



Nor'easter

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

Tartan Rebirth



Summer 2020

Letter from The President

By: Gary Van Voorhis



Man plans, God laughs: old Yiddish proverb. I was raised Roman Catholic but I always loved Jewish culture. There was something about that stolid and somewhat pessimistic view that appealed to me. As an organization TONE has always followed the “Plan for the worst and hope for the best” model but this year the Yiddish proverb has won the day so far. We had some great 2020 plans but Covid -19 has dashed our hopes for local events and put a stop to our Maine Cruise. Oy!

If you follow the TONE emails or read the website you know that we cancelled the proposed Shelter Island event in July and the early August Scituate get together. We were holding on to hope for the Maine cruise but when we looked at the rules in place we realized a summer 2020 Maine Cruise was going to be impossible. Currently, Maine has an economic opening plan that extends the time frame for the 14 day required tourist quarantine through August but now allows for visitors to be tested for Covid-19 within 72 hours of arriving in Maine. If you test negative you are free to visit and not quarantine. For sailors making a multi-day trip to Maine the 72 hour rule presents some questions and ambiguity. We decided to take the conservative route and just cancel.

Is there anything good to look forward to? Yes!

At our Winter Dinner in late February, I put out a plea for people to step up into leadership positions and to inject some new blood into the organization’s leadership. At end of evening we had two new Director volunteers: Tricia Johnson and Laura Sailor. Both are long time TONE members and have been active at our events. This was in addition to Earl Meredith who had volunteered earlier in the year. We are in great shape going forward to get the club headed where the members of tomorrow will want it to go.

As an organization, TONE has had its head down during the epidemic. Like everyone else, our leadership team sheltered in place and lived life sort

of day-to-day. The business shut-down (I live in Connecticut) closed my boatyard and made working on the boat a difficult/impossible task. Nothing has been normal.

But things have opened up. Despite social distancing rules that are in place, most local harbors are opening up for transient sailors. There will be a sailing season, sort of!

TONE will be doing the same thing. I’m shaking off my winter and epidemic torpor and will be getting the leadership team together again soon (maybe using Zoom!). Our intention before everything fell apart was to perform a major re-evaluation of the TONE strategic mission and goals. I had been planning to get this activity started soon after the Winter Dinner. We know where that went (see sentence # 1). But, summer is here, the sun is warming the Northern Hemisphere, and life as we know it is coming back. A revitalized and resurgent TONE is on the horizon.

I look forward to new growth and an even greater commitment to meeting TONE member needs as we go forward. We are going to get better at giving members more of what they want from this organization.

Stay well and get those Tartans ready for summer sailing. The best is yet to come.



Evolving Partnership: CG & Auxiliary

By: Bruce Buckley
USCG Auxiliary



TEAM COAST GUARD

The Evolving Partnership between the U.S. Coast Guard Research and Development Center and the U.S. Coast Guard Auxiliary

Unique among the nation's armed services, the Coast Guard's missions include national defense, law enforcement, natural disaster incident management, recreational boating safety and environmental protection. This diversity of mission scope presents a distinct challenge for the Coast Guard's strategic planning and tactical execution.

The Research & Development Center, based in New London, CT, is a key factor in this ongoing effort as they take the lead in project prioritization, research, development, testing and implementation for new technologies that enable the Coast Guard to address the Nation's increasingly complex maritime challenges.



For example, recently completed development and testing projects include:

- Autonomous surface search sensors for manned aircraft, beyond visual line of sight technology
- Enhanced person in water detection technology
- Next generation environmentally-friendly buoy mooring systems, that would avoid directly damaging nearby plants and animals



Expanding Capabilities with Unmanned Systems

The Robotic Aircraft for Maritime Public Safety project is helping the Coast Guard better understand the risks, benefits and limitations of operating existing commercial-off-the-shelf small unmanned aircraft system technology in a maritime environment for cutter forces in addition to the national security cutter.

- Oil spill response and remediation
- Mass rescue lifesaving appliances sufficient to carry up to 100 people for up to twenty-four hours
- Advanced aids to navigation buoys for the purpose of increasing reliability and reducing maintenance

As part of their continuous improvement initiative, the Research & Development Center has been developing partnerships with other R&D centers of excellence and organizations that can add value to the Research & Development Center's work and missions.

One of the principle organizations is the Coast Guard Auxiliary, which serves as a "force multiplier to the Research and Development Center. The Auxiliary is an all-volunteer force of more than 22,000 men and women that was established in June of 1939, while

the active-duty reserve components were mobilized for deployment overseas. Today, Auxiliary members nationwide support seven of the eleven Coast Guards Mission that were mandated by Congress.

In 2018, Auxiliary members volunteered over 3,500,000 hours, which is approximately \$250,000,000 in cost avoidance. For the Research & Development Center, Auxiliary support in 2019 equates to over 1,200 volunteer hours.

Be safe!

Bruce F. Buckley

USCG Auxiliary

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Suddenly in Command:

Practicing Man Overboard during Covid-19

By: Robin G. Coles



Editor's Note:

At the time of the composition of this article, the United States was in "Shelter in Place" mode due to the Coronavirus pandemic. Though some of the restrictions have eased, the message of this article continues to apply.

It was a great day sailing and another majestic sunset. Rounding the bend heading for our slip, I was thinking about relaxing with a glass of Malbec. Then there was a cry for help on the radio. Someone went overboard, and they didn't know how to get them back on the boat. We had no idea who they were – power or sail? Worse yet, they had no idea where they were either, except near one of the islands. Big help that is – Boston Harbor has 34 islands and peninsulas. We were too far away to turn back and help.

Hopefully there's a boat close by to help. Just as we were about to dock, there was another boat crying the same thing. Another Man Overboard (MOB).

According to the USCG website (<https://www.uscgboating.org>), in 2018, Falls overboard was the 5th primary type of accident for boaters with 274 accidents, 159 deaths and 120 injuries.

Picking Up MOB Skills While Shelter-in-Place

Being that we're all stuck in the house during the Covid-19 pandemic, it's a great time to study MOB drills. Watch YouTube videos with your spouse/

partner and have a discussion on the best maneuver that works for your boat. Practice the moves like you would playing a game of charade. It's a good idea to keep this procedure in that safety notebook for future reference. Come up with hand signals that work for both of you. It's hard to hear someone yelling; especially with the engine running.

Put a plan in place for once your State allows social distancing on boats. Get out there and practice. After all, once they lift the "Shelter-in-Place", you'll be spending more time on the water. Lots of day sails with your long-lost friends and a few week-long trips are on the calendar with both friends and family.

MOB Tools

Does the boat have a life sling? MOB buttons on GPS? Red Distress button on your VHF radio? A flotation device? Whether you have a life sling on your boat or not, it's a good idea to watch a video and learn/practice how to use it. As for MOB drills, if you plan on sailing often go out and practice MOB drills with a flotation device in the water. Then practice some type of rescue, under sail and with the engine on.

MOB Drill

Being suddenly-in-command is a lot of pressure; having your mate go overboard certainly adds to it. Every minute counts; to rescue them. First thing is to

take a couple deep breaths, then yell as loud as possible, “Man Overboard”. If there is someone else on the boat besides you have them find the person who fell over and keep pointing at him/her until rescued. Throw a flotation device to the person to help them either grab it or as a second marker. If your GPS has a MOB button, push it. Also hit the red Distress button on your VHF radio.

Most important! Find out if anyone else on your boat can start the engine, run the boat or shut it down. This includes the VHF radio – don’t rely on a mobile phone. Cell reception on the water doesn’t work for everyone. Practice talking on the radio using the Automated Radio Checks (ARC). Know where the lifejackets are and the safety notebook you prepared.

Remember, the key here is not to panic when you’re suddenly in command. It doesn’t do you or anyone else on the boat any good.

YouTube Videos:

<https://youtu.be/jqoSwG0Rfn4>

<https://youtu.be/5WoAT5RopNE>

<https://youtu.be/VnhjOhWD4j0>

About Robin G Coles

Robin G Coles is a passionate marine enthusiast and sailor who has interviewed countless industry experts; in the US and abroad. As a freelance writer and business strategist, she helps her clients create, replace and update both technical and non-technical documents. Her articles include travel, suddenly-in-command, technology and boating secrets; to name a few. Robin is a member of International Travel Writers and Publishers Alliance (ITWPA) and Boating Writers International.

Robin’s also the author of “Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat”. This interview series of 11 marine industry experts walk you through everything you need to know from buying a boat to selling it. Plus, making a living as a professional sailor. It is available in both print and kindle at <https://tinyurl.com/rbxomek>

Tartan Musings

By: **Tim Jackett,**
Tartan Yachts Designer



My last contribution to the TONE Newsletter focused on the 60th Anniversary for Tartan, indeed an exciting milestone in the history of the brand. At the time, we were in the early stage of discussions with Seattle Northwest Yachts regarding their interest in acquiring Tartan and Legacy. Since that time, Seattle Northwest Yachts has completed the transaction and although hampered by the Covid-19 pandemic, much has happened. Perhaps most importantly, the brands have the right team in place for success in the 60th year and beyond.

The first steps have been made at the time of this writing and when this edition of the TONE Newsletter is released, Tartan and Legacy will be up and running in a newer, larger and more efficient production facility located in Painesville, Ohio.



New Tartan Manufacturing Facility

First on the agenda is to deliver the boats that were in process in late 2019 and early this year, with the mandate to make these some of the best Tartans ever built. Beyond that and into the future, the emphasis is clearly to make quality the centerpiece of the brands.

Seattle Northwest Yachts bring a wealth of boat building experience and talent. Peter Whiting, the Managing Member of Seattle Northwest Yachts is excited to be continuing the tradition of boat building in northeast Ohio and he has assigned a couple of his staff to assure the success of the operation. Phil Friedman and Bill Macnab have been intimately involved with the layout of the new facility and

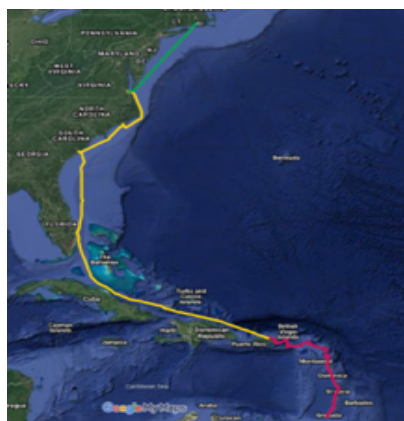
establishing build protocols and processes that they have used in their lengthy careers in the industry. Many companies boast about the years of experience that their management teams have in the industry, between Bill, Phil and me we easily clear over 100 years combined. I guess that may mean we're just a bunch of old guys! But I can assure you, old guys with a passion for quality boat building, design, efficient manufacturing and above all else a passion for Tartan.

Cruising Under the Cloud of the Coronavirus

By: Linda Riera



Argon, T4000 hull # 18, sailed for the second time from the northeast to Bermuda and on to Antigua in the fall of 2018. As outlined in a prior TONE article, after some rig repairs and venturing to more southerly latitudes, Argon was hauled out for the summer of 2019 in Grenada. She was re-launched in November to resume another winter/spring cruising



the Caribbean. Until the coronavirus crisis hit.

Red line: Leisurely travels over 4 ½ months November through early March.

Yellow line: Accelerated course over 3 weeks mid

March to early April when we decided to accelerate getting home.

Green line: Course still to be traveled when we sail Argon from Hampton, VA to Newport, RI.

When Cruising Life Was Normal: November through early March

Argon summered in the tropical heat on the hard in Grenada way down at latitude 12. Several weeks

were spent late October into November to finish up some projects and get her back in the water followed by months island hopping northward re-visiting some places we enjoyed in the past, and exploring to many new places.

A few highlights and favorites:

Visits with family and friends: It's often complicated to meet up with people while sailing but plans came together to have two of our kids (with their partners) as well as dear friends join us at different points along our route.

- Carriacou is a less traveled, untouristy little island just north of Grenada with my all time favorite cove, Anse la Roche.
- Grenadines is a string of islands each with a different personality; a cruisers playground between Grenada and St. Vincent.
- Cumberland Bay, St. Vincent was unique, rugged and fascinating.
- Martinique surprised us with many options for beautiful and protected harbors as well as some wonderful land excursions including a challenging high up Mt. Pelee Volcano. The food and wine is always good and affordable across all the French islands.

Summer 2020

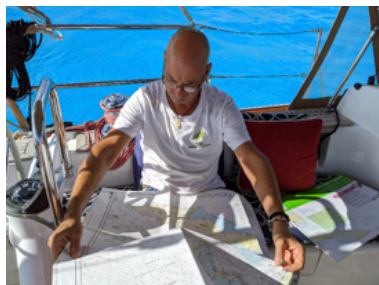
- Antigua has become our Caribbean home away from home. We especially love English Harbor where we connect with some locals we have become friendly with over our travels. This time we also ventured up to the remote and sparsely traveled Barbuda.
- St. John is less exotic but has gorgeous harbors, especially along the southern part of the island away from the busy BVI.



Argon in Little Lamshur Bay, St. John

Coronavirus Pandemic Hits

Reports of the first border closures in the Caribbean started while we were in Viequez and Puerto Rico. We decided to cut our time in San Juan short and make our way to the southern Bahamas setting sail at the first good weather window on what we would call Leg #1 of our Pandemic Passage: a 3 day nearly 500nm sail to the remote island of Inagua (just north and in between Cuba and Haiti).



Passage planning while in Inagua We set sail not knowing if we would be allowed to clear in but were relieved to have no issues (although we had to testify to a health affidavit). Initially we thought we would still spend a few weeks sailing northward through the vast swath of Bahamian shallows weaving in and out of many of its hundreds of islands. But over the course of just the next couple of days, the reports and data pertaining to COVID-19 were escalating and indicating the situation was quickly getting dire.

We discussed options, pros and cons ultimately deciding that we needed to get to the US asap, and then home.

Many have asked why we did not stay in the islands, more isolated from the virus. It is true that we could perhaps be at decreased risk of getting COVID-19 staying in secluded anchorages and self-isolating on board in beautiful Bahamian waters. However, if we were to get ill, the medical infrastructure on these small, mostly remote and sparsely populated islands is very weak. If one of us were to contract coronavirus, we both would perhaps complicating being able to move the boat if needed due to weather or appropriately tend to other boat issues.

With border closings and calls for Americans abroad to come back to US or stay put indefinitely we were eager to be in the US. In addition, these small islands are completely dependent on imports usually arriving weekly via a small delivery boat; one or two disruptions in deliveries can quickly cause supply issues. Lastly, we desired to be home near our kids, other family and friends. Even if we might not be able to be with them physically, we wanted to be close by and at least always have strong enough data connectivity for video chats.

In the most recent weeks, we have been in contact with many cruising friends who are now stuck within a country unable to move from island to island, having difficulty with visa extensions or finding crew to help them sail back to the US or Europe. Many complexities.

Leg #2 of our Pandemic Passage was another 3 day off shore from Inagua to Florida. We were unsure about the feasibility of clearing customs in the US and assumed we would be quarantined but were relieved to again have no issues. After just a few days we set sail yet again.

Leg #3 was a shorter passage up to Charleston, South Carolina due to a more brief weather window. The nights were quite uncomfortable at this point as we had scant cold weather gear. By the time we got to Charleston, the virus-related restrictions were heightened including marina staff interactions only by phone. Most people by then were employing strict social distancing and self-isolation. We were able to connect with a local sailing friend who kindly lent us some warm clothes to help with the upcoming passages.

What about the ICW?

While in Charleston, Bob spent much time re-examining the option of transiting even just part of the Intracoastal Waterway (ICW): triple checking our mast height including a check in with Mr. Jackett, considering flipping the VHF antenna and removing the navigational light, examining each bridge height, etc.

But we are just a tad too tall. And not adventurous enough to try any of the sexy kedge type maneuvers with an extended weighed boom or otherwise. We had never been interested in transiting the ICW in the past (too much motoring!) but we found ourselves wishing we had the option now.

Leg #4 was a brief but cruel off shore up to Beaufort, North Carolina. We expected the overnight to be uncomfortable with 15-17 kt winds from the northwest, but instead we had winds in the mid and upper 20's with more north than west. It was a cold, wet, semi-scary night.

By this time we are physically and emotionally spent. Beaufort has closed off all roads in to town save for one with a checkpoint allowing only residents in. We are confined to the marina. The virus situation continues to escalate and we desire to be home.



The nights on long passages are always difficult when it's just the two of us. Now they are also very cold.

Leg #5: Another short 36 hour passage from Beaufort, out and around the infamous Cape Hatteras, to Hampton, Virginia burned much diesel as the conditions were thankfully very mild. We are in delivery mode, no longer cruising, and just looking to get miles under the hull. We enjoyed watching a whale breach and having a large pod of dolphins accompany us for quite a while. The only difficult parts of this passage were a band of strong thunderstorms for which we thankfully missed the more intense part. Oh, and the absolutely frigid night.

By this time, most marinas are closed to transients. And it is too cold to stay at anchor for any amount of time. Bluewater Marina in Hampton will take us for just a couple of days as they want to minimize people around the docks. Argon can stay longer if we are not

aboard. We examine the weather, consult our trusty weather router (Ken McKinley) yet again - revealing no likely opportunities for the final leg home for the next few weeks. So we double up Argon's lines and fenders and book an Amtrak home trying not to feel like we failed.



Argon will stay at a marina in Hampton, Virginia for a while.



Virtually empty Amtrak for the 12 hour trip home from Virginia.

We hope to return to Virginia to finish Argon's journey home in a month, two months, or perhaps three months. It is dependent on the overall COVID-19 situation, and then getting the right weather window. In the meantime, local friends in Hampton have kindly agreed to check in on her.

As I write this article we are at the front end of our two week quarantine at home in Newport, RI. The prior several weeks have been incredibly busy and exhausting. We have not binged watched Netflix, experimented with new recipes, played boardgames, or had Zoom meet ups. Not yet anyway. But I'm looking forward to some of this. Stay well everyone.

Captain Linda

There's much more. Check out: ArgonSailing.com

Prevention of Collision At Sea

By: Vincent Pico
Commodore, First District, Southern Region (D1SR)
United States Coast Guard Auxiliary



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April 2020 • From the Captain of the Port

It has been over 14 years since we approached the “COLREGs” in a systematic way, from stem to stern. This column (re)starts that.

Every boater has (hopefully) heard of the rule of “red, right, return,” meaning to keep the red buoys on your right when returning from sea. What many don’t realize is that this old chestnut is one of many that represent the embedded knowledge of centuries of seafaring know formally as the “International Regulations for the Prevention of Collision at Sea” and the largely parallel United States Inland Rules. Sometimes referred to by the old salts as the “COLREGS” or simply “The Rules,” it has been estimated that less than 10% of today’s boaters are familiar with them. And the IMO (International Maritime Organization) estimates that 80% of all collisions at sea are due to “pilot error...” So, this column begins anew a series of articles on The Rules that have one simple goal: Safety of Life at Sea.

Overview

First, back in the day, vessels were designated as “privileged” and “burdened.” The privileged boat would hold her course and speed and the burdened boat would take “early and substantial” action to avoid the collision. What the Coast Guard noticed through court cases, however, was that skippers involved in collisions would claim that they had “the right of way” or that they had “privileges.” This implied something that doesn’t exist in The Rules – that you have no affirmative obligation to avoid a collision at sea, no matter how much “in the right” you are.

So, The Rules were changed to remove this unintended subtlety. Just about every reference to the term “right of way” was removed from The Rules and the terms “privileged” and “burdened” were changed to “stand-on” and “give-way”, respectively.

Their courses of action were retained – the stand-on vessel would hold her course and speed and the give-way vessel would take early and substantial action to avoid a collision – plus one caveat.

Under Rule 17(b), if the closing conditions between the two* vessels have deteriorated to the point that action by the give-way vessel solely can no longer avoid a collision at sea, **the stand-on vessel is “required” to take the best action it can to avoid the collision.** Rule 2 also clearly states that a skipper “may make a departure from these Rules necessary to avoid immediate danger.”

Secondly, unlike in the U.S. Court system where everyone is innocent until proven guilty, all parties in front of an Admiralty Board or a Court of Inquiry are guilty. The Board will simply apportion blame and it will never be 100-0. So, even if a guy plows directly into you, see 17(b) above...

Three, there are only three conditions of vessels meeting on the waters – head-on, crossing or overtaking situations. The Rules govern how the skippers are to interact with each other through helm control and sound (or radio) signals.

In this column I will give you some quick rules of thumb**.

Rule 13 – Overtaking

Bottom line, if you are overtaking another vessel, you are the give-way vessel. You cannot turn it into a stand-on crossing situation by speeding ahead and then cutting across the over-taken vessel's starboard bow.

Rule 14 – Head On

If you see a boat steaming towards you in a head-on situation, "both" captains are required to turn to starboard (showing their red port-side light) and return to their respective compass headings once an appropriate passing lane has been established between them. Under the Rules, they are "both" give-way vessels.

Rule 15 – Crossing

OK, I will use the term. If another boat is crossing your bow from your right-hand (starboard) side, she has the "right of way." Turn to starboard and go behind her (called "going under her stern"). If you can't, stop your boat until she passes.

Here lies the body of Michael O'Day
Who died maintaining his Right of Way.
He was right, dead right, as he sailed along,
But he's just as dead as if he'd been wrong.

More to follow in the weeks ahead...

If you are interested in being part of USCG Forces, email me at JoinUSCGAux@aol.com or go direct to the DISR Human Resources department, who are in charge of new members matters, at dlisouth.org/StaffPages/DSO-HR.php and we will help you "get in this thing..." ■

Captain Kevin Reed is the Captain of the Port and Sector Commander for U.S. Coast Guard Sector Long Island Sound.

CAPT Reed is responsible for all active-duty, reservist and auxiliary Coast Guard personnel within the Sector. As a Commodore of the U.S. Coast Guard Auxiliary First District, Southern Region, Vin Pica works closely with CAPT Reed and his staff to promote boating safety in the waters between Connecticut, Long Island and 200 nautical miles offshore.

Sector Long Island Sound Command Center can be reached 24 hours a day at 203-468-4401.

* All the Rules apply to only those conditions where two boats, and two boats only, are involved. When more than two boats are involved in a potential collision, "common sense must prevail."

** The term "rule of thumb" came from days when captains wouldn't draw closer to shore than the width of his thumb on the chart...

Small Improvements – Slime Fighter

By: Sam Swoyer



I love sailing my Tartan 4100. She is nimble, fast, comfortable and beautiful – all the attributes that build a solid bond and trust between boat, owner and crew.

I am one of those "tweaker types" – constantly adjusting the sails, moving the traveler as conditions change - even a little bit. Over the years I have noticed that as summer progresses the performance of the boat diminishes somewhat. There are lots of reasons for this factor – lighter wind, less dense air to name a few.

From my experience the biggest culprit of all is the build up of bottom slime on the hull/keel as well as on the knot meter.

Last season I declared war on slime. In doing so I wanted to avoid going into the water with a scrub-brush while docked at the marina. The marina water in Noank (our homeport) looks great, but who really knows what is floating around – including stray electrical current. After doing a little research I found two products that have helped immensely.



Raymarine paddlewheel knotmeter & plug

I have a Raymarine ST-60 paddlewheel knot meter that has served me well over the years. Early in the season after cleaning/painting the hull, the knot meter works great. As time passes and the water warms to above seventy degrees or thereabouts, I begin to notice a difference in the speed registered on the display.

At this point I find myself pulling out the paddlewheel sensor and cleaning it with a toothbrush almost every other day. I have become quite adept at removing the sensor and inserting the plug allowing minimal water incursion (most of the time). Nevertheless, it is a real pain in the neck and not something that I look forward to performing.



Airmar ultrasonic speed/temperature sensor

Then along comes the Airmar Ultrasonic Speed and Temperature sensor. At first, I was skeptical until a friend told me that most of the racing boats have been retrofitted with the device due to more precise reading of boat speed thru the water. Additionally, there are no moving parts. Installation was a breeze. The ultrasonic sensor fits into the old housing from

the ST-60 system, then its cable connects to a “little black box” (its brain). The “little black box” then which connects to NMEA 0183 or NMEA 2000.



“Little black box”: The Brain

Once installed I noticed that the boat speed thru the water readings were much more responsive. I suddenly could see how sail adjustments made a positive or negative difference in boat speed. Eventually, I became familiar enough with the system that I could detect sailing thru tidal eddies. As the season progressed and the water warmed, there was no need to pull the device for cleaning – wonderful!!

Nevertheless, I did see slime increasing on the hull as the water warmed. Overall, the boat was slowing down a bit – now what?

I found an advertisement in Sail magazine describing the Davis Scrubbis Underwater Hull Cleaning Kit. This kit is comprised of a buoyant foam head (4.4 lbs.) with cleaning fins that fit onto a ninety-degree curved aluminum tube that attaches to a telescoping pole that attaches to a 12-foot extension pole. The poles are in three pieces. I have attached a good link that shows the process in operation <https://youtu.be/IHG7AEm6n-0>.

I bought the system in August and immediately gave the hull a cleaning and I must say that it made a big difference in the boat speed thru the water. I recleaned the hull a couple additional time as summer wore on and each time I cleaned the hull I noticed an improvement in boat speed.

Most importantly the combination of the Airmar ultrasonic speed sensor coupled with the Scrubbis Hull Cleaning Kit have enabled me to declare victory over slime – at least for now.

Tartan Tips:



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

Sam Swoyer

By: Dick Jerauld

2006 Tartan/C&C 115 "Infinite Jest"

Here are some products that have greatly helped us on board "Infinite Jest". I have absolutely no affiliation with these vendors and only hope to share some great ideas with my fellow TONE members.

Dinghy Essentials - The first is the TRAC Outdoor T10023 Portable Bilge Pump (\$18-\$23, Amazon) that really comes in handy when you get to the dinghy and find it loaded with rain water. Rather than using a manual bilge pump (very tedious at best), I simply place the grey hose bracket on the transom, place the pump in a low spot, and turn it on. It pumps like crazy and only takes (3) D cells that last a long time. We have two of these pumps: one in the dinghy boat bag and another in the car as a spare. It sure makes removing rain water a breeze.



Powered by 3 D-cell Batteries

250 GPH Flow Rate at Zero Head

3/4" x 36" Hose wraps around body for stowage

Wide Strainer Base adds stability

Suction cup or screw mount

Portable Bilge Pump

The next Dinghy Essential is by far the most important (to me). It's the NAVISAFE Inflatable Boat Kit (\$128 - \$144, Defender). We actually have two of these kits; one in our dinghy bag, and another on board for backup to our boat's Navigation lights

should one fail. We see so many dinghies motoring around at night in crowded mooring fields with no light, or a very dim white light blocked from view by the passengers. Many are motoring along at top speed. You can hear them coming but you can't see them as they motor by the mooring.

We want to be seen and hopefully see other dinghies approaching. To increase our visibility, we use NAVISAFE's Complete Light Kit with a tri-colored bow light and mount, and all-around white light with (4) poles and transom mount to achieve the proper height for our all-around white light.



Smaller NAVISAFE kits, or individual lights and mounts, are available at Defender. I suggest every TONE member should have (and use) at least the all-around white light and poles as a minimum.

White light pole



Bow tri-color light

Summer 2020

Line Management – Our C&C 115 has a LOT of lines for both sail control and for docking. I love the ability to tweak the many lines led back to the cockpit but this also presents a serious problem of becoming a ‘bowl of spaghetti’ in the cockpit that gets in the way of sailing efficiency.

I’ve seen way too many boats with excessive line lengths that end up slung around the cabin-top, and winches, and are never used. Same for the dock lines thrown into a sail-locker with poor access. When we purchased Infinite Jest, we had these same problems: Too many lines, lines too long, and limited line organization. We had to get more line-efficient!

Here’s what we did in the cockpit. The first thing was to check the length of each line. If one was too long for normal use, I cut off the excess (we could have towed the dinghy with some control lines). If there was a question of ‘we might need a longer length sometime’ I ran the line to the wheel and then cut off the remaining excess. Shortening the lines helped a lot.

Next, I looked for line retainers and finally found these high-quality retainers called “Barton Line Tamer” (~\$13-15, Defender). They are sold as a pair and come in either white or black. Two small mounting holes and one small screw are required for each. You can easily adjust the small nylon line that holds the boat line in place. Most of our lines are now secured by these retainers that keeps the lines organized and out of the way when not in use.



Barton Line Tamers



We had the same objective for our many dock lines. Namely organization and easy access. Although the solution may not be quite sailor-like, here’s what we did to resolve this problem which works well:

1. I found a stainless “Over-The-Door Storage Rack” at Bed, Bath & Beyond (\$15) which fits nicely over the lip of the cockpit sail locker. They have several models to choose from and I liked this one which easily holds dock lines, and can slide out of the way or can be simply lifted out if something big needs to go into the locker.



Bed, Bath & Beyond Rack

2. At Walmart I purchased an assortment of “Cable Clamp Pro” retainers (~\$2-5, Walmart or Home Depot).

3. When you combine the Cable Clamp Pro held dock lines with the Over-The-Door Storage Rack, you now get a nice compact ‘easy access’ package that holds (4+) dock lines.

Extra dock lines (as sometimes needed) are stored in a plastic tub under the storage rack. All dock and mooring related lines are now held with the Cable Clamp retainers of varying sizes. No more storage knots that come undone!



Cable Clamp Pro



Cable Clamp Pro

Hope these ideas/items are of use to you on your Tartan. They sure have helped Infinite Jest get organized and more sailing efficiency. Let’s hear some of your ideas/projects in future editions.

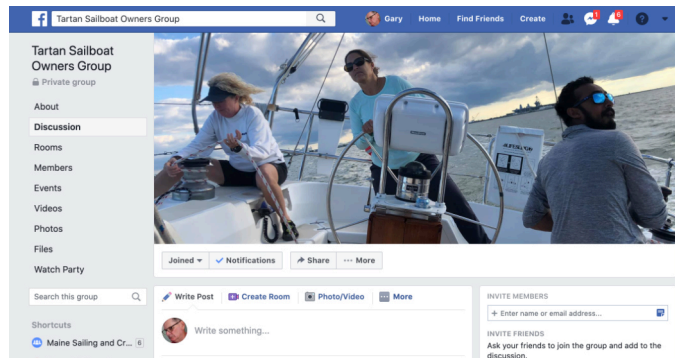
Dick Jerauld
(RHJerauld@yahoo.com)

Tartan Sailboat Owners Facebook Page

By: Adam Friedlander

Before buying our 2018 Tartan 4000, I sailed our 2014 Outremer from France to New York via the Caribbean. I joined the Outremer Facebook site and I thought it was really helpful as a resource to learn from and connect with other owners.

After selling the Outremer, I was excited to start the Tartan Sailboat Owners Facebook page in March, 2018. *“The Tartan Sailboat Owners Group is a private Facebook group where members can post trips, photos and all kinds of questions and tips that can be useful to all fortunate owners of Tartan Sailboats.”* I only expected maybe 50 members. A digital community, the group has grown to 345 members and it's the largest online Tartan Sailboat Owners Community.



Tartan Owners Sailboat Owners Group - Facebook

The group is awesome! There's a deep bench of talented and experienced Tartan sailors, from beginners to circumnavigators, from around the world. Inquisitive and friendly members share how to fix Tartan boats and issues. They share their joy of sailing with pictures and stories of their beautiful Tartan sailboats. Thanks to the internet, and the multimedia options on Facebook, members post pictures and videos, questions and answers. Members have connected at boat shows and sailed together locally. They take comfort in getting quick answers and suggestions from knowledgeable and insightful members.

To join, you must be on Facebook. From your Home page, type in the search bar "Tartan Sailboat Owners' Group. The Group's page will come up and you can ask to join. It's free.

You'll discover a new community that only the internet could enable. It's active, with 483 posts from a wide spectrum of Tartan sailboat owners. It's a private group, only existing owners and a few prospective owners that must name the specific Tartan they're planning to buy. This is an effort to protect privacy.

I've learned so much from the members of the group. Everyone is happy to help each other. it's one of my favorite places to visit and escape to the wonderful world of sailing and the beautiful boat I love. With many of our boats on the hard, the Tartan Sailboat Owners Facebook page is the next best thing to sailing on a beautiful day.

TONE Treat:

If you had a good eye you may have noticed a new oval Tartan Owners Northeast logo following the President's Letter. This illustration is taken from an actual vinyl sticker that TONE has had printed and is planning to send to each of the members.

At our January 2020 Board meeting one of the items discussed was how could we begin to give members something tangible as a member benefit.

Somebody said "Hey, how about a sticker like those things you see on Block Island or Nantucket? The oval things you stick on your car." I committed to getting those stickers designed and printed. It took me months to get off my designer butt and do the logo, but I finally did and I have 500 of them in a box on my desk.

I have a file with all the primary member names and addresses and a bunch of mailing labels. As soon as my boat is actually ready to sail I'll have the time to set things up and mail three of the labels to each primary member. You'll get a blast email from Club Express when I'm mailing them out. I hope you enjoy them.

Gary Van Voorhis



Galley Notes

Favorite Recipes & Tips

By: Jan Chapin



Classic Chili is classic for a reason—easy to make, freeze, reheat and a great dish for sharing. It's perfect for those early summer evening when it's still a little "chilly". It's an easy dish to make at home or on the boat.

Ingredients:

1 tablespoon olive oil
1 medium yellow onion - diced
1 pound 90% lean ground beef
2 1/2 tablespoons chili powder
2 tablespoons ground cumin
2 tablespoons granulated sugar
2 tablespoons tomato paste
1 tablespoon garlic powder
1 1/2 teaspoons salt
1/2 teaspoon ground black pepper
1/4 teaspoon ground cayenne pepper* -optional
1 1/2 cups beef broth
1 (15 oz.) can petite diced tomatoes
1 (16 oz.) can red kidney beans, drained and rinsed
1 (8 oz.) can tomato sauce
Optional toppings: cheese, sour cream, crackers

Instructions

- Add the olive oil to a large soup pot and place it over medium-high heat for two minutes. Add the onion. Cook for 5 minutes, stirring occasionally.
- Add the ground beef to the pot. Break it apart with a wooden spoon. Cook for 6-7 minutes, until the beef is browned, stirring occasionally.
- Add the chili powder, cumin, sugar, tomato paste, garlic powder, salt, pepper, and optional cayenne. Stir until well combined.
- Add the broth, diced tomatoes (with their juice), drained beans, and tomato sauce. Stir well.
- Bring the liquid to a low boil. Then, reduce the heat (low to medium-low) to gently simmer the chili, uncovered, for 20-25 minutes, stirring occasionally.
- Remove the pot from the heat. Let the chili rest for 5-10 minutes before serving.

Enjoy!

The web home of
TONE

TONE Website — 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**

Cover Photo - Interior of the new Tartan manufacturing facility in Painesville, OH.

Photo: Phil Friedman, Seattle Northwest Yachts

Legal

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TONE Directors

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Adam Friedlander

Sam Swoyer

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.