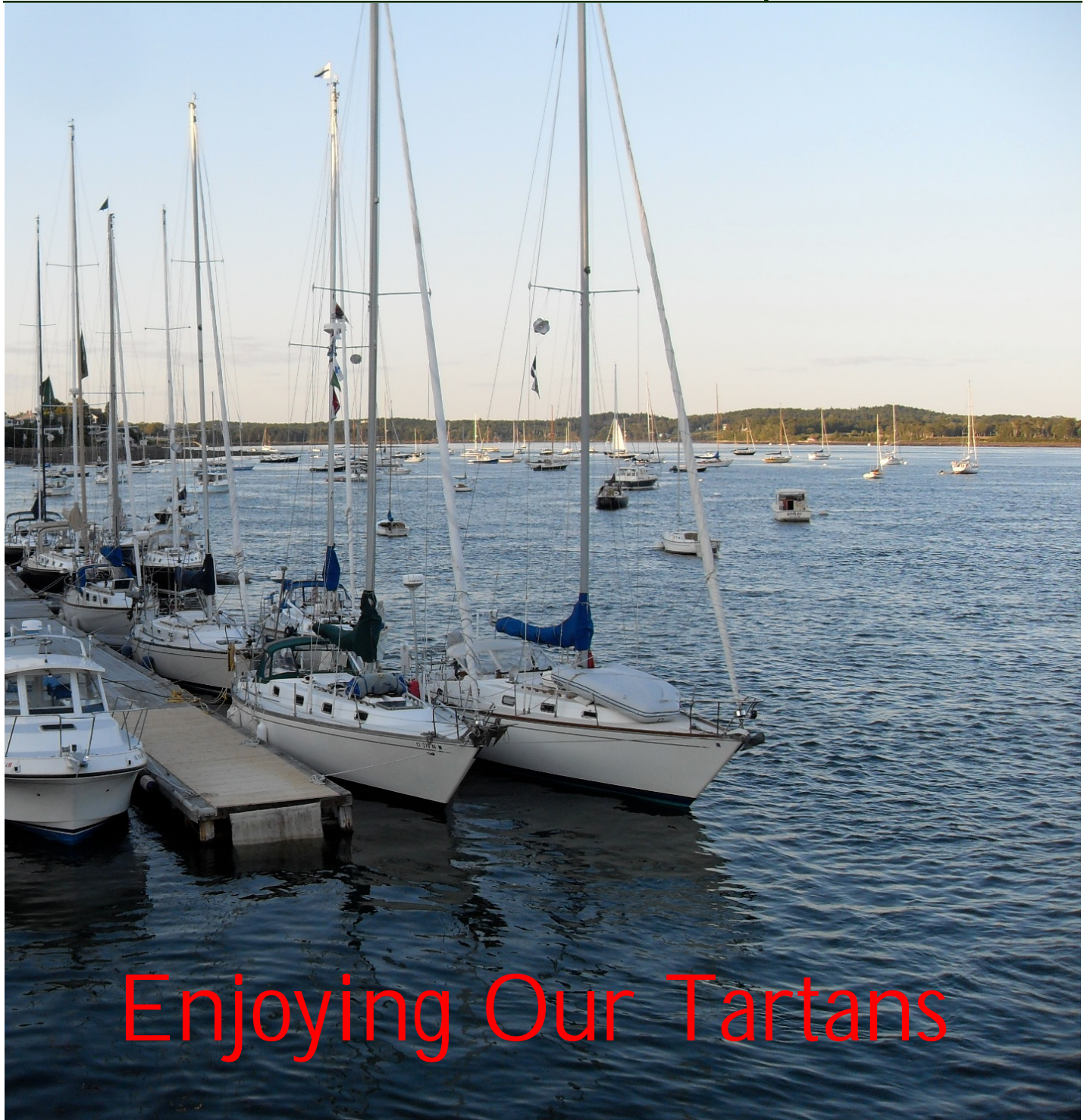


Nor'easter

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



Summer Edition 2014

Letter from the President

Alan Benet



IS IT THE JOURNEY OR THE DESTINATION?

The answer is, it is probably both. Some days the journey (sail) is spectacular and other days the destination is wonderful. While I would like to share some of our fun sails with you, this article will feature a handful of some of our favorite destinations in New England.

Each year, we try to stop at one to two different ports that we have not been to in the past. Oftentimes we discover a new port unintentionally and sometimes by design.

Last summer we departed Boston Harbor at 0650. Our destination was Wentworth Marina in Portsmouth, usually a day's sail. Wind was out the northwest at 18 knots. With a full main and the staysail (on inner forestay) we were beam reaching at 9-10 knots. It was a glorious sail. As we passed Thatcher Island to port, it was apparent that this heading would continue to take us offshore, with a long tack to Portsmouth. So, an alternate plan for a different port was needed.

I looked at the charts and located Newburyport. As we approached the entrance to the river the bright setting sun made the entrance even more challenging. The marks were difficult to distinguish and in addition to the green cans there were speed limit buoys the same shape and size as the green cans. Although the channel was tedious, and the currents strong, it was a very worthwhile port to visit.

Newburyport Marina is a wonderful facility within a couple of blocks of the town. The town is interesting, with a variety of stores and excellent restaurants. In the morning we had a delightful walk on the waterfront park, which parallels the channel. Newburyport will see La Retreat again.

We normally sail or motor the rhumb line from the Cape Cod Canal to Boston or vice versa. In 2006, we departed Boston. La Retreat had just been commissioned two months earlier and for the past week the helm had some rough spots as I turned it. Tartan thought it was a bearing problem. As we were abeam of Scituate, the problem got dramatically worse, so Scituate was our port of call. After picking up a mooring I went into the lazarette hoping to diagnose the problem. Fortunately, it was simple – the ram arm on the autopilot was binding. Raymarine was very accommodating, telling us if we brought the unit to them that day (in New Hampshire) they would either repair or replace it within a couple of hours. They kept to the their word and by the time we returned to La Retreat, the sun had set and we ready to go to sleep.

Leaving Scituate at 0430 the next morning did not give us any time to explore and enjoy this delightful harbor and town. A couple years ago, we were running ahead of schedule by a couple of days. We had planned our leg from the canal to Boston; however, Boston Waterboat Marina could not accommodate us. So we found ourselves in Scituate. It is an easy harbor to enter. A call to Easy Rider got us a mooring and launch service. After enjoying a

walk through town we discovered a fabulous restaurant, Oro. We now make a detour into Scituate, even if it is not on the rhumb line!

Pulpit Harbor is a well-protected, picturesque cove on the east side of Penobscot Bay opposite Camden. There no moorings and only a dinghy dock, so you should arrive there early to secure a good spot to drop anchor. Fresh lobster is available from a lobsterman that has a float in the harbor. The island is an anachronism, with beautiful old cottages (15-20 rooms!), antique cars motoring on the narrow roads and a quaint village where residents wait at the wharf for the ferry from the mainland to arrive. You can even buy fresh eggs (on the honor system) from a farm en route to town!

A short distance (couple of hours) to the east (heading east through Fox Island Thorofare, across East Penobscot Bay and east into Deer Island thorofare) is another harbor, Stonington, much different in character to Pulpit. Pick up a mooring at Billing's Marine and take a 15 minute walk into town. Most striking are the murals painted on the foundation of the buildings. The buildings are colorful and the views from town are spectacular.

Isle au Haut - Linda Greenlaw, a nationally renowned swordfish boat captain made famous in the film *The Perfect Storm*, author and lobsterwoman makes this rugged, beautiful island her home. There are a few moorings in the channel. While we have not explored the entire island, there is one store, which has a variety of food for provisioning. Half of the island is Acadia National Park. On our next visit we plan to explore some of the winding dirt roads and some of the many hiking trails on this Acadia outpost.

How can you visit Maine without savoring blueberry pie? A must stop is the Quietside Café in Southwest Harbor. I guarantee that you will agree with Laurel

and me that Quietside makes the best blueberry pie. Dysart's Marina (a short walk to town where you will find the Quietside Café and other restaurants and lobster shacks) in Southwest Harbor is our last port of call before returning west.

We usually spend two to three nights at Dysart's Marina, hiking in Acadia National Park and exploring Mount Desert Island courtesy of the free bus service funded by L.L.Bean. Acadia is magnificent. There are challenging hikes (up Cadillac Mountain or Bubble Rock) and others, which are scenic, around lakes and through the woods.

The towns provide a contrast – Northeast Harbor and Southwest Harbor are yachtie towns, while Bar Harbor is more touristy. We like it all.

What new destination is on our list for this year? Wheeler Bay, just about 2nm north-east of Tenant's Harbor. Why? Miller's Lobster!!!

We stumbled upon this lobster shack last year by car. It is not a harbor frequented by sailors, however, the owner said that if we called him on his cell, he would have a mooring for us. The view is spectacular and did I say LOBSTER!!

I hope that I have enticed you to join TONE on our New England Cruise in 2014. The flexibility of the planning is that you can join and leave the group at anytime. If time is limited, perhaps take a leisurely trip heading east and ask friends to join you for a quick delivery west. Lastly, thank you to the cruise committee – Peter Crawford, Lee Andrews and Roy Mayne, for planning and executing our TONE 2014 cruise. Behind the scenes your TONE Board has also assisted, with the publicity, website presence and suggestions. Laurel and I look forward to seeing you this summer on our TONE cruise.



Land's End: Yachtwear

Alan Benet

In the past, Laurel and I have ordered shirts with the La Retreat logo from several different sources. The quality of the shirts was not consistent and we never liked the logo style for "La Retreat".

At our Essex rendezvous last summer, I was fortunate to have won a Land's End polo shirt with the TONE logo on the left front crest. The material was light, washed well, did not pill and after wearing it for many, many days (yes, I did wash it as often as I wore it), the shirt still looked like new at the end of the summer.

I am not a shopper of clothing nor does a shirt impress me. However, I do wear polos all summer and this was the best polo ever. I was hooked - I wanted to buy more.

On the TONE website, I clicked on "Boat Bazaar" and then "Yacht Wear" and then clicked on "Land's End..." and was in the virtual Land's End store. It was confusing - too many choices of polo shirts. With one call to Land's End, the customer service person knew what shirt I was wearing and was prepared to assist me with designing a logo.

Designing a logo with Land's End - the customer service department was extremely helpful. I provided them with a drawing and they then emailed to me a printed copy. We must have had 5 or 6 revisions before I made my final decision. You can choose any color thread for the embroidery as well.



TONE logo - I had that made smaller (TONE logo is 3.2"; my TONE logo is 2.5").

I ordered white shirts with green logos

(looks great); red shirt with green logos (TONE is ok

in green but La Retreat should have been white); and navy blue with the same green color logos (my comments on the red shirt apply to the navy shirt, as well).



Pricing - \$25 for the shirt. Logos were free since there was a promotion for free logos. Sign up at Land's End to receive sales promotions in order to receive special deals.

For your convenience of I have included below the order details of my shirts.

You will be very pleased with the great service from Land's End!

Alan's Order:

To: Alan Benet

Company: Tartan Owners Northeast

Order #: 3968879

Logo #: 1329726 (Left Side Chest)

Logo Size: 2.50"W x 1.15"H

Logo #: 1297875 (Left Side Sleeve)

Logo Size: 3.260"W x 1.980"H

Places We Sail

Gary Van Voorhis

In the Winter 2014 Nor'Easter issue we reviewed Scituate Harbor as a good prospective stop after the Cape Cod Canal transit. In this issue we'll take a glancing blow at a number of harbors which might be good choices for a stopover as we continue heading for Maine. The key to these choices is the concept that the sailing day should only be five to six hours long before one picks up a mooring in an interesting harbor or sets the anchor for the night.

Before I retired I suffered the great sailing limitation of the fixed vacation. My Maine trips had to be completed during a two-week work period, with weekends added to expand the actual on-water days. This condition required a practice I referred to as "Marine Recon Sailing". It meant getting up at first light (generally about 0500 in early August) and sailing or motoring for at least 60 miles. Due to the cruising speed limit for my Tartan 37 that usually meant about a ten to twelve hour day. My wife hated it, especially when we had to motor.

When I retired I promised an end to Marine Recon Sailing unless we really needed to do it or we both agreed to the schedule. Instead, we wanted to have more leisurely days where we actually enjoyed the process of getting to the destination.

This premise has been extended to the entire TONE 2014 New England Cruise. You will notice the ports of call are closer than in the past and a number of destinations have two-day stays listed on the agenda. No skipper has to abide by the schedule. If you want to sail every day there are certainly many harbors that would be wonderful intermediate stops and still allow a boat to be at the appointed harbor when a dinner or group event is scheduled.

So what after Scituate? Well, the fact is that the next organized event after the Padanaram dinner is a

gathering at the Landfall Restaurant in Manchester by the Sea (Sunday, August 3, 2014). Luckily for us all, the distance from Scituate to Manchester is only about 25 nautical miles. This makes a straight shot from Scituate to Manchester a very non-Recon sail.

The route is fairly straightforward. After leaving the harbor channel at Scituate, a course of roughly 354° will head one directly for green can "3", 19 nm distant, and heading into Salem Channel. At this point a number of small islands litter the way and each skipper will have to plot the course that suits to the Manchester Harbor channel entrance.

Once in the harbor contact the Manchester Yacht Club (VHF 78A) and identify yourself as a member of the TONE cruise group. Cruise members are being granted the privilege of using vacant member moorings and it is anticipated that all our travelers will be accommodated.



Manchester-by-the-Sea, MA

A skipper coming in to Manchester at any time will find the Manchester Yacht Club has a very hospitable policy on mooring availability. Between the yacht club and the regular moorings available from the Manchester Harbormaster (VHF 9, 16, and 68) there shouldn't be a problem obtaining a

transient mooring.

Once on the ball, Manchester itself beckons. It is a pretty little village with numerous shops and restaurants near the waterfront. A favorite is Captain Dusty's Ice Cream.

The 2014 Cruise lists Isles of Shoals as the next stop after Manchester. There are two choices for completing this trip: choice one is to sail across the mouth of Gloucester Harbor, around Eastern Point, and then north past Thatcher Island (and its two historic lighthouses) on to Gosport Harbor; the second alternative is to enter Gloucester Harbor, use the Blynman Canal and Annisquam River, and then exit into Ipswich Bay.

Although the second option shaves some miles off the trip, and offers protection from bad weather in some cases, it is a tricky passage that benefits from local knowledge. The channel is shallow and failure to carefully regard the marks can put you aground. As well, the legendary blind corner at the railroad bridge beyond the Blynman drawbridge can be a terror when traffic is busy. The first time I did it I was in the company of a local sailor who offered good advice based on experience, it was a quiet weekday morning, and the weather was perfect sun. It was a pleasant experience (we even had the assistance of a friendly and helpful railroad bridge attendant!) but the planets would have to be well aligned before I would choose this route over the outside passage. We had spent the night in Gloucester's outer harbor so the Blynman was a short motor. If we had to get into the harbor from outside and then navigate the canal I'm not sure our time and distance savings would have been worth the effort. As they say on the Internet – YMMV.

Isles of Shoals is a unique jewel about 6 NM off Portsmouth, NH. A group of islands, owned by both New Hampshire and Maine, it can make a wonderful way station on travels to and from Maine. Google "Gosport Harbor" and you will find ready advice regarding the harbor and its special characteristics. The received wisdom is that it is a poor anchorage because of all the bottom rocks and vegetation.



Isles of Shoals, NH

Most people using the harbor poach a mooring off Star Island to avoid the sailing agony of dragging. Weekends are busy and the legitimate owners of the moorings are more likely to be using them then. We have planned our visit to be on a Monday in the hope that a workday will give us the best chance of finding vacant moorings for our Maine cruisers.

Transient boaters are now allowed to go ashore and explore on Star Island. It's worth the dinghy ride to the hotel dock to hike the island. There are easy paths and the views from the summit are extraordinary. There is a monument and some interpretive signs that explain some of the history of the islands.

There is a big old hotel still in use by the Star Island Family Conference and Retreat Center. They allow access to the building (Restrooms! Be polite.) In some cases dining room food may be available, but don't count on it. No grocery or provisioning here.

Boaters looking for more amenities may want to consider heading to Portsmouth. Just inside the harbor mouth is Wentworth by the Sea Spa and Resort. As the long name attests, this Marriott owned facility has many luxury accommodations and sports a marina as well. Here you can find showers, washing machines, restaurants, etc. This place has the total package and some TONE members swear by it. One of my close friends ended

up here one windy night when an attempt to set a good anchor at Isles of Shoals failed and the crew traded a couple of more hours at the helm for total comfort at bedtime.

Either location will set you up for the next day's hop to real Maine.

The next stop on the TONE itinerary is a vague "Portland, etc." A crew leaving either Isles of Shoals or Portsmouth is about 30 – 40 NM from the Portland/Casco Bay area. My usual run is from Gosport Harbor to Richmond Island – about 38 NM. This is a longer day than those listed so far, but it's a straight shot and if you are graced with good wind it's a great sail.

Richmond is really two harbors. A very low breakwater runs from the mainland to the island with Richmond Harbor to the west of the breakwater; Seal Cove is to the east. For shelter from the prevailing southwest wind, choose the cove on the east side of the breakwater. In any case, the breakwater is so low that it will be awash at high tide.

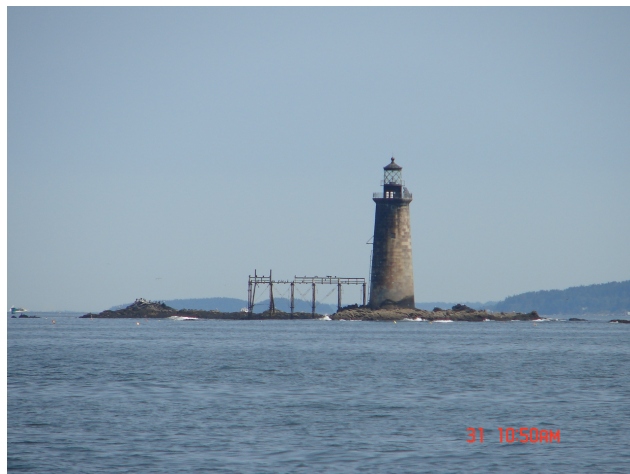


Biddeford Pool, ME

A shorter alternative is to head to Wood Island Harbor and the Biddeford Pool. This harbor has good holding and is about 30 NM from Isles of Shoals.

A longer alternative would be to push on up into Portland Harbor proper, but this would be about 45

NM, so it would certainly be approaching Recon sailing. Portland has all the amenities and if a boat needed work or final provisioning before striking for the rest of Maine, this could be a reasonable stop.



Ram Island Light, Portland Harbor, ME

Biddeford Pool, Richmond Harbor, and Portland itself are all gateways to real Maine sailing. We always see dolphins and Minke whales as we cross Casco Bay. The coastline changes into the rocky fir tree clad shoreline that we associate with Maine and we know we are "Here."

It's about 33 NM from Richmond Harbor up into Boothbay Harbor. This is a pleasant sail (depending on the weather!) and certainly falls into the four to six hour daily sail plan we like to stick to these days. The TONE itinerary calls for two days in Boothbay, with no special event planned. Boothbay is the last of the "Big City" ports on the trip so this is definitely a good place to fix anything that needs parts (numerous chandleries and auto parts stores in town) and stock up on groceries and potables.

After Boothbay we're up into the Penobscot, often praised as sailing heaven. The 2014 TONE plan calls for stops at beautiful harbors and sailing in some of the most spectacular environs you can put a rudder into. We hope you'll join us!

TONE Membership Survey Results

Your Insights Help to Create Great Plans

Sam Swoyer

The TONE Board would like to thank all those members who participated in the 2014 TONE Membership Survey. The participation rate was great at 48% - statistically very valid – thank you again. The Board uses information gathered from the survey to ensure that TONE is providing what the membership really wants. The purpose of this article is to share some of the insights gained from your responses.

First some demographics – where do TONE members live? Over the past several years we have noticed at renewal time that we were getting increasing numbers of members from beyond the Northeast. Based upon the 2013 membership roster the overall breakdown is as follows:

Members residing within the Northeast	75%
---------------------------------------	-----

Members residing Outside the Northeast	25%
--	-----

Wow – that is a pretty interesting breakdown. How does the membership look by state? Here are totals for TONE members residing in the northeast:

Connecticut	23.4%
Massachusetts	19.1%
New York	12.0%
New Jersey	7.8%
Rhode Island	4.3%
Pennsylvania	2.8%
Vermont	2.1%
Maine	2.1%
New Hampshire	1.4%

The largest non-northeast states are Maryland, Virginia and Florida (made up by former northeast “snowbirds”) representing about 13% of members. Leaving approximately 12% from a wide range of states (North Carolina, Michigan, Wisconsin, Illinois, South Carolina, Ohio, Minnesota, Missouri, Texas, California, Oregon, Washington and the District of Columbia) and finally Canada. So, for a group with such far-reaching geographical diversity it becomes critical to gain insights into why people belong to TONE and what value they want from TONE?

The questionnaire used for the survey was divided into two parts. A quantitative section, which asked participants to rate the value of services and events from most important to least and the second section, which

enabled members to use their own words to describe what they felt about a question posed in the questionnaire. Lets analyze the results of the first section.

There were fourteen individual events (like the rendezvous as an example) or communications activities (like the website, newsletter, etc) listed on the questionnaire. Broadly speaking these fourteen categories spoke to social activities or communications activities. Sixty-eight percent of members voted for communications activities as the most important aspect of a TONE membership. Given the diverse geographic make-up of members it makes sense that communications is very critical. That being said, the following is the full list in order from the survey of the most important to the least important:

Score*	Feature
287	Technical Articles on Website
284	Quarterly TONE Newsletter
274	Forums where members share technical and other information
273	Tartan Owners Web Site (Overall)
265	Membership Directory/Tartans Owners Data Base on web site
260	Upcoming Evens on web site
230	Biennial 3-Day Rendezvous
228	Regional Early Season Gathering
223	Classified section on web site
217	TONE store on web site
213	Biennial 3 Day Rendezvous with optional short cruise afterward
212	Midwinter TONE Get-together
198	Tartan Yahoo List
185	Biennial New England Cruise (2 weeks)

*Out of a possible 340 points

*We will not bore you with how the "score " was developed - it was developed in a way that creates an easy method to compare importance rankings of the different features listed on the survey.

You can clearly see that six out of the top seven items from the list above concern information and communications. About four years ago TONE invested in a new website and the list above shows that it is clearly relevant to the membership and is paying off. Armed with this information the board has decided to “double down” and focus on improving the content of the website. As an example, we often run great newsletter articles written (usually) by members about some technical feature regarding sailing or Tartans. It is very difficult to refer to, and find, articles from past issues of the newsletter. One must remember what month and year a given article ran...you get the message.

The TONE board is in the process of loading all past articles from the TONE newsletter to the “Forums” section of the website. This will greatly enhance the ability of a member to reference and find specific information. Furthermore it is clear from the list above that TONE sailors value technical information – that is, and will continue to be, a Board priority for the foreseeable future.

Additionally, we are continuing to solicit members who might be interested in sharing a project, experience or recipe with fellow TONE members by writing an article for the newsletter. Let us know if you would like to contribute to “Nor’easter – the TONE newsletter. We are committed to maintaining high quality information in the newsletter and the best articles will be migrated to the website (Forums) for storage and easy reference.

The other section of the survey asked members specific questions and asked them to answer the question in their own words. We will summarize the answers to each question and show a few representative member answers.

Question 1 - What are your top reason(s) for being a TONE member?

The most common answer (by far) to this question is – acquaintances made and long-term **friendships** developed. TONE events bring people with a common interest together and lifelong friendships develop and evolve. Also **learning** from one another is another large factor.

Here are a couple of representative examples of replies:

- After attending our first rendezvous, we had enjoyed the people we met, and have made many good friends through the organization. The events are well organized, we like traveling with the people we have met through TONE, and the safety seminars and rendezvous guest speakers are top notch.
- Opportunity to meet and interact with Tartan sailors in the region. Opportunity to participate in group sailing events/raft-ups, etc.
- Meeting Tartan owners. Learning about great destinations in New England. Friendships
- Fellowship and friendship with like-minded sailors.

Question 2 - Have you participated in TONE events? If not, please indicate the principal reason.

Time, family and other commitments, busy schedules, distance to the event ...LIFE often takes priority over TONE events. Here are a few responses from members:

- Lack of time, look like a lot of fun. I will be attending one of the rendezvous one of these days. I think you do a great job as is.
- Not enough time--still working and prefer to keep boat time to family and immediate friends
- Family and work obligations make it challenging.

Question 3 - Please recommend an activity that you would be interested in attending.

“How to” seminars, weekend raft-ups around the region especially, Western Long Island Sound/Port Jefferson, Narragansett Bay, Boston Harbor. TONE is actively planning a change in format in the upcoming years that will bring TONE to members where you sail.

- Weekend cruises...Every boat should carry a membership list complete with cell phone numbers to facilitate impromptu rendezvous when we meet another Tartan anywhere. Is such a list provided?

In the age of wireless communications the Tartan Database is a great way to make contact with fellow TONE sailors – names, boat names, phone numbers etc. are readily available from the website www.tartanowners.org look at “Info” then “Owners Database”. The information is there for your use.

Question 4 - Is there anything else you would like to see on the web site?

There were some great suggestions from members, such as, a list of boat yards that fellow TONE boat owners use or recommend, a project showcase on the website under forums and more regional activities.

Question 5 - How do you plan to use your Tartan in this upcoming season and for the next couple of years?

As one might expect given many of the previous questions the answers to this question spanned the horizon from weekend day sailing with friends and family to longer cruising. It is probably fair to say that the average response indicated that 1- 2 week cruises is their plan and hope.

Question 6 - Would a nearby (your residence), versus distant, TONE event generate real attendance interest on your part?

The overwhelming response (85%) to this yes/no question was – yes bring TONE events closer to my residence.

Question 7 - Would you like to be able to connect with fellow TONE members when you are out cruising?

By now based upon the questionnaire feedback you should know the answer to this question. The membership replied overwhelmingly positively to meeting up while out cruising at the rate of 80%.

The information contained in the 2014 TONE membership survey is a treasure trove of direction for the TONE Board to use in planning future activities and services. As one reads thru the responses; the candor, enthusiasm and bountiful supply of specific ideas is great. It bodes well for our association.

Lastly, we want to again thank those of you who replied to the survey - for letting us know what is on your mind and how you feel about TONE. We have already begun acting on your suggestions. If you have an idea or suggestion, you don't have to wait for a future survey. Simply click on "Contact Us" on the web site and send us an e-mail! We are committed to making TONE even better!



Safety Corner

Sam Swoyer (Ed.)

Editor's Note: This article is based on source material from US Sailing's Safety at Sea magazine in which appeared an excellent article written by Margaret Williams called "Flame Off". Our thanks to US Sailing for allowing TONE to use their materials.

Fire Prevention and Extinguishing

Fire aboard a vessel is the ultimate disaster. Only if you are prepared for it do you have a chance to contain and extinguish it. Most of us ignore the real

danger of fire afloat. We comply with the minimums set by Coast Guard regulations. In the long run, it is better and easier to understand the fire hazards on a boat and eliminate the possibility of disaster through good habits. So, before the season gets going, let's review some basics about fire avoidance on our boats.

Four components are required to start and sustain a fire: fuel or the material that burns; heat, or the element that raises fuel temperature to its ignition

point; oxygen, the gas consumed in the burning process; and a chemical chain that converts fuel to ashes and smoke. Without these four components, fire cannot exist.

Fires are classified in four categories. Class A fires are those involving such solid fuels as wood, paper, textiles or bedding. Class B fires have liquid fuel, such as gasoline, paint or fat. Class C fires are caused by the heat of energized electrical equipment. (A dead shorted battery could cause a class C fire while the electricity was flowing and causing the heating. This could transition to another class of fire if the current flow was stopped but other materials in the vicinity of the electrical fire had ignited.) Class D fires involve pyrotechnics or metals like magnesium.

Class A fires start when a heat source contacts a solid that will burn – a smoldering cigarette falls on a settee, curtains ignite in a flare-up while preheating a kerosene or alcohol burner. These situations involve ordinary materials and simply keeping a heat source away from any potential fuel will prevent a fire. Class B, liquid fires are more insidious. Nearly every boat carries fuel for stoves and engines, paints or flammable solvents. Liquid odors are the result of molecules that evaporate and then mix with air. The amount of vapor that escapes increases as liquid temperature rises. Some vapors will burn if they contact a heat source. When a liquid burns, it is the vapor molecules that fuel the fire. Some vapors are heavier than air; they will collect in low areas to form a trail of vapors reaching far from the liquid itself. If this trail contacts a heat source (hot surface, open flame, static electricity, sparks) the resulting fire can flash back to the liquid source of the vapors. Fire can occur even though the liquid and the ignition source are far apart.

The lowest temperature at which a liquid releases enough vapor to sustain burning is called its flash point, a characteristic that determines the relative fire hazards of liquids. Those classified as “flammable” have flashpoints below 100 degrees Fahrenheit – examples include gasoline, acetone, benzene, lacquer thinner and turpentine. Liquids classified as “combustible” have flash points above 100 degrees Fahrenheit and include diesel oil, kerosene, mineral

oil and hydraulic fluid.

Many fires on boats are caused by gasoline. If a boat has a gasoline engine leaks can be lethal as tanks and fuel lines are enclosed within the hull, leaking gasoline is trapped in the bilge where it vaporizes and mixes with air to form an explosive mixture. As an added safeguard always transfer gasoline on deck or off the boat. Needless to say, extra fuel (gasoline) should be stored on deck in approved plastic containers.

Cooking materials must be handled with care also. While charcoal is being used less frequently these days, if you use it be aware that charcoal can ignite spontaneously if it gets damp and has little ventilation. Store charcoal ashore and if you take some with you on a cruise keep it dry. If it gets damp get rid of it.

LPG (Liquefied Petroleum Gas), either propane or butane is a highly efficient fuel used by many boat galleys and barbecues. Like gasoline it is both explosive and heavier than air, so any leakage ends up in the bilge. The American Boat and Yacht Council (www.abycinc.org) has established clear guidelines for the installation of LPG systems on boats.

No one can afford to be casual when using LPG stoves. Good LPG stoves incorporate a thermo sensor to secure the gas supply if a burner flame is extinguished accidentally, such as with a puff of wind. Never leave a lighted galley stove unwatched. The popularity of electrical equipment and electronics increases the danger of Class C electrical fires. Make sure that all electrical connections are tight, wires are large enough to carry the current and that all equipment is protected with circuit breakers or fuses.

Always shield batteries from accidental shorting of the terminals and monitor alternator output to prevent overcharging. Overcharging causes boiling in the batteries and generates explosive hydrogen gas.

Extinguishing Fires

It is far simpler to prevent a fire than to fight one, but we must know how to fight any fire that might occur. Fire extinguishers, required on all boats are

classified A, B, and C to correspond to the types of fires for which they are effective. The appropriate letters are clearly marked on every extinguisher.

Class A fires can be extinguished with water. Its cooling effect eliminates the heat component and to some degree smothers the fire by reducing the oxygen available. If water is used, a lot is needed. At sea, that means hauling buckets of seawater, a



slow process that gives the fire a chance to spread. Multipurpose extinguishers are useful for most fires. You should have at least one on board. Such an extinguisher can bring a small Class A fire under control quickly; use water to finish the job, particularly in a bunk or an area that can smolder and possibly reignite. Most importantly, multipurpose extinguishers avoid the need to stop and think about the type of fire before you deal with it.

On a Class B fire, never use water; it will spread the flames or cause them to flare up. The types of extinguishers that work on Class B fires are carbon dioxide, dry chemical, FM-200 (for occupied spaces).

Carbon Dioxide is a clean, dry, non-poisonous gas. Since it is heavier than air, it extinguishes by displacing oxygen. The gas can penetrate cracks and crevices and reaches fires behind obstructions. It will not damage equipment or contaminate food and it evaporates without clean up. Like all portable extinguishers, direct the discharge at the base of the



flames and approach the fire while sweeping the nozzle in a side-to-side motion.

Carbon dioxide has drawbacks. The extinguisher must be discharged no more than six feet from the fire, where the heat is intense.

Drafts will blow it away from the critical area and in a confined space it can rob the operator of oxygen and cause asphyxiation. The extinguishers should be weighed annually and professionally tested if there is rust or corrosion of

the container. Finally, the gas is under great pressure and if the container is damaged, it can discharge violently.

The most common extinguisher on boats is dry chemical. It is inexpensive yet effective against most fires. The dry chemical extinguishes by interrupting the chemical reaction needed to sustain the fire. When using dry chemical extinguishers the same principle of use applies as with Carbon Dioxide extinguishers. Remember the acronym “PASS” for how to use an extinguisher – P=Pull (the pin), A=Aim (at the base of the fire), S=Squeeze (the levers of the extinguisher) and S=sweep the nozzle

Remember!



side to side.

The chief disadvantage of dry chemical is that it makes a horrendous mess, destroys electrical and electronic equipment and contaminates food. No common extinguishing agents stop Class D fires. The only option available to a boater is to dump the burning material (such as a flare) overboard. Most sailors have never used a fire extinguisher. It is a good idea to periodically practice the techniques outlined in this article by discharging an extinguisher in a safe open area. Once a fire has started, it is too late to read the extinguisher’s instructions and there is no time to experiment. All portable extinguishers discharge in a matter of seconds. If not used properly, the agent will be spent before the fire is out.

Remember, any fire extinguisher is only a Band Aid. If you cannot stop a fire in two minutes, you’ve probably lost the battle. Once the fire takes hold it is too late for an extinguisher. Contain the fire by closing hatches, vents, and ports. Shut off all fuel

lines. Send a mayday call and maneuver the boat to place the fire downwind to slow its spreading and blow the smoke away. If you do this quickly, you have a chance to attack the fire with an extinguisher or control it until help arrives.

With care and vigilance, fire is preventable. Yet, as with any potential emergency aboard, every boat should have a plan of action to cope with fire if it strikes.

Tartan Tech

Working on Our Boats



Rudder Issues

By: Dick Usen

Two years ago, a friend called me at home at supper time and asked if I'd be willing to sell him my Pearson 30. My response was maybe, depending on what I could find to replace it. A couple of hours later, I got a phone call from my wife telling me about a Tartan 33 for sale in Bristol Rhode Island. We didn't get much sleep that night talking about the boat that we hoped would replace our Pearson.

The next morning Judy announced that she looked up the listing again and it went back to the preceding May, so the boat was either a dog or had been sold.

I waited until the broker arrived and called him to find out the story. He claimed that the boat was a victim of the economy and was still parked behind his office. He had a customer coming down at 1:00 PM Saturday but we could see it at 11:00 AM Saturday.

We could make it and did come down at 11:00. We found a boat that had been pretty much rebuilt 4 or 5 years before and stored ever since. It lacked a working auto-pilot and depth sounder but otherwise had everything we wanted on a boat. We wrote a deposit check subject to survey and sea-trials which

was accepted by the owner before the other buyer was due.

The next week we brought down a friend who owns a T-33 which turned out to be a month or so older and made in the same yard. The first thing he did was to shake the rudder, which had much more give than his. When the surveyor arrived, he left us w/ a large laundry list of issues but didn't condemn the rudder as he felt it wasn't a serious safety issue.

(At this point, some background is in order. I'm a mechanical engineer who's been involved in marine maintenance since the early 60s in ships from 150 feet steel down to 28 foot wooden Friendships. I consider myself competent but certainly no expert. I've done a lot of glass work and know how to get things repaired. This piece was written about the T-33 but I suspect many if not all S & S Tartans have the same rudder detail.)

Seeing as how the boat was in a first class yard that could repair it and we had over 100 miles to sail home, we investigated repairs. I assumed the bearing detail was similar to the Pearson, w/ a Delrin bushing epoxied into the fiberglass rudder tube. The first step was to contact Art at Tartan and buy a new bearing. We were told that he didn't have any bushings and hadn't heard of any being installed in Tartans. Apparently, when Tartan was sold, the

drawings weren't included in the deal. This explains why Tartan has no information.

We decided that to open up the rudder in a distant shipyard late in April for a mystery repair, would at the least expose us to a huge bill and losing much of the 2011 sailing season. Accordingly, we decided to bring the boat to Boston and do what repairs would be necessary to tighten the rudder. So, we pumped grease into the visible grease fitting and splashed the boat to finish the sea trial. The grease eliminated most of the rudder play and eventually we set sail for Boston.

The last two years were smooth sailing, and the only rudder issue we had was the king spoke that was 45* to port. We had enough to do w/ other repairs, so decided to fix things this winter and spring.

This spring my inbox came alive w/ messages from T-33 owners, starting w/ one owner who wanted to fix a rudder post leak. We both spent a lot of time stuffed under the cockpits of our boats investigating conditions. It turns out that the rudder has a stainless stock that enters the hull via a fiberglass tube that is glassed to the hull w/ four large glassed gussets. This tube ends at about the waterline. Above the tube and under the cockpit sole is a massive casting w/ a bushing, likely bronze, which holds the top of the rudder stock directly beneath the spud for the emergency tiller.

Below this is the quadrant for the steering cables. Below the quadrant is the bronze stuffing box assembly which is glassed to the top of the glass rudder tube. Between the quadrant and the stuffing box is a large collar that's bolted to the rudderstock and rests on the cover of the stuffing box and

supports the rudder. Inside the stuffing box are several rings of 3/8" flax packing, which prevents water from leaking out around the rudderstock.

To summarize, the rudder is supported by an upper and lower bearing and it's weight is supported by a collar resting on the stuffing box cover, bolted down by three bolts. The cover is secured to the stock by a bolt secured by safety wire. The packing inside the stuffing box prevents water leakage but also supports the rudder against the looseness I discovered in my rudder. When I took 1/3 of a turn on these bolts, the rudder stiffened up and the play was gone.

Maintenance is straight forward. You need to block under the rudder to support it from dropping and then you loosen the quadrant and raise it up as high as necessary on the stock and then raise the collar to it. The cover of the stuffing box is held down by three bolts. The cover isn't bolted down hard but is only bolted to the packing for the final adjustment in a similar method to the propeller shaft stuffing box. Remove them and the cover comes up and the packing is visible for removal. The stuffing box could be replaced and a new one glassed to the tube if the glass was cut away as necessary. This would require dropping the rudder a foot or so by raising the boat or digging a hole. Edson makes stuffing boxes like these and likely these very ones. Pictures and drawings are available in their catalog.

Bottom line: any play in the rudder can be adjusted out by tightening the cover of the stuffing box which tightens the packing around the rudderstock. The stuffing box itself can be replaced by buying the proper part from Edson, removing the old one and glassing the new one to the fiberglass rudder tube.

Examining the Fine Print of Yacht Insurance

By Alan Benet

Recently I received a call from a member of TONE saying that his yacht insurance premium just

increased. He asked if I could provide a quote.

What a surprise it was when he discovered that his current policy did not provide coverage for his boat these past two winters! There was a warranty in the policy that stated that if the layup is ashore, then the yacht may not be afloat, thus no coverage. Do you have a similar warranty in your policy?

Chartering boats – did you know that most yacht policies do not cover boats that you charter, either for liability or physical damage? Are you prepared to put all of your assets on the line when you charter a boat?

There are two insurers that do provide coverage: one specifies that the size of the chartered boat cannot be larger than the insured boat, nor the value greater; the other insurer has the broadest coverage stating that the chartered boat cannot be more than 10' longer than the insured boat.

Pollution liability – this is mandated federally that all policies contain a limit of liability of \$800,000.

What if you are fined? Most policies do not cover fines, only a few do. We had a claim for a grounding in Florida, no damage to the boat, but the city fined our insured \$20,000 for damage to the environment. Our insurance company negotiated a lesser fine and paid the claim!

Agreed value – this provides coverage for a total loss equal to the amount insured. However, partial losses can be subject to depreciation. Each policy is

different. Most policies will depreciate fabric. Some depreciate electronics, gelcoat, boat paint, machinery and outboards. All policies are different – read the fine print.

Inspections after grounding – most policies do not provide coverage but a very few do.

Precautionary measures (hurricane haulout) – in some policies this coverage is automatic. Other policies the coverage has to be endorsed to provide coverage. Limits will vary company to company.

Ice, freezing, weight of ice and snow – an association that advertises in all of the sailing and boating magazines and touts that they provide the most comprehensive coverage is one of the few insurers that excludes this coverage. There can be potential damage to your boat, whether on the hard or in the water.

How can you avoid these pitfalls? Read your own insurance policy, line by line and then compare your policy to other policies, again line by line. A knowledgeable insurance broker may even have a spreadsheet



Tartan News

Christine Corbissaro
Tartan Yachts

We at Tartan have had a very busy and successful spring. We look forward to moving into the summer with the hope of a fun and exciting sailing season for all of our owners.

We have recently shipped two 4300's to the Annapolis area. Tartan has also had its first "one design racing class" start out west with the Tartan 101's during Cal Race Week. Finally, we currently have 4 additional T 101 boats in production at the plant. So, our business outlook is good.

You will continue to notice many changes to the

website and digital media coming soon. The theme centers on our owners. One new addition is called Tartan Adventures, a monthly piece featuring a different owner's personal sailing story. Additional enhancements to My Tartan will make it even easier to request information on your specific boat and add special photos about your experiences. These enhancements are all coming soon.

As you know, Tartan has been a technology leader in the sailboat industry for decades, offering carbon fiber masts, modified epoxy hulls and other technological advances on our boats. To further



A modern Tartan composite mast

cement our leadership position, some new additions to the Tartan team are taking place. We are proud to announce that we have recently added leadership to the Composite Group, allowing cutting-edge innovations to be brought to Tartan. Chris and Tauri Duer, have recently joined the Tartan team. Their professional experience will bring a significant amount of composite research and development knowledge to the company.

The relationship between Tartan Yachts and the Duers started almost twenty years ago when Chris was an intern with the company. More recently, the Duers have been working for industry leading companies such as, Northrup Grumman and Gurit on composite projects for the U.S. Navy, including the Virginia class submarine. We are thrilled that the Duers are returning to Tartan and bringing with them their strong composite knowledge and experience. It goes without saying that adding Chris and Tauri Duer as leaders of the Composite Manufacturing Group will leverage these advancements and benefit our owners for years to come.

“Tartan already had the capacity and resources needed for incorporating some of the newest developments in composite research. We are focused on finding all of the efficiencies on the Tartan side to make a more technologically advanced, faster boat,” said Duer.

By adding Chris and Tauri Duer to the Tartan team, the company will have the ability to incorporate composite technology into their boats. Offering improvements to our already world-class yachts.

Favorite Apps

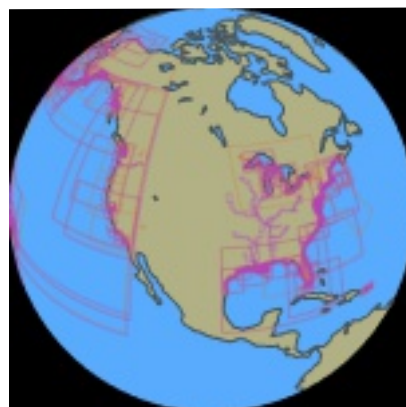
Sam Swoyer

When it comes to tying knots I am a real “Putz”. I don’t know what it is, but my brain just doesn’t think in a way that easily sees how to tie a knot, or if explained I just can’t do it. Frustrating!

In sailing we all know that it is very important to use the correct knot for a given situation. Enter “Animated Knots by Grog” and suddenly I am able to see, learn and practice how to tie various important sailing knots. As the folks at Grog say:

“Better to know a knot and not need it, than need a knot and not know it.”

Animated Knots by Grog was named the best knot-tying app by Outside Magazine! I just love the ability to see and stop every movement – suddenly it is no longer a deep, dark mystery. Furthermore, thanks to the app, you can watch a knot tie itself in a step- by-step visual explanation.



This is one of the best uses of \$5 that I can think of. During the winter I refer to the App to refresh my dormant knot tying skills before sailing season, so when the boat goes in the water I am ready. I love it!!!

If you are on the constant hunt for the "better" iPad charting app, try SeaIQ.

The app is available in two versions - a free version that limits the functionality and a \$24.99 paid app that allows full access to the power of the application.

In both cases the aspect of the app that I like is the

fact that it downloads and uses the NOAA electronic charts (and for Inland Waters, the U.S. Army Corps of Engineers). It has a wildly simple function where it downloads the chart catalogues from the federal government and updates any charts you are using automatically. No more Notices to Mariners updates and the process is virtually effortless.

The app downloads both the new vector charts as well as the old fashioned raster charts. The app allows quick selection of either type from a menu.

It has clunky routing functions (you have to establish waypoints first, and then use them) but for a quick look at the standard chart elements of depth and location it's a quick and easy.

It isn't as intuitive as my Navionics charting, but it didn't cost \$50.00 either!

Galley Notes

Jan Chapin



I was thinking of summer sailing and how I love snacking, especially on long sailing days. For a truly addictive snack try the Chocolate Chex Mix. The combo of salt and sweet is irresistible. It's easy to make and it stores easily and I bet you can't eat just one!

Chocolate Chex Mix

Ingredients

- 8 cups of Chocolate Chex cereal
- $\frac{3}{4}$ cup packed brown sugar
- 6 tablespoons butter or margarine
- 3 tablespoons light corn syrup
- $\frac{1}{4}$ teaspoon baking soda
- 1 cup Reese's Peanut Butter Cups, mini size
- 1 cup miniature marshmallows
- $\frac{1}{2}$ cup caramel bits (found by the chocolate chips in the baking aisle – or chop up regular caramels)
- 1 tablespoon heavy cream
- $\frac{1}{2}$ cup milk chocolate baking chips (or more if you're huge chocolate fan)
- $\frac{1}{2}$ cup white chocolate baking chips
- 1 teaspoon coarse sea salt

Directions

1. Into large microwavable bowl, measure cereal; set aside. Line cookie sheet with waxed paper or foil.
2. In 2-cup microwavable measuring cup, microwave brown sugar, butter and corn syrup uncovered on High 1 to 2 minutes, stirring after 1 minute, until melted and smooth. Stir in baking soda until dissolved. Pour caramel mixture over cereal, stirring until evenly coated. Microwave on High 3 minutes, stirring every minute. Spread on cookie sheet. Cool 10 minutes. Break into bite size pieces.
3. Make sure Chex mix is cool to the touch (so candy doesn't melt) Evenly sprinkle mini peanut butter cups and mini marshmallows over Chex mixture.
4. In small microwavable bowl, microwave caramel baking bits and cream uncovered on High about 1 minute or until chips can be stirred smooth. Use a spoon or fork to drizzle over snacks.

Microwave milk chocolate chips next, starting with 20 seconds, then at 20 second intervals until smooth. Drizzle over the snack mixture. Then microwave white baking chips and repeat. Quickly sprinkle coarse salt over all while candy drizzles are still wet so it will stick.

5. Refrigerate until set (if you can wait). Break apart and store in tightly covered container.

Tartans at Play



Celeritas Close Hauled



New Day reaches on a sunny day



Wind of Freedom powers along



VenChar all alone



Fair Winds makes her way across the Sound



Rollicking shows her bottom on an overcast day

Want to see your Tartan at Play on this page? Send a photo of your boat to: samswoyer@comcast.net

Friends of TONE

TONE very sincerely thanks these companies whose contributions help make our events even more special. Please support these firms when you are making purchases for your boat and mention TONE.



Dax **OneTouch** locking winch handles

Defender®



The web home of
TONE

TONE Officers

TONE Board of
Directors

Legal

Our Mission

TONE Website — www.tartanowners.org

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

TONE Newsletter

The TONE Newsletter 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**

Cover Photo: Joanne Swoyer

The TONE 2010 Maine Cruise fleet tied up at Eaton's Wharf, Castine Me.

Officers of Tartan Owners Northeast, Inc.

President: Alan Benet

Vice President: Gary Van Voorhis

Treasurer/Clerk: Michael Musen

Other Directors of TONE

John E. Allen

Lee Andrews

Matt Bud

Jan Chapin

Leo G. Corsetti, Jr.

Peter Crawford

John A. Harvey

Roy Mayne

Sam Swoyer

Tartan owners Northeast, Inc. d/b/a TONE

147 Hancock Street
Auburndale, MA 02466

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.