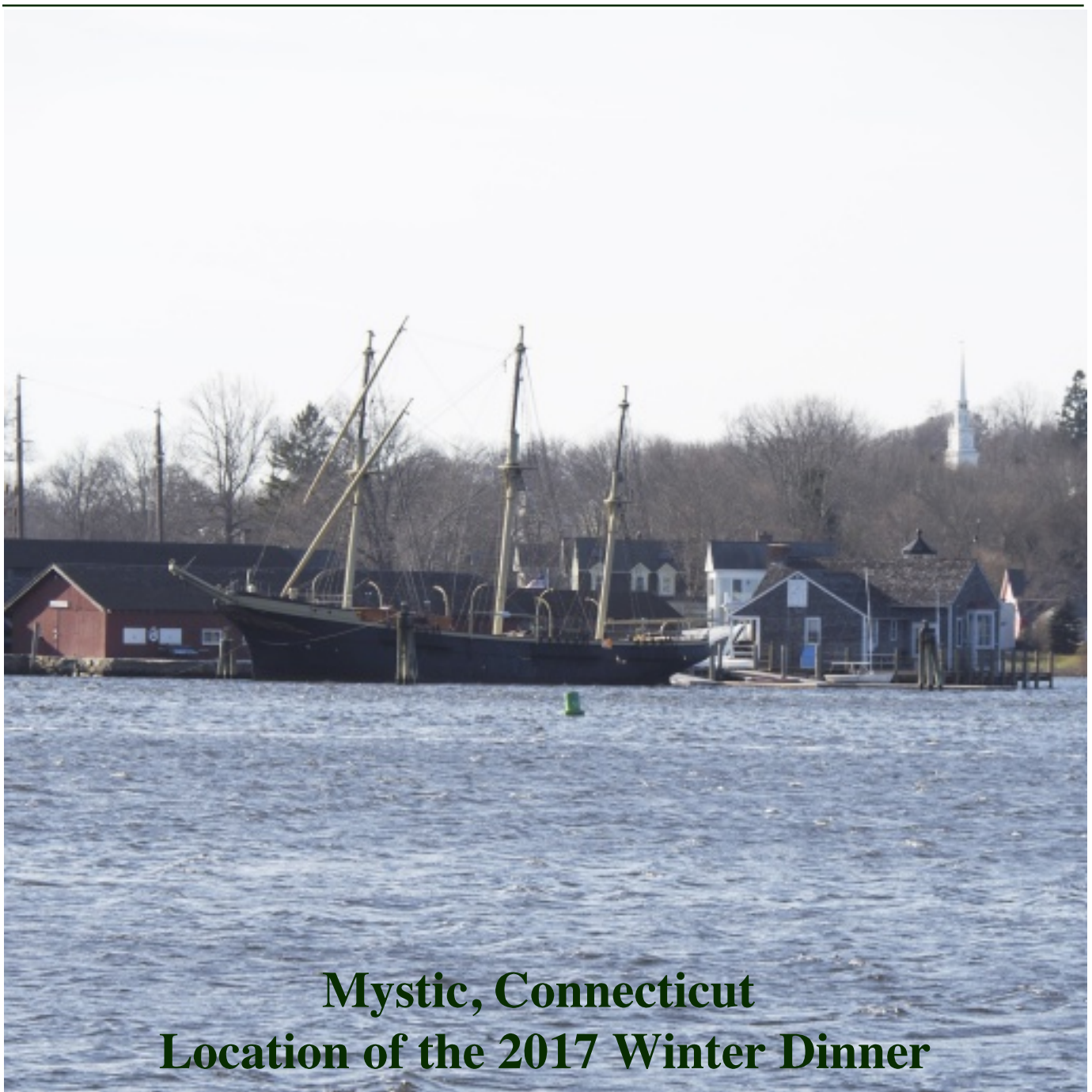


# *Nor'easter*

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

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**Mystic, Connecticut  
Location of the 2017 Winter Dinner**

**Winter 2017**

# Letter from the President

By: Gary Van Voorhis



## 2017: A Pivotal Year

Happy New Year to all TONE members and Tartan owners!

I'll add to the media, and general, din by saying 2016 was quite a year. The economy was a roller coaster, politics of all stripes were in our faces, and world affairs roiled. Aren't we all lucky to have our wonderful Tartan sailboats to briefly escape it all and just enjoy our lives? I think so.

This President's Letter is partly a 2016 annual report and partly a 2017 call to action. It's a bit longer than usual, but I think it warrants your attention. Please read it through.

I would say that 2016 was at the very least a good year for TONE. We started out with a superb Winter Dinner event with an informative morning Coast Guard session and a wonderful evening dinner at the Haley Mansion at the Inn at Mystic.

We followed up with a Southern New England Summer Cruise that took the place of the "regularly scheduled" Maine Cruise. We had more boats and members on the cruise than ever before along with more TONE sponsored dinners and impromptu cocktail gatherings.

Off the water we supported our extensive Club Express membership website at [www.tartanowners.org](http://www.tartanowners.org) and moderated the ever popular Yahoo Tartansailing list (you may not realize it, but TONE "owns" the Yahoo listserv and carefully monitors the active participation of nearly a thousand members). But, that was all last year!

## Where are we now?

I see 2017 as a pivotal year for TONE. We stand at

a crossroads with regard to membership, leadership, and club sponsored activities. These three elements are intricately linked so let's look at each in turn and then at the overall picture.

### Membership:

As of January 3, 2017, we had 153 primary dues paying members. Last year at this time we had about 169 so we're down a few. What has changed, and continues to change, is that ten years ago the overwhelming majority of our members came from New England, and the nearby New York and New Jersey area, whereas today we have numerous members hailing from all over the U.S. and a few from abroad. So, numbers down some and more widely distributed.

### Leadership:

Our leadership team is getting gray and shrinking in number. There's nothing inherently wrong with getting gray (it's slowly happening to me) but the shrinking number part bodes ill for our future unless we take action. We have been losing board members for much the same reason that the sailboat industry has been struggling: people with sailboats have been aging out of the sport and this expensive and time consuming avocation lures fewer and fewer younger people into it ranks. We're not immune.

### TONE Sponsored activities:

Based on the results of the member survey, and talking to members directly, we shifted the focus of our sponsored activities. In 2015 we moved from a traditional TONE Rendezvous at a single marquee port to five local gathering events spread out across our primary member region. The results were positive with great total attendance. In 2016,

recognizing stagnation in the attendance for the Maine Cruise we shifted south and picked up many new members and boats on the various legs of the Southern New England Summer Cruise. The Winter Dinners have been consistent favorites and in 2016 both the morning event and the actual dinner had the highest attendance ever.

### What next?

Our first critical challenge is to draw in new leadership blood from among the members. Most of the officers and board members have been in their positions since the early 2000's and beyond. All have served with distinction, but everybody has a limit to their excitement and creativity quotient. The Old Guard isn't leaving the field, but we need reinforcements!

This letter is a direct call to any and all of you who feel you could devote some time and effort to TONE. If we are to sustain the organization we need to add to and refresh both the officer slate and the board. We need to be actively considering what we plan to look like in the future. The questions "Who are we?", and "What do we do?", need to be regularly asked and answered. It is the officers and board that perform that function for TONE.

The second challenge is to consider our membership. A revitalized leadership team needs to consider how to secure the commitment of current members and develop a pipeline of new members. We know that Tartan yachts of all sizes seem to last virtually forever. All those 27's and 28's are still out there

sailing somewhere. Their old owners may have sold them, but someone is still skippering those boats. The same is true of the hundreds of T-37's built over the many years and the legion of 40's, 42's, and all the "Four Digit" Tim Jackett designs. It will take some effort to track down these boats and give their current owners a chance to engage with TONE, but they are the future.

Which leads to the sponsored activities. All those owners, old and new, will have to find the TONE offerings compelling before they will join and participate. We will need to better understand what members want and give it to them. I think we've been on the right track but we need to be more creative and devote our energy to better serving our members.

### What am I asking?

I'd love to hear from five members who are willing to join the TONE Board of Directors and further consider taking on officer duties. This isn't rocket science and all it really takes is commitment and energy. Sailors are smart people; if they're not they end up on the rocks or worse. Tartan owners especially have generally achieved success in life based on intelligence and directed energy. We could use some of that horsepower for the common good. Think about it.

If you are interested, or I could answer any questions, please email me at:

[gary@gjvv.net](mailto:gary@gjvv.net)

I'll get right back to you

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# Upcoming TONE Events: 2017

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We are planning two events for 2017: A Winter Dinner on March 11, 2017, and a mini-rendezvous at Kingman Marina in Redbrook Harbor, MA on August 4 & 5, 2017.

The winter dinner will be held at The Inn at Mystic in the Haley Mansion. The dinner cost is \$65.00 and full details, and a registration page, are on the TONE website.

The Summer 2017 Rendezvous will start on Friday, August 4, 2017 with a welcome cocktail hour and

dinner following. The Rendezvous will continue on Saturday and include a full breakfast and an evening dinner.

We are planning to informally extend the rendezvous with a visit to Edgartown harbor after we leave Red Brook. We will explore a dinner at the Edgartown Yacht Club if people are interested.

More information will follow as details emerge. Keep your eye on the website and your email inbox.



# Safety Corner

## Know Your Crew; Keep Them Safe

By: Robin G. Coles

They say the most successful businesses are those that work well with their employees. The same holds true with Captains of boats. The most successful skips are the ones who know their crew. More importantly, their crew's limitations and how to work around them rather than complain about it. As the Captain of the boat, you need to be competent in the boat's operation and equipment. Plus, know how to sail and navigate her. Last, but not least, you need to control your tone and volume when directing commands.

Unlike the bigger yachts and cruise ships you don't have the luxury of hiring crew for specific jobs. Usually when you go away it's planned with people you know. Men and women together in close quarters can be difficult, even if married. Add another person or two to the mix could be challenging.

Before you leave for your trip you should sit down with your crew to get answers to these three questions:

1. What skills do they have and at what level?

Do they feel comfortable and confident on any sailboat? How many nautical miles have they sailed? Are they good at navigation, handling a boat, run the sails? Can they handle the radio if something happens? Or are they only good on the rails, cooking, cleaning or for companionship? Also, ask if any of them want or need to freshen up on certain skills. Don't assume anything!

2. Are they considerate of others on the boat? Do they drink too much?

Remember there's not much room to hide if an argument breaks out. Even the biggest of yachts can feel tiny if you're out on the ocean with no place to escape. Don't take the women for

granted and expect them to do all the cooking and cleaning.

3. Do they have any food and/or drug allergies? How serious are they? What about health issues everyone needs to be aware of? Are they on any medications?

You'll want to make sure any food and/or drug allergies are known well in advance and plan accordingly. Is your crew physically fit to face bad weather, handle the sails and any other work deemed necessary on the boat? Last, but not least, collect full medical records of each crew member and put them in a dry, safe spot. Make sure everyone knows where they are.

Before you head out, you'll want to make sure the crew knows where to find the safety equipment and how to use it. As for lifejackets, it's good practice for each crew member to have their own and to wear them. Just make sure in bad weather, everyone's lifejacket is on and tethered to the lifelines. Most important, the captain needs to know which crew member he can appoint as back-up in case of emergency.

There are lots of chores once on the boat. Make a roster. Set ground rules. See that everybody abides by them; especially the Captain. Remember, the ship only runs as well as her captain.

*Robin is a published author of Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat, passionate marine enthusiast and sailor who has interviewed countless industry experts as well as visited, interviewed personnel at, written about, and photographed hundreds of marine ports in the US and abroad. Robin also works with businesses to help them tell their story through articles, customer successes, and videos to name a few. Her current projects include videos about Boat Safety. If you'd like to get involved in these, contact Robin at: robin @ TheNauticalLifestyle*

**US Coast Guard National Museum**  
**New London Waterfront**  
**Opening 2021**  
<http://coastguardmuseum.com/>



The National Coast Guard Museum will inspire, inform, and engage visitors by honoring the courage and skill of the men and women of the United States Coast Guard. Once constructed by the National Coast Guard Museum Association, Inc., the Museum will be gifted to, and sustained by, the United States Coast Guard and Auxiliary. Efforts are “all ahead full” to:

- Fundraise for the Museum
- Develop the interactive programming that will attract visitors from around the world
- Build awareness and appreciation of the United States Coast Guard by exploring its rich history and current impact on our nation and world, and by envisioning its future service to our country.

**Museum Details:**

- Be a new 70,000 sq. ft. facility in downtown New London, Connecticut on the historic waterfront where the USCG has had a presence since 1791
- Be free and open to the public
- Incorporate the nearby Coast Guard Academy and USCG Research and Development Center

- Showcase “America’s Tall Ship”, the Coast Guard Barque EAGLE
- Host an estimated attendance for 250,000 visitors yearly
- Include:
  - o A Science, Technology, Engineering, and Mathematics (STEM) Learning Center which will be a physical hub with global reach via its outreach and virtual programs
  - o State-of-the-Art exhibition galleries
  - o Marine & aviation interactive simulators
  - o World-class audio-visual theater and auditorium
- Incorporate a waterfront marina with access to active Coast Guard small boats, cutters, historic vessels, and national and international visiting maritime ships
- Facilitate visitor access to existing downtown transportation hubs, and expansive river views with pedestrian walkways



Artist views of the proposed new Coast Guard Museum

**Contact:**

Bruce F Buckley  
USCG Auxiliary  
860-391-3364  
[bruce.buckley@yahoo.com](mailto:bruce.buckley@yahoo.com)

# Tartan Tech

## Working on Our Boats



### Making our C&C115 a “Tartan Cruiser”

By: Dick Jerauld & Sandy Taylor, C&C115 “Infinite Jest”

As we reported in TONE’s Nor’easter last year, Sandy Taylor and I purchased a Tartan-built Tim Jackett designed, 2006 C&C 115 performance racer-cruiser to replace our Tartan 372. What interested us in this boat model was its racing pedigree and go-fast design with a touch of ‘cruising features’.



Tartan’s C&C 115, now named Tartan 115, definitely has a more racing focus than cruising but has a traditional Tartan interior unlike its competitors. This particular C&C 115 was built more ‘cruising-focused’ than most with a shallower draft keel at 5’4” (we believe is the only one Tartan ever made) along with dodger, bimini, asymmetrical bow-sprit, air-conditioning, electric head, Kato davits, and complement of Raymarine electronics. It also had go-fast goodies like dual winches, a big 60” wheel, tall carbon mast, Doyle performance sails, and more lines to pull than one could imagine! This boat is fast and fun to sail.

I’ve always loved the original C&C’s for their performance and go-fast looks but also liked Tartan

models for their quality, detailed interiors, and more traditional looks. We are primarily cruisers, not racers. This meant we really wanted a Tartan but a Tartan that sailed fast. This C&C115 fit the bill for us.

This update is to share our experiences buying a boat we loved and what was needed to make it our personalized “Tartan-Cruiser”. This past year was a journey of many projects and sea trials in the Newport area before heading out to TONE’s Summer Cruise to meet up with the fleet in Edgartown.

While this boat came with a lot of features it also had issues. Our first step was to investigate each system to determine if an update was needed or was ‘OK for now’. This discovery phase uncovered a lot more issues than anticipated! Hopefully, TONE members can benefit from our experience. I’ve also included some key marine vendors that helped us accomplish our ‘Tartan Cruiser’ goal.

#### *Steering System, a priority -*



On our first sail from Long Island to Newport after purchase, we discovered a major issue the well-known CT-based surveyor missed... We had a serious steering problem. When we got to New England Boatworks (NEB) in Portsmouth, RI a basic rudder inspection showed the unique self-aligning



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rudder bearings were totally shot. Further inspection after removing the rudder showed the rudder's composite carbon post was scored beyond repair and the entire pedestal steering system needed a rebuild. We owned the boat and now owned this (very costly) problem!

Researching the internet in regard to Tartan C&C115 steering issues, I fortunately found two C&C115 owners sharing exacting details in published papers



on retrofitting the problematic C&C 115 original rudder system. The self-aligning bearings needed to be replaced with Jefa bearing kits from PYI, Inc. Although the bearing kit(s) were very expensive, this was the only way to go.

Next was ordering a new rudder from Tartan, which took two months to get built and shipped to us at NEB. Many thanks to Art Averell, Tartan's Replacement Parts Manager, for help procuring the new rudder.



The pedestal had a single shaft bearing that the big wheel had abused. A trip to Edson in New Bedford MA solved this problem with a new dual-bearing shaft setup. I had to make a custom PVC fitting to hold the second bearing, which mounts to the front of the pedestal giving the steering shaft twice the support. Many thanks to Ed Stuess, VP-Marine



Division and Edson's resources for help with the pedestal shaft and bearings.

The new steering retrofit works well with zero play in the rudder system and provides more precise steering. I've since learned that Tartan adopted this very same retrofit in later C&C115 and new Tartan 115 models.

### **Electronics -**

Infinite Jest came with a Raymarine E80 Display, analog Radar and SeaTalk-based ST60 Instruments. A new EVO200 Autopilot system had been integrated into the SeaTalk network however, the control head was located in an 'impossible to see and use' location. We then found the E80 display had a raster issue and its location on the pedestal was very poor.

We decided an electronics retrofit project was needed as the cost to repair the E80 display exceeded a new E97 on sale. Plus, a new pedestal instrument pod would allow for the Autopilot control head to be moved to a user-friendly position.



The down side was the analog radar would need a replacement to work with the newer E97 display and faster SeaTalk(ng) network. We decided on Raymarine's new solid-state Quantum Radar and sold our old radar dome to another boater.

A cool feature of the E97

is WiFi and Internet features. If you're in a WiFi area, just log onto the network and it can check for Raymarine

software updates. First it does an inventory of your Raymarine equipment and then downloads a list of available software updates. You pick and choose the ones you want or update them all. Caution here!!! If you update your EVO Autopilot system you



MUST do a mandatory dockside wizard checkout. We learned the hard way on this one the first time we hit “Auto-mode” underway. Please do the dockside wizard checkout before trying to use the Autopilot!

We really like AIS for its ability to see other AIS equipped boats as well as ‘be seen’ by others. It’s amazing the number of AIS equipped boats that are now out there as compared to 2-3 years ago. For AIS we went with Vesper Marine’s XB-8000 model, dual-purpose Antenna, and amplifier/splitter/FM antenna receiver. This allowed us to use the existing mast-based antenna cabling without adding a separate AIS antenna. It also got rid of a FM signal amplifier for the boat’s radio. The XB-8000 comes with a dedicated GPS and WiFi capability, which can integrate with your iPad and iPhone.

For the new Pedestal Display-Instrument mounting we went with a SeaView POD. I liked the compactness and ability to get the correct eye-level view. We included a second small Instrument Pod for a future Raymarine i70s multi-function display instrument.

We waited for Defender’s annual spring sale for the electronics retrofit, which saved us a lot on replacement costs to update the system.

### ***Canvas –***

We had not planned on any canvas projects as most of it was less than 2 years old. However, after sailing with the existing Dodger and Bimini we discovered the design was totally lacking. The Dodger blocked a full swing on the winches and let more water in than it kept out. Trying to view the mainsail when hoisting, revealed a very restricted view of the sail going up the mast. The Dodger was too big and Bimini was too small to block the sun. They just did not ‘look right’ for this boat. This replacement project was a tough decision, however,



we’ve learned a cruising boat needs a quality, functional Dodger and if you have a Bimini, it needs offer protection from the sun and help keep the cockpit (driver) dry.

We called on Thurston Canvas, Bristol RI for the new canvas pieces and went with a new Sunbrella fabric that matched the non-skid. We did stick with the original mainsail cover for now.

Sandy took pieces of the old fabric and made ‘hatch covers’ for Infinite Jest.



### ***Other Key Projects –***

The list of other retrofit projects is quite extensive beyond the above ones. I will just cover a few here.

For most of these other projects I called on The Ship’s Store, Portsmouth and Newport RI for new replacement parts. Many thanks to the Ship’s Store new owner, Nick DeRosa and his Ship’s Store Team. I made up an extensive list of items we needed with competitive prices for each. Nick stepped up and met our target pricing enabling us to save on the additional equipment costs. Here are a few of the retrofit projects we also completed:

***Bilge Pumps*** - The existing bilge pump would not shut off. Instead of just replacing it with a new pump I rebuilt the entire system adding a second, bigger pump at a higher level complemented by a new compact (lower) pump for primary usage. And, using an unused remote water pump, I can also remove any remaining water out of the lowest bilge levels. The air conditioner cooling pump had failed so new saltwater pump was installed in the reworked bilge area.

***Lighting*** - Most interior lamps were replaced with LED replacement bulbs to reduce the overall electrical load. The Navigation Lights were all replaced with new LED fixtures.

***Electric Head*** – The original salt-water manual head had been replaced with a new Jabsco electric fresh-water Head. It worked but the installation was very poor. Out came the Head so we could update and correct the installation and, replace all hoses. Interestingly, during this process we found the outlet hose was miss-plumbed and Y-valve needing



replacement. Now it looks great and works like it should.

**Control Lines & Sheets** – Equipped with most of the original control lines, Infinite Jest's forward cockpit looked like a bowl of spaghetti. Simply too many lines, all too long, and most quite weathered. Each line was accessed for location, needed length, and usability. Some were relocated, many replaced with hi-tech Dyneema, and all shortened. There's still a LOT of control lines but the cockpit is more organized.

The project list goes on and on with more to come in 2017 – Overall, we are very pleased with this boat and outcome of the projects. We did encounter more projects than anticipated but well worth it in the end.

**And as they say... Now it's time to 'go-cruising', Tartan style!**

One big issue remaining was what to do with the old Rudder taking up space on the brick patio. Sandy wanted to make it a 'wind-vane' display...



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## Jib Sheet Control using Low Friction Rings

By: John Harvey, New Day T37 # 16

The jib is traditionally controlled using one or two tracks on either side of the sailboat containing a fixed block at the stern end and a movable block in front. A pair of cars and control lines often are used to allow sheet control from the cockpit. This arrangement is expensive so many cruisers resort to manually setting the forward block, often clumsily and unsafely.

Let's revisit the dynamics and geometry. What is there to jib sheet control? In and out. Up and down. Optionally athwartships. We pull in or let the sheet out to change the angle of attack. We pull down or slack up on the sheet to control twist. We may pull in towards the cabin to really honk it in and skirt the jib.

Let's try another way that obeys the same dynamics.

A low friction ring is a donut with a groove around the outside circumference. Cow hitch the ring's 5'-6' dyneema tether to the deck where the forward end of the track used to be. Lead the jib sheet from the jib through the hole to the



helm for in and out control.

Cow hitch the 3"-4" tether of a 6-8mm ring to the same point on the deck. Tie a new 6mm line to the same point and lead it up and through the primary ring hole then back down to the small ring and then aft to the helm for up and down control. Hey presto!, you now have the same control of the jib from the helm as with the track and car arrangement. The optional line serving as a barberhauler is fixed to the cabinsides somehow. See diagram and example on the following page.

A few details complete the picture.

- The primary ring hole must be large enough to allow passage of a 1/2" sheet (12mm) plus a 6mm line and optionally a 4-6mm line. That equals 24mm – use a 28mm ring.
- The primary ring will "float" about chest-high and about the same five feet out to the side but is captured with the 5'-6' dyneema tether so it doesn't just float away. If you have any rigging skill you can use a 12' length of dyneema doubled and bound around the outer groove as the tether.

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- The 6mm up and down control line needs more force than a normal adult can muster to pull the leech down for minimum twist (a.k.a. jib lead forward). Sailors without track cars usually go forward and step on the sheet to pull it down then adjust the forward block. Quite a lot of upward force in those 15- 20 knot winds, eh? Make the up and down control line into a 2-part purchase by hitching another small ring to the same point or a stanchion foot with a foot or two of dyneema bound around the outer groove. Tie a 6mm control line to the same or nearby point on the deck then up to and through the primary ring, down to and through the small ring and back to the cockpit, perhaps through yet another tethered ring as a fairlead.
- Each boat will need to play with the placement of the small rings to get the best geometry.
- Don't get too fancy. These rings are low friction only up to 60 degrees of line bend. Putting the small lines through 180 degrees with the small

rings works only because of the 2x purchase or light force needed.

- For more details google "low friction rings jib sheets."

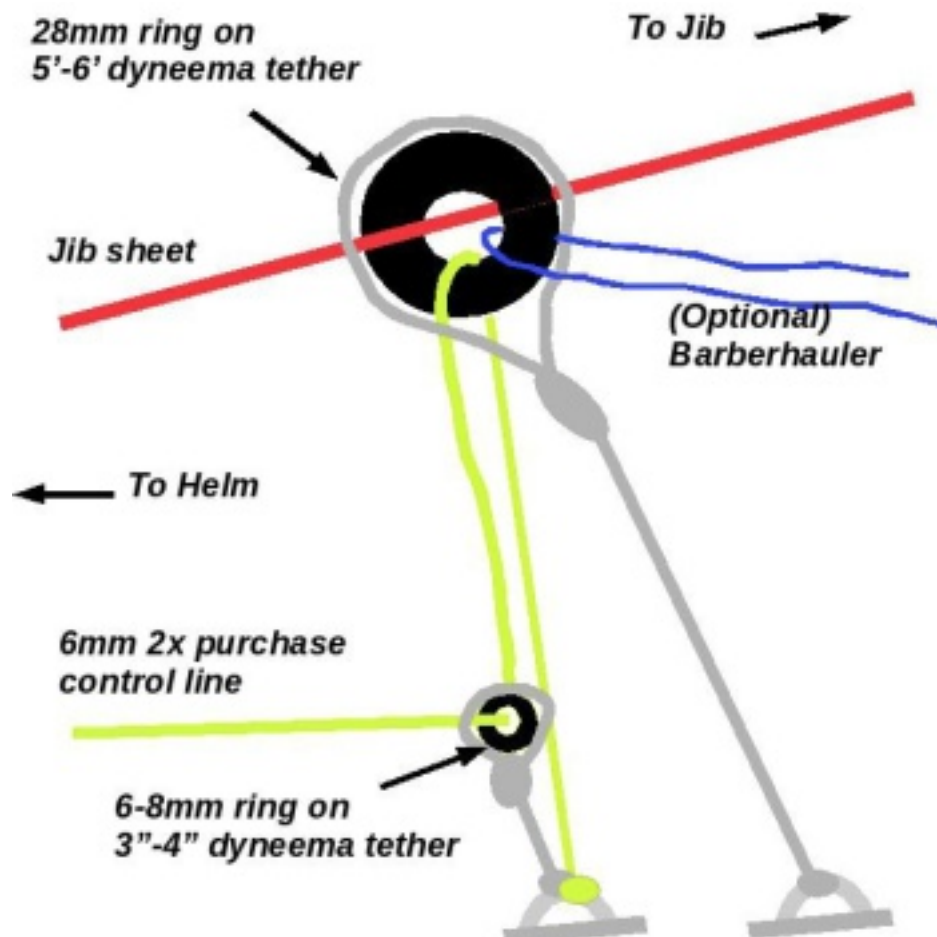
Why do this? For about \$120, you get infinite, precise control of the angle, draft and twist of the jib sail and removal (or avoid purchase) of 30-50 pounds of \$1000 worth of tracks, cars, nuts and bolts.

Disclaimer:

My dockmate, a 42' J-Boat, has twice done the Newport to Bermuda race with this arrangement.

The captain has replaced nearly every block on the boat, removed the tracks and plugged every hole in the deck.

However, I have not flown my rings in anything more than 15 knots so I don't know what forces apply when encountering serious 30+ knots. I have not removed my tracks yet, not until I have lots more experience.



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# Brightwork Finish Thoughts

By: Greg Lanese

Lalandii Coatings, LLC. Manufacturer of Bristol Finish

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During the Annapolis Sailboat show last fall I realized there are many Tartan yachts out there. At least a couple of times a day we had Tartan owners stop by the booth with questions about our products and how they related to their beloved Tartan.

During the show several folks had mentioned the Tartan Owners Association, so I decided to reach out to the group. During a discussion with Gary Van Voorhis he suggested, since spring is coming, that I write a piece on the subject of brightwork. As a consumer myself I am not fond of fluff pieces presented just to plug a product. However, if an article has some useful information and has some value I can appreciate it. That is what I have tried to accomplish here. I will mention Bristol Finish products where appropriate but do your research and come to your own conclusions.

My approach to the subject matter here is very generalized because so much has already been said and written about doing the brightwork on your boat. This piece will have more to do with the decision making process for selecting the product to use than how to do the work itself. For information about applying our products have a lookout our website: [bristolfinish.us](http://bristolfinish.us)

Before we get started with product selection it helps to understand, in a very oversimplified way, what a coating does and what it is. The goal of a coating is to protect and/or beautify the surface or substrate which it is being applied to. In this case the wood trim on the outside and inside of your boat (Tartan). Whether varnish or paint, a coating is a solid suspended in a liquid so that it can be more easily applied. Once applied the liquid evaporates or chemically changes leaving a solid protective surface.

The next thing to try to understand is why, or how, do coatings fail? Again keeping things simple, coatings fail because of: 1. exposure to UV. 2. moisture gets underneath and behind the coating and causes it to separate from the substrate. 3.

contamination on the surface before application results in poor adhesion (these can include but are not limited to salt and dirt to oils and other chemicals).



## Product Options

Okay we have basics behind us and can start considering product options. Since we are talking coatings we will not address the bare wood option, that is a subject for another discussion.

I will briefly mention wood oils simply because they are a coating of sorts but do not harden into solids. They are easy to use with little prep needed on the frontside but require frequent re-application to maintain some limited protection and look. Re-application can be as often as every month.

From here we have three types of products to choose from. All are classified in the varnish category but not all are true varnishes. These are: traditional varnishes, modern one part coatings, and modern two part coatings. Most of these are intended for exterior use therefore will work fine inside the boat. However there are some products now made for just interior use (Our Classic Clear one part is an example).

The difference in these three coating types will be in how easily they are applied, how quickly they can be applied, how easy they are to use, how they look, and how long they are expected to last.



Traditional varnish is hundreds if not thousand years old technology but it still works and looks great. These are usually limited to applying one coat a day, sanding between coats and require some upkeep. Getting six coats down will take at least six days of ideal weather conditions not including the prep work. Durability is not the best, but they are also easier to strip down.

Most every major paint manufacturer has a version. In the marine world you will all be familiar with Interlux, Epifanes, Z-Spar, and others.



Modern one part coatings were made to bridge the gap of ease and durability from traditional varnish. They can usually handle multiple coats a day for a quick build up but have not always been the best looking. They are getting better cosmetically but some feel they can be more difficult to remove, this being a result of their increased durability. Cetol is the best known in this category but there are other brands out there.

Modern two part coatings have been around for the around 20 years give or take a few years. There are different variations on the theme where two components are combined then applied to the wood or one component is applied first and a second applied over the first (our Traditional Amber is the former). Some are easier to use than others for do it yourselfers and others should be left to professional to use. These types of coatings when applied properly tend to be very durable, can be built up very quickly with multiple coats a day. They look great but require a little more attention to detail when being used. Bristol Finish, Alwgrip, and Interlux all make two part coating systems as do some other

manufacturers.

So how do you decide what to use? Honesty is the best policy.

What look do you want?

How much work are you prepared or willing to do?

What is your temperament and what are your skill sets? Also where a boat is located should be taken into consideration



. Northern latitudes are less harsh than southern latitudes and boats that travel back and forth north and south have to deal with both. Also who is doing the work of applying the coating, the owner as a do it yourselfer or a professional?

Traditional varnish has the look but takes time and requires a lot of maintenance particularly the further south you go. One part modern coatings are easy to use, require less maintenance but may not look as good. The two part modern coatings are pretty close if not equal to varnish in look, are quicker to apply, require less maintenance and last longer. But they require a little more methodical approach. If you don't have the temperament to mix and measure then focus on the one part coatings

In closing a few additional thoughts. Make sure the woodwork is bedded properly and the moisture content of your wood is as low as possible when applying.

The prep work done before applying any coating can be more important than applying the coating itself. Good thorough prep work will yield better results in looks and durability. Do your research. Follow the manufacturers directions. There are a lot of old wives tales or more specifically old salts tales about varnish. If you are using a modern coating ignore these, the directions are there for a reason. We have

a very good article on the Bristol Finish website taken from Professional Boat Builder magazine on some best practices for doing varnish work that apply to most varnish class coatings.

Don't let your coatings go to failure. Many old school types allow varnish to fail then strip and re-apply. You can keep your brightwork looking great for years with minimum upkeep if you have a little foresight and a little discipline.



About Bristol Finish.

We are a small US manufacturer of High Performance Marine and Architectural Wood Coatings. Our two part Traditional Amber was one of the earlier two part systems on the market nearly 20 years ago and is still a top performer in that segment today.

All our products are accessible to the do it yourselfer and the professional. For more information about our products check out our website at [bristolfinish.us](http://bristolfinish.us)

You can also find us on Facebook, Pinterest, and Houzz.

For those of you that read through this and would like to try our products we have a pre-season coupon code (**tartan-own-assoc**) to use on our website e-store for 15% discount between Feb 1 and March 15.

Don't hesitate to contact us if you have any questions.

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## On the Water -

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Planning your summer cruise? On your way to the Great Lakes Cruising Club's Rendezvous??

Why not include the Northern Lakes Tartan Sailors rendezvous

June 24 & 25

Duncan Bay Boat Club

Cheboygan, Michigan



For dockage reservations please contact Duncan Bay Boat Club directly: <http://duncanbay.org/>

For rendezvous information contact: 231-632-6155 or [mateus@tds.net](mailto:mateus@tds.net) or [northernenclosure3@yahoo.com](mailto:northernenclosure3@yahoo.com)

Editor's Note:

We are all interested in news from Tartan relative to the direction of their business. This press release from late last year describes briefly the new direction of Tartan. Tim Jackett's article, which follows, further describes the direction of the company.

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# Tartan Musings



By: Tim Jackett, Chief Operating Officer/Designer, Tartan Yachts

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TLC YACHTS, LLC  
Tartan, Legacy, Custom Yachts  
1920 Fairport Nursery Road  
Fairport Harbor, Ohio 44077  
440.392.2628  
www.tartanyachts.com



For Immediate Release

For more information contact:

TLC Yachts, LLC

Tim Jackett

tjackett@tartanyachts.com

Rob Fuller

robfuller@tartanyachts.com

## TLC Yachts Announces Custom Division

Full customization, personalization for the experienced yachtsman

Over the years, we have found that Tartan and more recently Legacy owners are a bit different from many other boating enthusiasts. Most have many years of experience on the water and have owned several different boats and when it comes time to consider a new one, they generally have a well-developed idea of what is most important to them in a new boat. In our production line up, Tartan and Legacy yachts are very personalized to meet these individual desires, but of course this customization and personalization is bound by the constraints of existing models and deck and arrangement plans.

For some, the solution may be a custom build. TLC Yachts (Tartan, Legacy, Custom) and its design team have a number of custom designs in the early stages that have resulted from very specific requirements of experienced yachtsman and woman.

One particularly interesting design is a 55' sloop developed using the well-proven and great performing Tartan 5300 hull. One key element of the design brief is a full inside helm station. The



December 2, 2016





# LEGACY

Hello to All TONE members and Tartan owners. In past additions of the Nor'easter Newsletter, I've enjoyed sharing some personal memories of Tartan history with you and particularly stories about some of the people that have become a part of the fabric of Tartan. I'll continue with more of my personal, historical recollections in future newsletter contributions, however writing this one at the close of 2016, I'd like to give an update on where the business is now and where we see it heading.

2016 was a year of substantial change for Tartan. The development of the new Legacy 36 consumed a great deal of our attention and resources. The resulting boat is one that is a fitting addition to Tartan and as we go forward, you will begin to see a closer association in the branding of Legacy as "Tartan's Legacy". The build out of the 36 is an extension of Tartan sailboats, the wood work is classic Tartan and the composite technology shares all that we have learned in building great performing sailboats. As we've ventured into the power boat side of things, I'm developing the same goals for Tartan's Legacy as those that we have adhered to in developing new sailboats. Boats that are well built, look like they belong in the water and through careful use of good building practices, deliver exceptional handling characteristics and with really great interior wood work and comfort. But, you are all sailors and probably don't want to read much



**Legacy 36 Hull 01 at rest in Newport, RI**

more about the power side of our business, so we'll move on to other aspects of Tartan.

In October, Rob Fuller and I formed TLC Yachts LLC (Tartan Legacy Custom). Through an agreement with Steve and Stephanie Malbasa and their S&S Financial Ventures, we acquired the exclusive rights to the Tartan, Legacy and Aspire Composites brands. As most of you know, Steve and Stephanie acquired the company in 2010 and since that time, they have devoted substantial energy and resources to maintain Tartan and guide it through the most difficult and longest downturn in the history of the marine industry. This was a downturn that was even more pronounced on the sailboat side. In the face of this adversity, Steve and Stephanie continued to invest in and develop new models such as the Tartan 4000, 4700 and 101 and during the past couple of years, the Legacy brand as well as the new L36. We are thankful for their efforts, dedication and determination in continuing and enhancing the long legacy (57 years and counting!) of Tartan sailing yachts.

As we head into 2017, we have some exciting plans for the continued development of Tartan and some important additions to our staff. We are in the preliminary design stages of a new production Tartan.

Unfortunately, the 3600 development has been suspended. The early customers for the 3600 have either moved to a new or used 3400 or 3700.



**Legacy 36 Helm Deck**

Stand by for the release of additional information on the new boat in early 2017, we plan to have the first boats available for this coming summer with a fall boat show debut. The “C” of TLC denotes custom design and building. We currently have a number of design projects in the works, a deck house 55 with full inside steering and helm deck salon using the Tartan 5300 hull as the starting point, the 37 that was previously shared with the TONE group, and a very high performance, turbo racer/cruiser. The study plans for these projects will be released in the coming weeks and the status of these projects will be chronicled in a special “Tartan Custom Portfolio” of our website.

The loss of Rick Lannoch last spring left a very large void in our design and engineering department. Rick’s talents are well documented and his combination of practical, hands on marine manufacturing and design/engineering skills presented an extremely difficult search to find someone who might grow to fill the void. After a long search and extended discussions we have Keith Ransom joining us the first week of January. Keith’s educational experience is right on, he graduated with a Naval Architecture degree from Rob’s alma mater, and equally important he has broad real life experience that will be extremely valuable. Keith served his country as a Marine with a couple of



**The New 55 Deck House Plan**

Of course none of this can happen without having the right staff in place. Although Rob Fuller is a graduate of the University of Michigan Naval Architecture program, his primary focus is on the operations and general business management of TLC. That’s not to say that he and I won’t share thoughts and ideas on the design side, I welcome his considerable experience in the industry and design and engineering contributions.

deployments to the Middle East. After his discharge from the service he began the educational path that eventually led him to Tartan. Along the way he has gained a great deal of hands on experience in various jobs and personal projects, all will be a benefit as he joins us and becomes an integral part of our team. Of course my only issue with both Rob and Keith is that they are U of M Wolverine fans, I’m OK with this year, our Buckeyes squeaked out a tough one, but I’m sure that in the coming years, late November each year will make for interesting times. Also on



the design side, Tim Young has continued his growth and now is very instrumental in our ability to personalize and customize our boats so they meet the desires of each new owner, he's a Buckeye fan...



**Rob, with my gift to him of "Michigan" toilet paper after the big game**

Art Averell has decided to move his retirement up a bit, originally planned for mid summer, 2017, Art decided to retire at the end of 2016. Just like Rick, Art is a tough act to follow.

I know that for many of you, Art was your primary contact with the company and I know how much effort he put into solving the smallest or the largest problem that a Tartan owner had, they were of equal importance to him. When Art first started with us, we discussed the fact that he had the opportunity to be a hero for Tartan owners by responding as quickly as possible to an owners needs. In many parts of the country, our sailing season is short and something like a damaged rudder can threaten the use of a boat for an entire season, Art hopped to every time to make that inconvenience as short as possible. Sam Ansbro, has been with the company for several years in a number of different positions and will be taking over the Customer Service and Aftermarket Sales position. Sam is a Tartan 27 owner and enthusiastic member of Tartan and we look forward to him becoming the "Tartan hero" that Art was able to be for so many owners.

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# TONE Year in Review: 2016

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By: Gary Van Voorhis

The TONE 2016 year started with a great Winter Dinner event on March 5 which featured a morning Search and Rescue seminar at the United States Coast Guard Academy and ended with a sumptuous dinner at the Inn at Mystic.

We had nearly 60 people in a classroom at the Academy to hear Bruce Buckley of the Coast Guard Auxiliary and Lt. Daniel Taverner of the U.S.C.G.



**Lt. Taverner speaks about SAR**

describe how the Coast Guard conducts search and rescue operations and what people like TONE members should do if they need assistance.

In the evening over 60 members and friends (a record) came together at the Inn at Mystic's Haley Mansion for cocktails and then a delicious buffet dinner. The Mansion was the perfect backdrop for fellowship and fun on a chilly March evening. As a fire crackled in the fireplace, members who hadn't seen each other since the summer cruises and beyond caught up in a great environment and eating great food.

The 2016 Summer Cruise was just what it was supposed to be: sunny, windy, full of social events, and in varied locations. We started in New Bedford with most people at Pope's Island Marina either in slips or on moorings. Dinner on Tuesday night took

place at the Waterfront Grille and we had a ton of TONers - 32 to be exact. Those who came in on Monday July 18th had winds in Rhode Island Sound over 40 kts in some places! Tuesday arrivals had wonderful sunny and breezy conditions to bring them in, but nothing like the day before.



**A table full of TONers at New Bedford**

Our next stop was Edgartown on Wednesday and Thursday, July 20th and 21st. The weather continued sunny and clear so everybody who wanted to shop, swim, or just hang about had a great opportunity. On Thursday night Alan Benet worked his yacht club reciprocity magic and a group of 22 cruise participants enjoyed the yachty charm of the Edgartown Yacht Club at a marvelous dinner in their private balcony upper room.

Before the dinner, most of the group had enjoyed the hospitality of Linda & Jeff Lennox on Luora and Renee & Buddy Wainwright who had rafted Star Watch.



**Fair Winds in Edgartown**

Friday dawned as bright and cheerful as the other days, and with more of that 2016 cruise wind. The destination for Friday was

Vineyard Haven quietly "inside the breakwater" but as folks cleared the Chappy channel and headed into the outer harbor it became apparent how much wind there was. This writer, driving a T-3800, noticed a brief gust over 40 kts on the anemometer just as we approached Squash Meadow Shoal.

It was so windy in Vineyard Haven harbor that folks spread out with some moving over to Lake Tashmoo and others choosing to anchor out in the open harbor. Despite the confusion, there were still TONE cocktail get togethers. Luora and La Retreat were rafted so the Lennox's and Benet's hosted an impromptu happy hour. Other TONE members fanned out over the harbor to join up with various friends and acquaintances. The next day, Saturday, July 23, was a declared free day and some people tarried on the Vineyard while others set out for nearby ports.

Mattapoisett was next on Sunday, 7/24. A pre-planned dinner at the Inn on Shipyard Park was just great. TONE had a private room and the food and service were both top flight. We had about 25 attendees so it wasn't exactly intimate, but you could get to talk to whomever you wanted to see.

Monday saw the intrepid cruisers off to Kingman Yacht Center in Red Brook Harbor. There wasn't a reserved dinner at Kingman, but Cruise Coordinator Peter Crawford arranged for an impromptu dinner at the Chart Room for the interested people and they had a great time. The float plan had Monday's port as Scituate and again, Peter set up a TONE dinner at the Mill Wharf for those who had picked up moorings.

The final official port of call for the 2016 TONE Cruise was Boston. Peter Crawford arranged for a group reservation and the TONE crew once again enjoyed the great ambiance and fabulous food of Filippo Ristorante. This had been the venue for last year's mini-rendezvous in Boston and it was just as good this year.

All and all, it was a great Southern New England cruise for everybody who participated.

# Galley Notes

By: Jan Chapin

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Everyone loves burgers! For a tasty change of pace, kick it up a notch with a jalapeno-popper burger.

## **Cream Cheese Jalapeno Hamburgers** Makes roughly 4 servings



1 cups seeded and chopped jalapeno pepper (can also use jar of sliced jalapenos)

8 oz package of cream cheese, softened (you can use lower fat if you prefer)

1 pound ground beef

4 hamburger buns, split

Salt and pepper

Directions:

1. Preheat a grill for medium heat. When hot, lightly oil the grate.
2. In a medium bowl, stir together chopped jalapenos and cream cheese.
3. Divide the ground beef into 8 portions and pat out each one to 1/4 inch thickness. Spoon some of the cream cheese mixture onto the center of 4 of the patties. Top with the remaining patties, pressing the edges together to seal.
4. Grill for about 10 minutes per side, or until well done, taking care not to press down on the burgers as they cook. This will make the cheese ooze out. Serve on buns with your favorite toppings.

Enjoy!



The web home of  
TONE

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

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

### **Nor'easter** the TONE Newsletter

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

Cover Photo: Mystic Seaport as seen on a cold January day. Mystic is the site of the TONE 2017 Winter dinner. Photo: Gary Van Voorhis

Legal

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

**147 Hancock Street**

**Auburndale, MA 02466**

Officers of Tartan Owners Northeast, Inc.

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Vice President: Peter Crawford

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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.**