ordered three years earlier from Tartan in Ohio) was installed. A new electronics suite was installed and the wiring was totally replaced. Even the plumbing system for both fresh water and the head was completely replaced and rebuilt.

As the 2021 season begins to be visible on the wintry horizon, the boat continues to be constantly worked on. The bottom is being refinished and faired. A new below decks auto pilot was installed. The old nav station was removed, redesigned, and rebuilt.

I have undoubtedly forgotten to include many of the additional refit items that have been completed. Hull 321 will begin the 2021 season as a nearly rebuilt boat. She is signed up to compete in the early June *Annapolis to Newport Race* and although the *Marblehead to Halifax Race* has been cancelled due to Covid, there is a USA-only stand-in that she may compete in.

The original goal of competition in the 2022 Newport to Bermuda Race continues apace. The initial paperwork to enter the race has been provided and the race committee has flattered the skipper by asking if they can use his list of pre-race upgrades as a model for anyone wanting to get their cruiser ready to compete in the offshore race.

And the T-3800? She's had a new 3Di Nordac main and genny installed and Gary and Cindy plan to make 2021 their 10th cruise to Maine in a Tartan boat.

This year it will be without the kids whose racing schedule will eat up all their available vacation time but they are confident that the two boats will be out family cruising again after the Newport-Bermuda campaign is completed.

And, their two eldest grandchildren, 23 year old Joshua and 21 year old Arianna both love sailing and are part of the Bermuda crew, so who knows, it could be a three boat family flotilla yet again someday.



*Desna and Recess Rafting in Maine*



# Practical Advice for Selling Your Boat

By: Dick Waterhouse  
Brewer Yacht Sales



There are many options in this realm but here are some especially important basics:

1.) CHOOSE AN EXPERIENCED BROKERAGE HOUSE - preferably with a "Specialist" who has experience in your type/model boat. You will want someone aggressive and knowledgeable about the product and knows the procedure through the paperwork.

I recommend for many reasons not to sell your boat yourself. You do not want a full-time job or open yourself to liability and other headaches. Rely on EXPERIENCE!

2.) PRICE YOUR BOAT PROPERLY. The wise broker will do many hours of research reviewing ASKING prices - but most importantly reviewing SOLD boat prices.

(They have access to sites like Soldboat.com that only dealers have.)

This huge assist has been available since 1995 and I use it every day to evaluate pricing/value. It makes BUC and NADA values less desirable and is accrued by brokers selling your model boat over many years. My experience has often been as high as 15% off on figures.

Do not overprice/underprice your vessel. It can go stale from inactivity, or you can give money away selling quickly to some lucky / smart buyer!

3.) CLEAN /PREPARE YOUR BOAT to the best ability you are capable of and if you cannot do the work hire a professional detailer. This will be the best money spent ever towards bringing you top dollar.

A. Clean the bilge, consider epoxy painting it -the difference will amaze you.

B. Brightwork, revarnish the works - deck rails, toe rails, companionway boards, Vent boxes etc.

TARTANS are all about VARNISH and good/excellent condition help sell the boat!

C. Polish the chrome and metal extrusions- yes -all of it!

D. Pump out the head tank and flush lines to rid vessel of horrific odors. Bad odors ruin more deals!

E. Clean the glass before a showing!

F. Clean carpets

4.) ATTEND THE SURVEY - as requested by the Yacht Brokers Association of America guidelines. You will learn a lot about the objective condition of your boat which will give you an advantage once negotiations begin with your potential buyer. All buyer questions should go thru the broker - do not talk freely with BUYER. Everything you say will be remembered and often brought up at end of survey. This can cost \$\$ you were not expecting.

5.) HAVE ALL EQUIPMENT FUNCTIONING PROPERLY - remember what isn't functioning becomes a deduction from offering price. Do the obvious, the engine must run well for sea trial, electronics should function 100%, sails be in cleaned/serviceable condition.

6.) CHOOSE A BROKERAGE HOUSE THAT HAS GOOD ACCESS AND EXPOSURE TO THE PUBLIC. Sites like YachtWorld.com are a must and usually a secondary site is helpful like BoatTrader/Sailboats.com - avoid Craigs List etc. Also be sure your boat can be easily seen on the lot or in the water.

7.) MAKE VIEWING AND SHOWING COMFORTABLE FOR YOUR PROSPECTS. A favored Marina dock is best at your brokers office for easy on /off with clients. Weekend showings will increase interest and traffic! Client prospect visits to mooring locations are difficult at best.

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8.) DO NOT ATTEND SHOWINGS WITH THE BROKER - I guarantee it will cost you money! Sellers can raise questions for the buyer that become problematic.

One customer casually told a prospective buyer that the boat was “Holed” in the past. This comment ALMOST COST THE DEAL!! In reality the damage had been professionally repaired many years earlier and the fiberglass work completely undetectable.

A center console seller speaking with a prospective buyer agreed to a \$5K repair for a scratch in the hull which cost a tenth of that to fix. Friendly comments can have expensive consequences.

It often can be determined by a seasoned broker within 3 minutes after boarding your vessel if a prospect is going to make an offer to buy your boat!

The items above that you neglect can and probably will stop a deal!

## Shiny and Clean sells!

*Dick has been a yacht broker for over 35 years and at one point worked with an authorized Tartan Dealer. He is an adept sailor as well as broker and is a member of TONE. He can be reached at:  
860-884-6268*

**Maine! Overdue, but on the agenda for this summer.**

TONE has announced a Maine Summer Cruise. This is our DRAFT plan as of 30 April 2021. Things may change but this is a pretty solid looking plan. The Cape Cod Canal favorable morning west to east currents drive the start dates for those of us west of the Canal.

[illegible]

# The Evolution of Magic

By: Michael Tamulaites

A Tartan Family Tale



How do we achieve our dreams? Sometimes it takes hard work, unending hours of doing what you need to do to make the money, the time, the whatever it is to make your dreams come true. I'm a lucky sort as I have lots of dreams and one of them has come true. I didn't work hard for this one, however, as sometimes dreams are fulfilled by Magic.

"I think it's time for me to quit skydiving and take up a new hobby to meet people." That comment is real and it emanated from my 33-year-old single mom, who was raising her two kids alone in the small, wonderful little seaside town of Naples, Florida. I was 10, my sister 8, and we'd recently finished a cross-country and back drive in our Caprice Classic Chevy wagon, brown, with the fake wood decals on the sides. We traveled with my mom's parachute gear taking up much of the rear and she jumped in drop zones in Texas, Nevada, California, Massachusetts, and back in Florida that summer, the summer of 1975. Wow what a trip.

She'd sailed maybe once on a friend's Pearson 26, you know the one with the outboard hanging in that slot in the transom. They were ubiquitous in the 70s and 80s and you can get one today on Craigslist any day for under two grand. Cool boats. But not as cool as the Kool styrofoam beach boat that was my first sailboat ride. Yes, the one that hung from the ceiling in department and grocery stores in many coastal towns and small cities promoting death by cigarette, but also getting tens of thousands of people on the water sailing. Not sure who I was sailing with but it seemed, well, cool.

Cue the Coast Guard Auxiliary as this dream starts with them teaching my mom how to sail. What a fantastic organization as they gave a single mom of far less than average income the courage to buy a used Sunfish from the Marco Island Beach Resort and set us on a course to adventure that continues today. I actually remember sitting in the cockpit of the rigless fiberglass beach boat as my mom worked the numbers

with the hotel manager and I don't remember much of my childhood in that detail. Just ask my sister.

In short order the attractive young mom was crewing in the local racing fleet on a beautiful Tartan 27, Finesse, and her son was racing and even cruising that Sunfish every chance he had. I liked the Sunfish, I was completely smitten with the Tartan. Wow, what a boat. We were lucky enough to cruise one summer on her in the Bahamas, me, my mom, my unwilling sister, one of my sailing and life mentors, John Penner, and during race week, the owner Art Graham. Imagine that crew showing up on the starting line for Abaco Race Week. Whew. What a fabulous few weeks!

The 27 was very cool, and I love them to this day, but the dream arrived when the brand new, orange-hulled, Dorinda, a Tartan 34-C, came to our little sailing world. Wow. She. Was. Gorgeous. Her wheel was aft, her mainsail on the short boom with mainsheet running on the cabintop traveler. Under the artful command of Harrison Lane, she kicked everybody's butt on the race course and looked diabolically wonderful at the after race raft ups inside Gordon Pass. She lit a fire of desire in me that burned for 39 years. Now that's a fire.

Tartan ran through my blood as such a living force that I found myself working for the company not once, but twice. And I'd do it again. During my time there and actually, all the time, I kept on the look out for a Tartan 34 that needed a little love. You see, the marine industry is a wonderful place to work, but like the poor cobbler's kid there usually isn't enough left at the end of the month to buy what you purvey. Plus, they stopped production in the 80s! As the summer of 2019 started its glide into fall, a kindred spirit of mine working with me at Tartan received a fateful call. There was indeed a Tartan 34 that needed some love available in Connecticut for a price a boatbuilder could consider. Not able to ship her to Ohio, the offer was passed to me, who could sail her home to Bristol, RI. We had some photos to look at but they were out



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of focus and actually pictures of pictures on our computers. There was the hull number, so we looked her up in the archives but that didn't tell us much about her current condition. But there was the owner, a Navy veteran, who'd owned her for more than 34



years. An owner who sailed her as often as he could. Who raised four daughters with her standing by on a nearby mooring and showed them the wonders of self-reliance aboard her. With daughters up and gone he

sailed and cared for her as long as he could but as happens, the care and feeding of a 34-foot old sailboat became more than what was sensible for him to continue.

The first time I saw Four Belles was walking down the Indian Harbor YC guest dock where she was neatly moored with a beaming Mr. Welch by her side. It had taken a bit of time to make the ownership transfer so my first boarding was the day before I was set to singlehand her home from Greenwich, CT. I'd packed Blue, my nearly antique Suburban, with all the winter sailing clothes, ski clothes, and warm bedding I owned: ski gloves, insulated leather mittens, knit caps, balaclavas, long underwear a few extra coats, huge army boots, multiple pairs of socks, sleeping bag, heavy blanket or two, pillow, and some energy bars, peanut butter and marshmallow Fluff, (no refrigeration necessary) a loaf of bread, lots of

water and a celebratory beer. Just one. You see, it was late November, it was cold, see your breath cold, and it was nearly 140 miles to Bristol.

The day of departure, November 20, 2019, was chosen by weather and time available. The temperature was forecast to rise into the 40s by mid-day of my first day on the water, the sun was forecast to shine, and the wind was forecast to be light from the north. Traversing Long Island Sound in the winter, on a boat I did not know, alone, needed to be moderately well forecasted, the most important piece being wind, but temperature and precipitation close behind. I love the software program Predict Wind and it has never failed me so when the sun rose as Four Belles' antique Atomic Four with a who knows how fouled propeller (and bottom of course) pushed us gently downwind in a three-knot northerly away from the YC docks I was feeling good and cracked that beer. Too soon. Although running smooth, the engine was running hot. With no real room for error and no self-steering to keep me on course while I sussed out the engine issue, the decision to return to the YC dock was an easy one.

Does Four Belles ever leave Greenwich, Connecticut, her home of 34 years? Do Atomic Four engines like cold seawater? Is a wood stove mounted over a gas tank in a Tartan 34 a good idea? Where is Four Belles now? That and more to come . . .



# Tartan Tips:



## Keeping Her Young and Vibrant

By: Alan Benet

There is one distinctive attribute about all Tartans, they are head turners. We have all experienced admirers stopping by our boats just to say something like “that is a beauty”. As our Tartans gracefully age and they do age, we must constantly be diligent about continued maintenance to keep our Tartans in perfect shape.

La Retreat is a 2006 Tartan 4100 (#95) which we purchased new. It is the ideal boat for us. As we roam the boat shows year after year inspecting similar size (or even larger) sailboats, my wife and I always come to the same conclusion – La Retreat is the perfect boat for us.

I am compulsive, as many of you are, about maintaining La Retreat in perfect shape. We, as sailors, know that no matter how diligent we are with maintenance things do break and often at an inopportune time. The failure of one component can also lead to a compounding of problems.

My maintenance/upgrade plan is to proactively replace or restore systems before they break. I have listed below some major and minor maintenance and upgrades performed on La Retreat:

- After nine years of use, I bought a new Doyle composite jib 140% - Immediately La Retreat's performance was dramatically improved compared to the original Dacron sail. She points higher and because the sail is lighter (in light winds, and off the wind) the sail holds its shape better, while not collapsing.
- Over the years I should have been more diligent in the maintaining the original windlass. The motor is housed in a damp environment and the windlass sits on the deck exposed to salt water. As a result, the windlass had to be replaced in its entirety. Now I regularly service the windlass and check the wiring for corrosion and spray the wiring and motor with a protective coating.
- Replaced the bellows for the PYI dripless shaft seal
- The blades on La Retreat's MaxProp had 1/8" play, making steering difficult. The prop was removed and sent out to PYI for an overhaul. Once returned, I had it installed by the boatyard and it has worked flawlessly ever since.
- In 2019 the Lewmar steering pedestal called out for attention. A major component is the top bearing housing which had been cracked for many years and was adversely affecting the steering. The broken part was replaced and the steering is tight and precise.
- I enjoy getting the boat serviced and launched early in the season. Often the launch date occurs before the warm weather has had a chance to become established, so the need for cabin heat is essential. By the 2019 season La Retreat's ESPAR heater had shown signs of malfunctioning frequently, so it was time for an overhaul. Current procedure is to utilize Ocean Options for service to the ESPAR every 5 years.
- In 2019 we installed a new Raymarine Axiom Pro16 along with a new radar. We all know the tremendous leaps in technology in 13 years and those features are evident with the Axiom Pro. Not only was the equipment replaced, but additionally we replaced all the 12V wiring powering these new component.
- Over the years I have replaced waste lines and major water lines attached to the Yanmar engine. I was concerned that the fuel lines were aging and may crack or rupture. While I do all of the mechanical maintenance myself, I thought it be prudent to ask a qualified mechanic to thoroughly inspect the fuel lines. His conclusion, they are in perfect condition, no need to worry. He also remarked, however, that many production boats today skimp on materials and use inferior fuel lines, but not Tartans.
- When La Retreat was new, I installed a 2nd clutch forward of the clutch for the main. This serves

two purposes – prevents slippage and facilitates reefing. When ready to reef I open the aft clutch and feed the halyard forward to where marked for the reef position, then close the clutch. When ready to reef I just release the forward clutch and then reef the main.

The list above covers most of the major upgrades and services that have kept La Retreat looking and acting like the fine lady that she is. Other necessary improvements include, but are not limited to:

- Replacing all four AGM batteries
- Replacing the dodger windows with Makrolon polycarbonate
- Stripped Cetol from toe rails and reapplied it with several coats. While the Cetol does not quite have

the look of varnish, when applied properly it looks good and holds up well.

- Recently we added a new main halyard 10mm Marlow D2 Racing as well as new jib halyard 11mm New England Ropes Endura braid.

Yes, La Retreat is a head turner and is in great shape too.

I have had the opportunity to sail with Pete Torosian on his T4100 from Bermuda to Newburyport, Mass. twice. Not only is the T4100 a beauty but it is also a fabulous ocean going vessel.

Thank you to Tim Jackett for designing such a great boat!!!

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## Updating Your Pedestal

By: Dick Jerauld  
Tartan / C&C 115

When underway on Infinite Jest, our Tartan built C&C 115, the pedestal is “command central”. Here are some key updates we’ve done over the past four years to enhance the efficiency of our pedestal and that hopefully, you can get some ideas for your pedestal.

I must mention the importance of checking your pedestal’s steering, cables, and quadrant before spring launch. Pull out your compass, inspect, clean and lube the chain and upper cables (if your Tartan is so equipped). Then climb down into the aft locker and do the same to the lower cables, pully’s, quadrant, and auto-pilot attachments. Definitely check the cables for correct tension and adjust as needed.



*Belowdeck Pulley*



*Quadrant*

We had to rebuild our complete steering system that was covered in a previous TONE article so the Tartan Tips (below) focus on other pedestal updates which are very ‘doable’ for the TONE DIY-boater. Just send me an email if your need more detail.

### Electronics –

Our boat came with a Raymarine E80 chartplotter, auto-plot and ST-60 instruments inter-connect by Raymarine’s original SeaTalk network. The E80 had a raster issue and the auto-pilot was near impossible to engage as you couldn’t see the On and Standby buttons where it was located. Rather than just replacing the E80 chartplotter it was time for an electronics update. A trip to Defender Marine and their annual sale helped us narrow down the approach we took.

The first step was to replace the original 3-wire SeaTalk network on the pedestal to Raymarine’s new NMEA 2000 / SeaTalk NG high speed ‘plug and play’ network. The older SeaTalk ST-60 instruments on the companionway would be interconnected via a SeaTalk to SeaTalk NG converter. Our plan was to start with the pedestal and over time, move to a complete highspeed SeaTalk NG network throughout the boat which we have done. Non-Raymarine electronic items can be easily integrated into the NMEA / SeaTalk NG network with available specialized cables (e.g., connect Vesper AIS, Fusion radio, etc.). Raymarine has a great instruction guide on their website on how to update your network to SeaTalk NG.



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Next was choosing a new chartplotter and pedestal mounting POD. Defender Marine has a nice display of various products available from many vendors which helped us decide on a Raymarine E97 hybrid chartplotter and SeaView POD. This POD is very compact and allows for smaller instrument PODs to be mounted on the right and left of the main POD. No separate or bulky instrument POD needed. We moved the auto-pilot head to the right side of the new chartplotter and added a i70 multi-function instrument to the left side. All in direct view and very easy to engage.



*Pedestal Organizer Rear*



*Rear View of the POD*



*Front View of POD*

We now have all available navigation information in front of the helmsperson at eye level. We've found you need both the manual and touch control features of a hybrid chartplotter. When your hands get wet the touch function becomes useless!

### **Pedestal Organizer -**

We needed a holder for our binoculars, beverages and iPhones. The normal beverage holder was not going to work. I found this versatile binnacle mounted pedestal organizer by "Snap It" on Amazon (\$82.00). It includes beverage holders plus a walled center section which is a great place for iPhones, binoculars and small items. I had to make extensions to fit this unit into a tight space and it has worked out well for us. Highly recommended!



*Snap-It Pedestal Organizer*

Pedestal Grips – On a whim we decided to try Edson's new "Comfort Grip" introduced at the last Newport Boat Show. These flexible hand grips are easy to install and provide a great non-slippery surface when you're out there rocking and rolling. We like them very much. You should give them a try!



*Edson Comfort Grip*



*The Comfort Grip on the Pedestal Guard*

### Secondary Chartplotter –

Sandy spends most of the time steering while I'm in the cockpit tweaking lines to make us go faster. That's why we love our Tartan C&C 115! However, that limits our 'situational awareness' when Sandy



*Secondary Chart Plotter facing Aft!*

asks for a navigational check (e.g., where's Red #9?) or me doing a cross-check to make sure we're on course, etc. Climbing aft to look at the primary chartplotter is simply not practical. To solve this problem, I mounted a small independent chartplotter on the backside of the pedestal for

the crew. I intentionally kept this secondary chartplotter as a standalone unit just in case we ever had a network failure on the primary system. Now it's quick and easy to do navigational cross-checks.

### Engine Panel -

This last one was not by choice. Our Yanmar engine control panel is mounted on the lower part of our pedestal and was in 'serious trouble'. The tach was not working correctly, the alarm alert and lights were dead, and the plastic face was disintegrating. Time for a new panel. Yanmar has moved to 'keyless' pushbutton type panels which are expensive and require a conversion cable assembly to adapt to the engine's existing cabling. I looked into custom panels but in the end went with Yanmar's new keyless panel and adapter assembly. This new panel is simply "great"! We love it. Very easy to install and use. We



*The New Yanmar Panel*

Start Button all you want but the engine and panel power are Off. If you have the old key style engine panel, I suggest looking into the new push-button type. Expensive but worth it!

can now see the tach which works correctly, and you can program the tach and alarms as needed. One might ask... "Can't someone easily steal your boat"? The answer is "No" as we have a Starting Battery switch down below that is kept in Off mode when not using the engine. You can push the



*The New Panel Installed*

Let's hear from you on your boat projects whether you or your boatyard did them. Sharing ideas and information on improvements with other members is what TONE is all about.

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# Galley Notes

## Favorite Recipes & Tips

By: Jan Chapin

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*Springtime commissioning is such an exciting time. Long days turn cooler at the end so nothing beats comfort food. You can't get more comfort than from Stovetop Mac and Cheese.*

### *Ingredients:*

*2 tablespoons butter*

*2 tablespoons flour*

*3 cups water*

*4 cups milk*

*1 pound uncooked pasta (I used cavatappi)*

*1 teaspoon Kosher salt*

*1/2 teaspoon garlic powder*

*1/4 teaspoon ground mustard*

*4–5 cups (16–20 ounces) freshly-shredded\* sharp cheddar cheese (I used sharp white cheddar)*

*1/2 cup freshly-shredded\* Parmesan cheese*

### *Instructions*

*Melt butter in a large stockpot over medium-high heat. Add flour, and stir until combined. Cook for 1 minute, stirring occasionally. Then pour in 1 cup of the water, and stir (or whisk) until the mixture is completely smooth and begins to thicken. Gradually pour in the remaining water and milk, stirring until evenly combined.*

*Stir in the pasta, salt, garlic powder, and mustard until combined. Then continue cooking, stirring occasionally, until the mixture just reaches a simmer. (Btw, I recommend grating your cheese while the pasta cooks to save time!) Reduce heat to medium-low to maintain the low simmer. Continue cooking, stirring occasionally, for about 9–10 minutes, or until the pasta is al dente. (Be careful not to overcook the pasta!)*

*Remove from heat, and stir in the cheeses until melted. Taste, and season with additional salt (and black pepper, if you'd like), as needed.*

*Serve immediately, and enjoy!!*



The web home of  
TONE

## TONE Website — [www.tartanowners.org](http://www.tartanowners.org)

The website contains the latest news, membership applications, registration forms, newsletters, special articles and other pertinent material.

### Nor'easter the TONE Newsletter

Nor'easter is compiled and edited by Sam Swoyer and published by Gary Van Voorhis with generous assistance from members of the TONE Board. All photographs in this newsletter are the property of the authors of the respective articles in which they appear, unless otherwise credited. **Please send articles specific to Tartans such as boat projects, notices from other Tartan groups, announcements, pictures, etc., to [samswoyer@comcast.net](mailto:samswoyer@comcast.net)**

Cover - T-37 *Desna*, the subject of one of our articles, glows in the sunset at Merchant Harbor, Maine. Photo - Gary Van Voorhis

Legal

## Tartan Owners Northeast, Inc. d/b/a TONE

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## TONE's Mission

To provide forums for all Tartan owners to exchange information, enjoy boating and social events together, and create a sense of fellowship in order to enhance our ownership experiences.

Our Mission