



Nor'easter

The Newsletter of TONE
Tartan Owners Northeast, Inc.



Photo: Jim Cleary

Fall Edition 2014

Nor'easter

Our Cover Photo:

This glorious cover photo of a Tartan 4100 was taken by Jim Cleary on Friday, August 22, 2014. If you are the owner of the 4100 in the photo, please let us know, as TONE has the high definition image (thanks to Jim) and he/we would like for the owner to have it. It is a wonderful shot.

Here is a short story of how we came by the photograph. In an email to me Jim wrote... "on Friday, 22 August 2014, my wife Bonnie and I picked up a mooring at West Harbor, Fisher's Island to await the flood at the Race. Our boat is a Morgan 38 named Dana. Rollicking was on the mooring next to us. You got underway before us headed West and obviously sailed the whole passage. We left the mooring at the turn of the current and motor-sailed. Just before we reached Bell 8 off the Connecticut River you crossed our track sailing wing and wing. About that time the sun was peeking out lighting up the surface of the water and backlighting your sails. I took a few shots quickly."

Jim sent an email to the Tartan Owners website wondering who was the owner of Rollicking? Gary Van Voorhis, TONE's Webmaster named me. Trouble is - this isn't Rollicking in the picture.

So, please let us know the name of the boat in the picture and if you would like the high-resolution image. Thanks again to Jim Cleary aboard S/V Dana for being so kind to take this glorious picture and going to the trouble of getting in touch with us.

Sam Swoyer, Editor



Letter from the President

By Alan Benet



It Was A Wonderful Summer

Summer began early this year for me. During the first week in May I flew down to St. Maarten to be crew in the delivery of a Swan 46 to Newport, RI. The sail was amazing. We had a beam reach all the way to Bermuda with the winds averaging 20 knots and did 192 miles per day. The three day layover in Bermuda was picture perfect A great respite. Our second leg, Bermuda to Newport, was just as fast, although very cold and one and half days of strong wind 35-40 knots (double reef and handkerchief jib).

The Swan was a great sailing boat but the ergonomics left a lot to be desired. There were two cockpits – the aft cockpit was the helm and in the forward cockpit were the winches and traveler. Between the two were no handholds, thus moving about the boat, with a wet deck and heeling was not fun and sometimes dangerous.

We were on a starboard tack for most of the sail. The galley sink was on the portside against the hull – obviously the designer did not expect sailors to use the galley! When we were on a port tack opening the refrig was a challenge and dangerous. The refrig was also on the portside with a vertical door.

Tim Jackett, I thank you for designing my Tartan 4100 which not only sails well but is extremely comfortable! There is no doubt that Swans have dramatic eye appeal, but I would rather sail my Tartan!

I returned home and shortly thereafter Laurel and I flew to Prague. We spent 16 days on a Viking river cruise from Budapest to Amsterdam. The rich

history of the cities and villages we visited was amazing. The weather for the three week vacation was perfect for touring.

While for most people my first two vacation adventures would have been the highlight of the summer, the highlight of my summer was our sail to Maine with our Tartan friends.

Laurel and I sailed La Retreat to Stonington, Ct. where we picked up our daughter with her two children, ages 3 ½ and two. They spent three days with us on Block Island. No matter how many times I have biked the entire island, this was the best of all. Henry (age 2) was riding behind me and was having the best time (so was I). “Papa, I see seagull; Papa I see water”; etc). We walked into town, had dinner at the Oar and the two grandkids and Papa would wrestle in the V berth before bedtime. Our sail back to Stonington from Block was the fastest ever – 2 ¼ hours on a close reach. Our grandkids loved the adventure of sailing and needless to say, Papa had the best time.

We had not been in Cuttyhunk for seventeen years and enjoyed the visit. Although the mooring field is tight, the moorings are well placed and substantial. The first evening we enjoyed the sunset while eating shrimp and claims that we bought from the raw bar boat (same family – 3rd generation). There new trails (new to us) which we hiked and the views were spectacular. While we only planned to spend one night at Cutty, we had such a wonderful experience that we stayed at Cutty for two nights.

Leaving Cutty, I planned the sail with a favorable current in Vineyard Sound to Vineyard Haven. I was in my glory as we were reaching doing 8-9

knots through the water with another 1 or 2 knots of lift from the current. Mooring to mooring – 2 hours 15 minutes – another record and great sail!

The following day we picked up a mooring in Edgartown. Laurel and I enjoyed the variety of activities – biking to South Beach and then to Oak Bluffs to enjoying some amazing food at great restaurants.

Kingman Marine, in Pocasset, is always a favorite stop. After being on a mooring for more than a week, dockside gives us a chance to do a good wash down and take on water. Repairs are inevitable on our summer cruise. I replaced the tachometer and a much needed new toilet seat at Kingman.

While I do not want to bore you with our entire itinerary, I will just touch on some more of the highlights of our cruise. Boston Waterboat Marina – a favorite located in the Northend of Boston. The amenities included coffee on the dock in the morning, excellent washing machines and driers and beautiful bathrooms. Larry and his adult son, Chris own the marina and could not be more attentive and caring to visitors. Theo, our 3 ½ year old grandson, spent the weekend with us. He loves boats!!! We had a blast with Theo and he did with us. Thanks to Leo Corsetti, for arranging a mooring at Winthrop so we could motor there to have lunch at Rossetti's.

It was wonderful meeting up with all of our Tartan friends in Manchester by the Sea. Our gracious host, Roy Mayne, arranged moorings at his club and a terrific dinner at the Landings. Roy did not share the festivities with us as he was already cruising in Maine.

The two other rendezvous points were Camden and Castine. Camden was picture perfect, as usual. We enjoyed the lobster dinner under the tent as the sun was setting. In our five weeks of sailing, we only experienced one day of foul weather, which was in Castine. Our dinner plans were cancelled when the wind piped up to 30 knots and we were either hastily scrambling for moorings or trying to fend our boats off the docks during the night. Fortunately, no boat suffered any damage – we all just lost a lot of sleep.

I have lost count of how many times I have sailed to

Maine – perhaps 16 to 17. We have come to the conclusion that we do not have to go all the way “Down east” to enjoy our summer cruise. As a matter of fact, we have decided not to go east of Penobscot in the future. The lobster pots and lobster boats make for some tedious passages.

As we travelled New England, it became clear, from our observation and speaking to those who drove launches and worked at Marinas, that there are fewer sailboats out cruising. Years ago we had to make reservations for mooring and dock space. This year, we had no difficulties in finding either.

Our recent TONE survey reflected what we observed on the water, as well. Our members are taking fewer long cruises. The number of our participants in recent TONE rendezvous and cruises has been declining each year. Our smaller gatherings have been very well attended, though.

This coming year your Board has developed a plan to enable you to participate in TONE events by only committing one weekend to the event. We will be hosting five mini-rendezvous from New Jersey to Maine. They will be spread out from the spring to the fall, thus enabling those who want to attend more than one rendezvous, or all of the rendezvous, can do so. Be on the lookout for publicity and I look forward to greeting you at these rendezvous.

Our Board welcomes volunteers to join the Board to assist in the planning of TONE events and steering the course for the future. This year, we welcome Ove Haxthausen to our Board. Ove sails out of Stamford and will be hosting one of the mini rendezvous.

While I have enjoyed traveling to many different parts of the world, have participated in many adventures, there is nothing like the thrill of hoisting sails in a 10-15 knot breeze and getting the boat in the “groove”. So, yes, it was a wonderful summer, but the same mundane (really thrilling) sailing cruise was still the highlight of the summer. I hope that sailing your Tartan is the highlight of your summer, too.



Safety Corner

By Sam Swoyer (Ed.)

Editor's note: This article is published with the permission of US Sailing.

10 Best Ways to Prevent Man Overboard

“There are no circumstances when you are better in the water than out of it...” Essentials of Sea Survival, F. Golden & M. Tipton 2002

Whether we are cruising in protected waters or out in the open ocean preventing a person from falling overboard is one of the primary responsibilities of a captain of any vessel. These tips are provided to enable all TONE members to take a close look at your preventive measures for insuring that crew, guests and friends stay in the boat when at sea.

The foundation - boats sailing in offshore coastal waters or open ocean should all be equipped with a set of jacklines.

1. Tighten lifelines and jacklines. These lines are essential for containing a fall safely. Keep them taut, replace any damaged or corroded terminations. Specify a low stretch jackline.

2. Add strong points and handholds. These are vital at all workstations, and for moving and clipping inboard of the jackline – especially on wider decks.

3. Ensure a good foothold. Wear footwear that grips well on a heeled deck when wet. Ensure that nonskid deck patches are adequate.

4. Wear a combined harness and lifejacket. Wearing a lifejacket on its own won't keep you out of the water – only a clipped-on harness will. Wear the combination.

5. Make sure that it fits. If your lifejacket harness is unfastened or flapping around your waist, it

cannot be a reliable harness or lifejacket.

6. Be ready to clip on. Always be ready to clip on, when sailing short handed, at night, in poor visibility and in heavy weather. Novices, children and the less able should clip on in all weather conditions.

7. Clip on. Always clip on out of consideration for the skipper, fellow crewmembers and those who might have to come to your rescue.

8. Use a light, easily stowed safety line. Wear a dedicated line cutter in case you need to disconnect fast under load.

9. Look after your MOB kit. Fibers degrade in strong sun, in damp salty conditions and especially from abrasion. Inspect your kit frequently and destroy any safety line showing wear or contamination or after any heavy fall. Store all lifejackets, lifelines and harnesses in a dry place when not in use.

10. Trust your own MOB kit. If you look after your own lifejacket, harness, and safety lines you will know you can trust them better than anything borrowed or provided.

Tartan Tech

Working on Our Boats



Idiot Lights that Make Sense and Taming the Toilet Seat

By Alan Benet

Several years ago I did a nonstop trip to Maine - from Stamford to Southwest Harbor. Early in the morning, while at the helm, I made a quick trip down below to check on the crew. To my surprise I discovered the galley faucet had broken.

Apparently, when one of the crew was going into the aft cabin he accidentally knocked down the drying tray above the galley sink (I have since added an extra latch to the tray) which, in turn, broke off the faucet.

Not only did we run out of water in one tank, but it also burned out the Shurflo water pump.

If I had an indicator light at the helm, all of the repairs would have been averted except for a new faucet. Thus, installing an indicator light at the helm for the water pump has been on my "to do" list for years.

While installing the fresh water pump indicator light, I also installed a bilge pump indicator light.

The installation process is rather simple, but time

consuming since I had to fish (see photo at left below - orange device is very useful tool for this purpose) the #18 wire from the water pump to the helm. For the bilge pump, I tapped the switch to activate the light.



I knew that the wires had to be attached in parallel to both pumps and it was a matter of trial and error before I located which connections to use at the fresh water pump and at the bilge pump switch. Initially I used a multimeter but found the indicator light more practical.



Once I knew where the wires had to be connected, I used heat shrink butt connectors (which I keep on the boat) to connect to the sources of power.

Originally I purchased Blue Sea indicator lights for the helm. When installed, because of the long runs of #18 wire, the lights, when on, were barely visible. I replaced those dim lights with lights that I purchased from Hamilton Marine, in Maine. They had a huge selection and the first one I connected (see photo) was extremely bright. The light is so bright, that even during the day, the light reflects off of the spokes at the helm.



On the return trip from Maine, the indicator light for the fresh water pump went on and stayed on for a couple of minutes. Checking down below I found that I needed to switch tanks. Without that light, I might have burned out the pump.

Bilge pump light – during our summer cruise, I may spend hours at the helm. I do not relish being

greeted by rising water in the bilge when going down below. Hence, this little light gives me comfort in knowing when the bilge pump goes on (the only time it activates is when we have the rail in the water and the overflow of the fresh water tank flows into the bilge).



Toilet seat tamer – when the hinges on the toilet seat start ripping, I installed these two rubber bushings to keep the toilet seat from moving. This gave us an extended life on the toilet seat of about three years. This summer, the hinges finally broke and I installed a new toilet seat. With these bushings in place, I am certain that the hinges will not fail. Just be very careful when drilling into the toilet seat, not to drill through the seat!

Hope that these small projects help you to make sailing your Tartan more fun!

Blood Test for Your Engine

By Alan Benet

Yes, just as you have blood drawn from your body to help determine your physical condition and any problems that might be present. The same can and should be done with the oil from your boat's engine.

Blackstone is a company that performs an oil analysis for your engine. The cost is just \$25!

I routinely have the oil tested every time I change it (at about 100 hours). I have included a copy of a recent report from Blackstone. As you can see, the analysis is very comprehensive and they even provide a written summary of the analysis.

In my case, the silicon readings have been high. When I first received this analysis with the first oil change, I immediately called Mack Boring to determine why the silicon readings were so high. The explanation was simple - the gaskets used in the engine are made from silicon, thus nothing to be

concerned about.

\$25 is a small investment that can prevent the expenditure of a significant sum money or even prevent the loss of an engine. Try it!!



OIL REPORT

LAB NUMBER: G32925 UNIT ID: 06 TARTAN
 REPORT DATE: 9/12/2014 CLIENT ID: 58141
 CODE: 20/75 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Yanmar 4JH4	OIL TYPE & GRADE: 30W
	FUEL TYPE: Diesel	OIL USE INTERVAL: 100 Hours
	ADDITIONAL INFO: 4JH4E	

CLIENT	ALAN BENET	PHONE: (914) 953-7778
	631-29 LONG RIDGE ROAD	FAX:
	STAMFORD, CT 06902	ALT PHONE:
		EMAIL: ajbenet@ajbenet.com

COMMENTS
 ALAN: Another year, another great sample for your boat. Wear remained low and steady. Out of all the metals, iron is the one that tracks most directly with hours. You can see that in this sample, which has just 100 hours on it (and less iron) than the last, which had 168 hours and more iron. Even the last sample was great though, with iron and all other metals reading below average for this type of Yanmar. Silicon is up a little. If this system has an air filter you might want to check it. Or silicon could be from a sealer or lube, and those are harmless. No contaminants found. Nice!

	100	UNIT / LOCATION AVERAGES	168	151			UNIVERSAL AVERAGES
MI/HR on Oil	100		168	151			
MI/HR on Unit	1,179		1,080	920			
Sample Date	08/07/14		08/23/13	08/29/12			
Make Up Oil Added	0 qts		0.25 qt	0.5 qt			
ELEMENTS IN PARTS PER MILLION	ALUMINUM	3	3	3	3		3
	CHROMIUM	0	0	0	0		3
	IRON	8	12	13	15		14
	COPPER	1	1	1	2		3
	LEAD	2	1	0	0		2
	TIN	0	1	2	0		1
	MOLYBDENUM	3	17	8	41		27
	NICKEL	1	1	1	1		0
	MANGANESE	0	0	0	0		0
	SILVER	0	0	0	0		0
	TITANIUM	0	0	0	0		0
	POTASSIUM	2	1	1	1		3
	BORON	7	25	13	56		74
	SILICON	21	17	19	11		10
	SODIUM	2	2	1	3		4
	CALCIUM	2767	2633	2809	2324		2611
	MAGNESIUM	66	180	306	167		125
	PHOSPHORUS	775	986	1340	843		1083
ZINC	902	1146	1535	1001		1238	
BARIIUM	0	0	0	0		0	

PROPERTIES	Values Should Be*			
	SUS Viscosity @ 210°F	63.9	62-74	59.8
cSt Viscosity @ 100°C	11.31	10.8-14.3	10.15	10.88
Flashpoint in °F	450	>420	440	460
Fuel %	<0.5	<2.0	<0.5	<0.5
Antifreeze %	0.0	0.0	0.0	0.0
Water %	0.0	<0.1	0.0	0.0
Insolubles %	0.1	<0.7	0.2	0.4
TBN				
TAN				
ISO Code				

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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Places We Sail

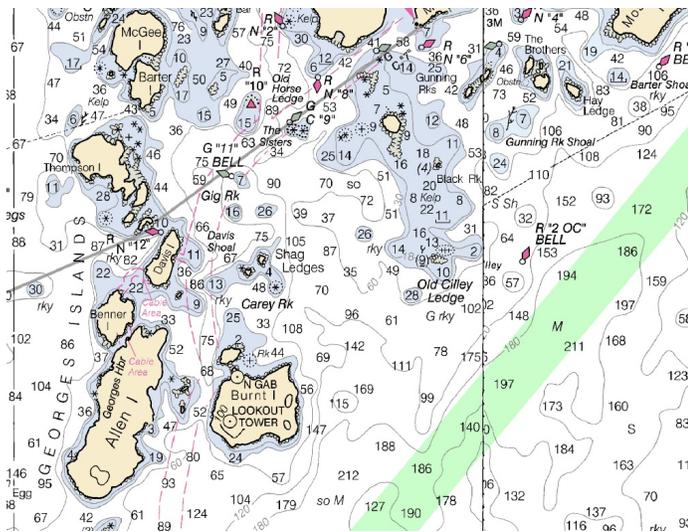
By Gary Van Voorhis



The summer edition of Nor'Easter brought us up the coast as far as Boothbay Harbor. This Places We Sail article is going to focus mostly on harbors that were selected as destinations for the Penobscot Bay portion of the New England Cruise.

After leaving Boothbay Harbor a sailor headed for the Penobscot has to make some tough choices: with only limited time for the vacation stay, which of the many wonderful harbors will I visit? We were planning to leave Boothbay Harbor on August 7 with the intention of arriving at Camden on August 10 for the TONE lobster dinner and annual meeting. This schedule gave us three open cruising days with our arrival in Camden on day four.

When you leave Boothbay headed for the Penobscot the express route takes you across the mouths of Linekin, St. Johns, and Muscongus Bays (and the mouth of the Damariscotta River if you're counting). A rhumb line set from Pemaquid Point, where the St. Johns and Muscongus bays meet, to Mosquito Island east of Port Clyde unfortunately crosses the north end of Georges Island and Davis Island. The most direct navigable route goes north of Georges and cuts through Davis Strait between Davis and Thompson Islands.



The approach to this passage requires attention to avoid numerous shoals and small islands. (The same mantra is invoked over and over again when planning for Maine – it's often easy with good visibility, but always be prepared for fog to roll in and collapse your world into a small gray ball.)

The Davis Strait itself is a real classic: narrow, rock strewn, and shallow if you leave the small marked channel. The many, many lobster buoys in the area increase the challenge. If you are sailing recognize that your maneuvering options will decrease as you approach the strait. Other boats, both motor and sail, transiting the narrow passage, as well as the natural hazards, make situational awareness and careful decision making the rule of the hour. The blessing is that the actual cut through the islands is a very short hop; you pop past R12 and there you are.

Once through the strait the next navigation challenge is marking a course to Mosquito Island that avoids the shoals south and southeast of Port Clyde. For sailboats with relatively shallow drafts there are many options to avoid the rocks. Each skipper will have to use the available tools to plan a prudent course. I'm lucky enough to have a touch screen chart plotter right at the helm so avoiding the shallows is easy. If you have less "descriptive" equipment you will want to check your charts and carefully plan your waypoints. The major obstructions are Old Cilley Ledge west of red "20C" and Black Rock to the north (shown on the chart left). There is actually plenty of water to choose from but things would be trickier at night or in the limited visibility of fog.

Beyond Mosquito Island more choices await. It used to be common for folks to stop at Tenants Harbor, about four miles from Mosquito. People wanting a mooring would go all the way into the harbor and those seeking to anchor would turn to starboard on entering and go into Long Cove. There is a town

dock at the base of a steep driveway leading to the main road. Take a right at the top of the drive and a well-stocked small supermarket is just up the street. Most provisions you would need are available as well as a pretty good selection of butcher cut fresh meats.

One of the joys of Tenants was Cod End, a combination fuel/water dock and restaurant. Cod End also administered the mooring rentals. You could get fresh fish at their store but a fun Maine tradition was to order one of their live lobsters cooked and then eat it out on their deck. No crackers were provided, rather you chose one of the small hand sized rocks available and cracked your lobster cave man style! It could get messy, but it was fun. Sadly the operator of Cod End decided to close the business and as of the summer of 2014 the facility was no more. They are still operating the mooring rentals. Other restaurant options up in the small village are limited and subject to change. Call before you make the hike only to discover the place is closed.

About five miles beyond Tenants, at the northern head of Muscle Ridge Channel, is Dix Island Harbor - well, sort of. The prudent mariner actually avoids the little piece of water called Dix Island Harbor on the charts and instead goes around Dix Island and anchors in the nexus of Dix, Birch, and High Island. This little spot offers good holding and protection from the prevailing southwesterlies.



The granite dock and steps on High Island.

Rindlaub in his “Cruising Guide to the Maine Coast” suggests this spot over the actual named Dix Island Harbor both for its protection and its proximity to the interesting High Island, once a working quarry in the 1800’s. Try to make time to dinghy over to High if you can. You can tie your dink off on a huge granite quay (photo below left) and find trails that lead all over the island. There is the quarry pond not far from the shore and various picaresque relics of its quarrying days abound. Bring your camera to take one of those gorgeous “my boat at anchor in a beautiful spot” shots.

One of the really unique opportunities you have here is the chance to sample the wares of Reilly Harvey the proprietor of a sort of floating restaurant. A young woman who lives on nearby Andrews Island, she bakes and cooks and then brings her wares out to boaters in her North Haven launch “Mainstay”.



Reilly and her wares on Mainstay.

During the summer months until Labor Day she sells baked goods like tarts and brownies all the way up to complete boiled lobster dinners from her boat. She has a three burner gas stove set in the stern where your lobster will be fresh cooked. It isn’t cheap, but her quality is high and how often do you get a floating restaurant to come alongside while you cruise in Maine. Follow this link to read the Portland Press Herald article (with photos) about Reilly and her business:

<http://www.pressherald.com/2014/08/06/in-dix-harbor-a-floating-feast/>



Here Reilly Harvey gets ready to hand a perfectly cooked lobster up to Jeff Stoehr who was waiting patiently on Ayacucho.

After Dix we decided to move (I'd say sail but the 2014 cruise seemed to have less usable wind than ever. We motored a lot.) to my all time favorite anchorage anywhere – Winter Harbor on the east side of Vinalhaven Island. I seriously thought about not writing about it for fear that readers would show up in droves and ruin the charm of the place but there were so many people there this summer that I guessed that the secret is already out.

From Dix we traveled across the lower Penobscot and through the Fox Islands Thorofare exiting into Isle Au Haut Bay. Traveling south along the coast you come to Hen Island and turn to starboard into the harbor entrance. Despite our desire to go all the way into the innermost reaches of Winter Harbor the tide timing was way off and with the water down there thimble shallow we reluctantly decided to bear left at the entrance and down around into Seal Bay.



T-37 Recess sits at anchor in Seal Bay. (Looking west down the anchorage.)

This anchorage is almost as idyllic as Winter Harbor and was rewarded with maybe a dozen boats anchored by sunset. You sit surrounded by (shallow!) water, granite shores, and deep green fir trees. It's why I come to Maine.

Nantucket hops, Martha's Vineyard jumps, and Newport rocks but the spectacular scenery and wildlife in Maine shames them all for my money. Ospreys and gulls wheel overhead, the occasional seal pops his curious head out of the water, and you know you are absolutely in sailing heaven. We stayed for two nights in Seal Bay soaking in the sun, reading our summer books and just living the cruising life. But there was that lobster dinner and TONE get together on August 10 so Sunday morning after a leisurely breakfast we weighed anchor and headed for Camden.



Looking across Camden Harbor from the dock at Wayfarer Marine.

Going from Seal Bay to Camden is like flying from Shelter Island to Brooklyn. Not that Camden is anywhere near like the big city but after the lonely beauty of Seal Bay the historic town seems to bustle and shine with bars, restaurants, and a harbor full of bright lights. Sailors have two choices at Camden: pick up a mooring in the outer harbor or reserve a spot on the dock or one of Wayfarer Marine's floating docks.

Either the dock or the floaters will put you in easy walking distance of the shop laden downtown but the floating docks do require a short dinghy ride to get to terra firma. If you opt for a mooring Wayfarer provides a complimentary launch service but the outer harbor is very exposed and can give you that "rock and roll" experience if the wind is up.

Camden has many historic and beautiful houses to savor as you walk about. There is plenty to see and do in Camden and our friends who have folding bikes say the whole area is fun to ride around.



In Camden's outer harbor Mike and Fern Musen (from T-3700 Elan) enjoy their inflatable kayaks while Robert Johnson (T-37 Spirit) looks on.

The Wayfarer facility also has both showers and laundromat services. We used the washers and dryers to get our sheets and clothes back to pre-cruise condition and set us up for the remainder of our time away from home.

The TONE lobster dinner was held on a clear and sunny Sunday evening. The food, drink, and fellowship were also a key part of our love for the Maine cruises.



Jeff and Joyce Stoehr, who sail the classic Tartan 30 Ayacucho, get to work on their lobsters.

TONE activities are part sailing and another big part social events. The lobster dinner and annual meeting at Wayfarer put about 18 people who had been sailing all over Penobscot Bay back in touch for a wonderful chance to catch up and enjoy great food.



Peter Crawford, one of the Maine Cruise planners, hands a name tag to Steve Weaver while Judy Allen of Isis looks on. Peter sails T-33R Wind of Freedom and Judy and Steve were aboard super classic T-34 Iris.

We had come from many different pre-Camden destinations and the get together was a great opportunity to check in with other boats and plan what we were going to do after we left Camden. Once again the itinerary gave us two free days after Camden and before the final meet-up in Castine.



This picture says it all: Robert Johnson of T-37 Spirit smiles while Carol Larson of T-3500 Fair Winds offers a delicious steamer "To Your Health!"

On Monday morning the boats headed out to various destinations around Penobscot Bay. Some would start heading home but seven intrepid boats would be meeting at the last formal event for the cruise in Castine. They had a memorable time in the Bagaduce River: Storm Night 2014.

We'll review the last formal leg of the 2014 cruise in the Places We Sail winter issue of Nor'Easter!



Tartan News

There have been big doings out in Ohio as Tartan Yachts has begun building power catamarans and has reunited with designer Tim Jackett to oversee the roll out of the Legacy classic powerboat line.

We have news from the Tartan factory and Tim asked us if he could post a letter to the TONE membership here in Nor'Easter.

We've known and worked with Tim for a long time and said sure!

An Open Letter from Tim Jackett to Tartan Owners

October 7, 2014



Dear Tartan Owners and Sailors

It has been an interesting few years for me, both personally and professionally. Being away from Tartan on a daily basis offered a different perspective on my previous 33 years of association with the brand, the company and with Tartan enthusiasts.

I missed all three at one time or another; however it was the interaction with Tartan owners that I missed the most. Whether it was catching up at a boat

show, or a phone call recounting the summer cruise or vicariously following those more adventurous Tartan sailors who took on longer passages, they all provided a source of pride and enjoyment. Even those calls about a problem with your boat offered a chance for a positive experience. As I've always told Art Averell, he has the chance to be a hero to a Tartan owner every time he gets a call and saves that summer cruise with a little advice or a quick response on a needed part, those are good days. As many of you have heard me say over the years, you may have bought your Tartan, but they remain our babies.

I also developed a stronger appreciation for the boat building skills that exist at Tartan. This may seem like a strange realization, but when you spend 30 years with a group of builders, some of the things that they do really well every day can become overlooked. During the past couple of years when I would stop in at the Tartan factory, I was reminded of the very substantial skill sets that have been ingrained into the fabric of Tartan. These skills have their roots dating all of the way back to Charlie Britton's day and continue to be passed on to new builders today.

The Tartan brand remains a strong constant in the world of production boat building; it has remained committed to the concepts that launched the brand with the design and construction of the first Tartan 27 right through to today. Tartan holds a unique and dynamic position in the sailboat market. It has weathered many storms; both internally as well as those that have impacted the general marine industry. In one of George Day's Tartan reviews in Bluewater Sailing he referred to Tartan as an "American treasure". That is one heck of a statement about a relatively small boat builder from

Northeast Ohio and I am once again proud to be a part of it.

As many of you are no doubt aware, I recently rejoined Tartan; my primary duties right now are to get Legacy by Tartan powerboats launched. Legacy offers a great opportunity for Tartan and a chance to help solidify the company by adding sales and production on the powerboat side of the business. When we originally acquired Legacy in 2010, I always felt that if I were to be a part of a powerboat line that the Legacy line made sense to me. I believe it is a great partner for Tartan and embraces many of the same design attributes that I have tried to make a part of every Tartan built to my designs. I've also enjoyed getting to know Mark Ellis, the designer for most of the Legacy's built over the years. I

appreciate a designer with an artistic eye, and Mark has one. Legacy's are head turners, just like a Tartan. I wrote some copy for the Legacy literature, it started with "Some marriages are just meant to be...." Tartan and Legacy.

So I'm back and happy to be here, and I look forward to seeing many of you again at boat shows, rendezvous' or just somewhere on the water.

Regards,
Tim Jackett

THE INFUSION PROCESS – HOW IT WORKS AND WHAT IT MEANS

By Tauri Duer
Director of Communications
Tartan Yachts

Tartan marketing and specifications frequently advertise that our hulls and decks are infused. We tout how this makes our hulls and decks superior, both in reduced weight and increased strength. Though this sounds good, the truth is that few people understand what this means and how significant this improvement is over the processes used on other yachts.

It only makes sense that a lighter boat is easier to propel through the water, and therefore faster and better performing. As the bulk of the weight of a boat is in the hull and deck, an efficient build of these structures can provide the greatest opportunity for weight savings. By using the correct materials, in the locations where they are engineered to provide strength and stiffness, and in optimum amounts, weight is saved. Infusing offers vast improvement in control and repeatability over other methods of manufacturing while achieving optimum resin content, fabric wet out, and bonding.

Before we even begin laying up the structural laminate, we lead in with a skin coat of glass wetted

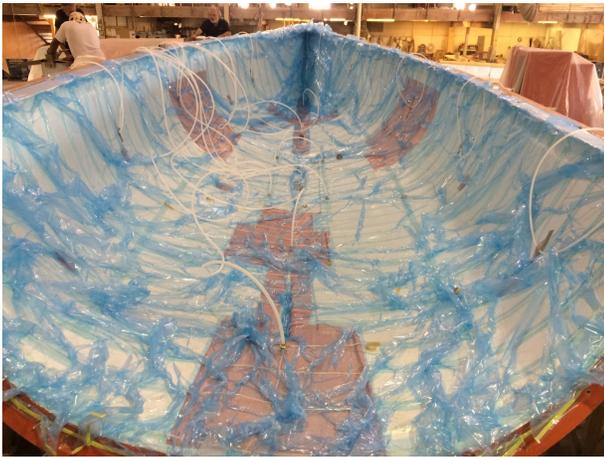
out with epoxy modified vinylester resin, to back up the gel coat. This starts us on the right path toward great cosmetics and a strong bond. Then we move on to the laminate with dry fabric, or glass. The rolls of fiber mats are cut and used in a pattern system. This allows for high strength, continuous fibers to provide optimized strength. The fibers can be woven and oriented in different directions to achieve a truly engineered system, which can provide strength and stiffness exactly where it is needed for the specific stress, strain, and torsion forces that a sailboat is exposed to.



Once the fabric is in place, a vacuum system is set up using breather fabric and an airtight plastic covering for uniform coverage. An infusion system is added with an intricate series of tubes and valves. The resin/hardener mixture is pulled through the tubes, and through the laminate, while the tubes are used to systematically provide wet out coverage

through the entire part.

The advantage of infusion is that only the resin necessary to wet out the fabric remains. The extra resin is pulled through the system to flow to the next area to be wet out. This all happens under vacuum with a uniform pressure of 29 psi or 1 atmosphere, ensuring wet out, optimal resin content, maximum bonding, and minimal air voids. The vacuum remains on the system after the infusion is complete, through the curing phase, to remove as much air as possible and ensure optimum laminate thickness. At Tartan, our experience has allowed us to be able to use an engineered approach and make it repeatable with consistent results.



With this being the superior method, why is it not used for all hulls and decks from other manufacturers? Infusing parts requires superior materials, expertise and experience. We take our infusion to the next level with our use of epoxy-modified vinylester. While this resin offers increased properties compared to the standard

polyester, it also comes with an increased price tag that competitors refuse to incur. Infusing requires control over the flow rate, flow direction, and resin gel time. It requires an immense knowledge of how the resin will flow through different laminates and different curvatures. Other builders have tried to switch their processes over only to have to give up and go back to an easier method. At Tartan, we are privileged to have this expertise from our highly experienced engineers and technicians.

Fortunately, you don't have to understand how our yachts are built in order to appreciate their superior performance. Our infusion techniques are just another example of the Tartan Difference. From engineering through curing, our infusion methods produce exceptional yachts that are worthy of your time.



Cheasapeake Bay Tartan Sailing Club



By Grace Holt

On Memorial Day, Mike Heilman put together a party to celebrate the life of his wife, Jo, who passed away earlier this year. She was, despite her physical challenges, a true party hearty, and we all miss her wonderful spirit. The Heilmans' beautiful home sits on a creek off the Magothy River, and has been the site of nineteen crab feasts since 1987. Mike held his party there, as a tribute to Jo's delight in hosting friends, and more than 180 sailing friends, neighbors and family enjoyed the fun and memories of Jo.

Once we got rid of last winter's chill, the sailing season was delightful. Our first on-the-water event was the Kids' Cruise, led by Tim Critchfield on the weekend of June 14th. There were still strong NW winds to contend with, but there were no mishaps, and the kiteboard that lifted one youngster five feet in the air was finally stowed safely away. Food being one of the main attractions for kids, Tim prepared plenty of mac and cheese, green beans and hot dogs. For dessert, animal crackers kept sugar levels down for early bedtimes. Evening activities included movies, cards and (don't tell mom) cigars. This annual event goes a long way toward making eager sailors of our youngsters.

On July 4th, Mike Heilman led the annual cruise to St. Michaels for happy hour, dinner and fireworks. Despite wind and thunderstorms, the sailors who made the trip enjoyed the event. St. Michaels is a combination of cute boutiques on Main Street, a lovely anchorage, and docks maintained by the city and by the Maritime Museum there. It's a fine spot for a rendezvous with so much to do and see, and Mike has made this destination a tradition for our Independence Day celebrations.

The annual Crab Feast was held on the Labor Day weekend at the lovely waterside home of Greg and

Debby Shields. We do love our crabs, steamed red and covered with Old Bay Seasoning, and this party gave us plenty of the feisty crustaceans to consume. In addition, there is excellent sailing from their home just off the Patient River, either up the river or out to the Bay, and plenty to enjoy with the anchorages and historic sites across the river in Solomons Island.



Our current Vice Commodore, Greg Shields, displays his fine catch of crabs, now ready for consumption at the Crab Feast on August 23rd. Current Commodore, Don Reynolds, within easy reach of his dinner, looks on.

Photo by Darlene Forte

Another annual event, the cruise to Reedville and the Old Boat Show Event went off without a hitch thanks to our southern Bay contingent, the Walkers, Keiths and Robertsons. The weekend included happy hour on Friday hosted by Walter Keith and Mary Frazer, followed by a light dinner. Saturday was for the Nautical Flea Market; a display of traditional boats and rides on the Elva C, the museum's boat. A full-fledged social and picnic supper at Jim and Katie Walker's home drew raves from the attendees. Sunday, for those who did not

have to show up to work on Monday, Steve and Sally Robertson invited the crowd to brunch at their home on Crane's Creek just south of Reedville. It was a diet crashing meal, and a wonderful way to wrap up the weekend.

David Bourdon's Tartan 34 Classic rendezvous on

September 20th in Solomons Island included members of the CBTSC, as many of our club events do. Our members with the classic Tartans mingle very happily with the owners of shiny new Tartans. Something about owning a Tartan brings sailors together.

T-34 Classic Association

By Grace Holt



Commodore David Bourdon will pass the tiller to Richard Lariviere in January 2015. As David's "Last Hurrah" as Commodore and Regional Captain of the Chesapeake Bay North, he called Bay T34C sailors to a rendezvous in Solomon's Island on September 19th and 20th. Twenty-six stalwarts converged on the Lighthouse Restaurant for a happy hour followed by a deluxe dinner with a wonderful view of the harbor. David may think it's his last, but we know he has plenty of "hurrahs" left!

We welcome Richard Lariviere as incoming Commodore, and thank David Bourdon for his wonderful enthusiasm and rapport, as he becomes our Past Commodore. Mary Ina Bourdon has also served beautifully as Treasurer for six years, and she is looking forward to "retirement" from this job.



The Bourdons and Lariviere at The Lighthouse Restaurant

The featured speaker at our dinner was Tim Dull, a retired Navy Captain and owner of Skymark, Hull #270. Tim, with four decades of single-handed sailing in the Bay, spoke on "Single-Handed Tartan

34C Cruising." Tim believes that the Tartan 34C is a perfect boat for single-handed sailing due to its slim cockpit design and the steady steering hull form. His advice included practical suggestions on how best to prepare for a single-handed sail, and how to reduce the number of trips below to fetch items you need once underway. These include keeping a thermos of hot coffee within reach as well as a sandwich or snacks in the easily accessible ice chest. Navigation tools need to be within reach as well.

Tim discussed how to hoist the mainsail and the jib or genoa, and how to lower or furl them solo. He uses "lazy jacks" which speed the process of lowering the mainsail, although they can cause issues in raising it. For ease in tacking, he has replaced the tiller with wheel steering forward of the rudderpost and uses two-speed self-tailing winches. The mainsheet traveler is installed across the bridge deck and can be adjusted while standing behind the helm. Tim uses an autopilot for limiting fatigue on long trips, and a remote control to keep him dry in the rain.

When anchoring alone, Tim makes the anchor ready to let go before he enters the channel or constrained entrance to the anchorage. When he raises the anchor, he has a bucketful of water ready on the foredeck for rinsing hands and sloshing off the mud and sand that usually comes up with the anchor. For mooring in a slip, he advises having a spare set of

dock lines already attached to their cleats ready to hand to the dock attendants. His recommendations also work for two-handed sailing, which most of us do, and we appreciated the tips from his wide experience.

Our Association is strong, with new members joining as they acquire a T34C. Our website at www.tartan34classic.org is full of beautiful photos and news from our far-flung regions so visit us on the web when you can't sail south to our beautiful Chesapeake Bay.

Galley Notes

By Jan Chapin

Favorite Recipes and Tips



Want a versatile dessert with only two ingredients? Try a chocolate ganache.

It only takes a few minutes and you can use the topping on ice cream, pound cake, angel food cake, etc. Once it cools, it becomes more of a pudding like consistency and you can use it to frost brownies or use as a filling between cookies. I've been known to just eat it!

Chocolate Ganache

Ingredients

- 2 cups of chocolate chips
- 1 ½ cups heavy cream

Directions

1. Empty chocolate chips into bowl
2. Heat cream just until it boils.
3. Pour cream over chocolate and stir. The hot cream causes the chocolate to melt.
4. It will turn smooth and dark as you stir and it starts to cool. Pour over a dessert for a beautiful topping.

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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: Jim Cleary

The mystery Tartan 4100 goes wing and wing into a golden sunset.

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Our Mission

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.