



FROM
TONE
PRESIDENT
ALAN J.
BENET

Transitions at the Helm: Sam Swoyer turns the bridge over to Alan Benet



TONE Past President, Sam Swoyer



TONE President, Alan J. Benet

How do we say thank you to Sam Swoyer for serving TONE as president for four years? It was done in a most fitting way—he ended his term of office with the best TONE rendezvous ever!!!

For Laurel and me, pre-rendezvous was not so spectacular. The summer hot spell enveloped Long Island Sound and without a breath of air we motored from Stamford to Duck Island. By the time we had anchored in the bight of the two jettys, the cockpit of our boat looked like a murder scene. Laurel must have swatted hundreds of mean, biting flies.

The next morning, much to our surprise we were greeted with pea soup fog. It lifted at about 1000, we motored out of the bight, rigged the whisker

pole and drifted at a snail's pace to Old Saybrook. As we approached the entrance of the Connecticut River, the wind increased and I was elated that we would have a beam reach up the Connecticut River against a rushing adverse current. Well, it did not work out as I had planned. The power boats started coming at us like kamikaze pilots, often times coming alarmingly close. We doused the sails and continued motoring—I was not a happy sailor.

Hailing Essex Island Marina on channel 9 quickly changed my negative attitude about this rendezvous. I got an efficient response and was told to approach the fuel dock before going to our slip. Much to our surprise, as our bow approached the fuel dock, the dockhand hailed to us "*La Retreat*, proceed to the last set of piers on the north side and a dockhand with a red shirt will direct you to your slip". How did the dock hand know the name of our boat, only seeing the bow? I never did get to pose that question.

The dockhands were so efficient, quickly and correctly securing *La Retreat*. I really did want to visit with friends, but washing the boat, cleaning the murder scene, was a top priority. The heat was oppressive and as I was washing the boat I kept thinking about past rendezvous in the past, with 50-60 boats. How could this rendezvous be as successful with less than half the participation?

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My spirits and negative attitude very quickly evaporated as we joined in the cocktail hour. Catching up with friends and meeting many new TONE members, who had never participated in a TONE event, was certainly very encouraging.

The caterer was tops! The hors d'oeuvres were outstanding as was the display and quantity of food. Our buffet dinner was moved inside to air conditioned space which was quite a relief. Again, the food and service were both spectacular.

After dinner Todd Berman, who teaches the North U course, gave us a video primer of the current Cup races. Todd is a very engaging speaker and had wonderful videos which he shared with us.

On Saturday morning we all gathered on the veranda for breakfast. Right after breakfast we were treated to a presentation on heavy weather sailing presented by Jack Orr of North Sails. As usual, Jack was interesting and I am certain all of us benefited from his well organized presentation. Jack was followed by Ron Trossbach, who is a well known expert on safety at sea. We all learned so much from both presentations, which were particularly directed to couples cruising. I took lots of notes.

Saturday evening began with cocktail hour. That evening, I made an effort to meet every TONE member who had attended for the first time. They were all thrilled that they attended Essex Island and confirmed that they will be active participants in future events—that is success!

Immediately after dinner Sam thanked John Allen and his committee for organizing the Essex Island Rendezvous. I was pleased to present a gift from Tone to Sam honoring him for the four years he was at the helm of TONE. Sam received a well deserved standing ovation from all present.

We are all so pleased that Steve Malbasa joined us to give us an update on Tartan. He so is passionate and sincere about all of his endeavors. Essex Island

was not a stop “on the way” for Steve. Steve made a special trip to be with Tone in Essex and we are grateful for his dedication to Tone and Tartan.

George Day, who served as editor of *Cruising World* for many years and now is publisher of *Blue Water Sailing*, is an icon in the sailing community. Having followed his adventures, vicariously, in sailing magazines, I was looking forward hearing George speak. He began with his passion for Tartan and then dazzled us with the story of his world cruise, with Rosie and his two children. The hour was late but he kept us awake with his good humor, charm, recounting their adventures, interspersed with some great advice on how to sail safely.

Fortunately, the weather cooled for our final gathering for a delightful buffet breakfast on the veranda. Sam called the annual meeting to order. Officers were elected, thanks were offered to Sam Swoyer for serving as president and to John Allen and his committee for making the Essex Island Rendezvous a resounding success. Thanks to Lee Andrews for organizing the post cruise to Greenport and Coecles. That too was a resounding success.

TONE is grateful to so many who have served on the board and volunteered in various committees. Leo Corsetti set the course for us when he assumed being president, followed by Sam Swoyer. We all have enjoyed working with Sam. He is passionate about TONE and has been amply rewarded by the success we have achieved during his tenure.

Thank you Sam for leading us, inspiring each of us and the hours and hours you have dedicated to help make TONE a premier owners' group.

If you have interest in joining the TONE board, please contact me. We also welcome all suggestions (and criticisms). I hope that you have had a great sailing summer and will enjoy some spectacular fall sailing.

**The
website**
www.tartanowners.org



These are the days that we sailors live for—warm, sometimes even hot summer days with gentle breezes pushing or pulling our Tartans along the water—ahhhh—the sounds and feel of summer.

By the time this article has been published the 2013 Biennial rendezvous will have been held at Essex Island Marina in beautiful Essex, CT.

As a short recap, the 2013 TONE rendezvous was a great time for those who were able to attend—the weather was sunny and very hot, but with the able assistance of the marina staff the festivities were moved inside to an air-conditioned space where the temperature was much more comfortable.

The enthusiasm, enjoyment and TONE camaraderie was unmistakable. Many friendships were rekindled and new ones established. Food—oh my goodness—Marley's (located on the Essex Island Marina grounds) did a magnificent job with their masterpiece on Saturday evening.

Finally, the program was really interesting and informative with topics ranging from Americas Cup insights given by Todd Berman to seminars on Saturday morning on Heavy Weather Sailing by Jack Orr of North Sails and a superb discussion of Safety at Sea by Ron Trossbach. Saturday evening we were able to spend some time listening to Steve Malbasa (Tartan's current owner) discuss where the company is and where they are going. Finally George Day took us all on an around the world cruising argosy with stories from his rich past exploits—all very interesting and informative in their own right.

During our event in Essex, I made it a point to speak with many members who were in attendance. The reoccurring theme, which resulted from our conversations was that there is great value received through participation in these events. The social aspect is clear, but the value of the TONE rendezvous goes well beyond that and it was emphasized over and over by those in attendance.

The source of the value is a combination of a good program coupled with the "one on one" personal discussions with other owners about improvements added to their boats to enhance safety or to improve livability or just solve some nagging problem. After these "one on one" conversations, it is commonplace to see new friends taking a short walk to a boat and seeing first hand exactly what they did and how they did it.

I am always so impressed how TONE members share information so freely—it is wonderful and adds real value to a new friendship. Frankly, I think those providing information get just as much or more out of helping someone, as those asking

the questions—so it seems to work for all parties. Additionally, there is the tremendous value gained by listening to professionals like Ron Trossbach discussing safety at sea ideas with clarity, insight and passion—once you act on suggestions such as Ron provided, every time you go sailing you will be safer and more confident. That is real value.

In conclusion, I would like to thank all those on the TONE board who made the 2013 biennial rendezvous a success—it is a lot of work and every last member rolled up their sleeves and pitched in—I cannot thank you all enough. Additionally, I want to thank all those who joined us for the rendezvous—without you it would not happen—so thank you one and all.



Joanne Swoyer with a row of Tartans in the background at the Mitchell Park Marina in Greenport, NY— for the post-rendezvous get-together. Photo by Sam Swoyer

As I write this message I want to wish the incoming group of board members my very best. Many of the current board will continue for another term in support TONE, so the continuity will be excellent. Alan Benet will be a great President—he is such an enthusiastic sailor and really loves TONE. Alan will provide great leadership and direction to continue to shape and direct our association.

We are in good hands!!!

Finally, I want to thank all of you for your support over my four years as President. It has been a great deal of fun and I have made some lasting friendships as a result of this my involvement. This is a very special association and I cannot imagine sailing without TONE—it definitely enhances the Tartan ownership experience. Smooth sailing and fond memories.

RENDEZVOUS MEMORIES

By
various
contributors



Many of us have attended Mack Boring's Yanmar School. Larry Berlin reminds us continuously, throughout the course not to run our engines without being under load which includes not running the engine to recharge our batteries.

Is it possible to be at anchor or on a mooring for several days without a very long 110' electric line (ha, ha) or without running your engine? Absolutely!

Prior to thinking about solar power, determine how you can conserve energy. I have changed all of my lights (except interior cabinets and string lights in forward cabin) to LEDs. As an example of amp draining lights, in the forward cabin of my 4100, mounted against the hull, under the toe rail, there are a string of "mood" lights. The power consumption of this group of lights is 2 amps. I recently saw an ad to replace these with LEDs which will use milliamps. 2 amps is a huge draw for a small light source. As a comparison, when all of the interior lights are on, the total draw is only 2 amps!

Refrigeration—no matter the brand of the unit, to reduce power consumption be certain that the unit is well insulated. In addition, a full refrig uses less energy. We keep 2 or 3 cases of water (some of you may choose to store beer/soda) in the bottom of the refrig when we are cruising.

As I diligently hunted every source of energy consumption, I discovered lights for meters (fuel, water gauges) drawing an abundance of amperage much to my surprise. They have all been disconnected. Thus, first step is to reduce power consumption.

The next step was to provide a source of energy that was simple, portable, unobtrusive and inexpensive. I purchased a Solbian "flex" Solar Panel from <http://www.bruceschwab.com/solar-power-solutions/price-list/>. Bruce was extremely helpful in the selection of the panel as well as customizing the voltage regulator.



Installation was straightforward.

The voltage regulator is mounted near the batteries. I ran wire to the lazarette where there is a coil of about 20' with a connection that connects to the solar panel. The panel sits on top of the bimini attached with line on each corner (I had grommets installed on panel).



As you can see on the photo above, with good sunlight the solar panel produces 5 amps. Assuming sunlight, we are able to stay at anchor/mooring for 3 days and still have 60-70% (sometimes more) battery capacity remaining.

If it is a sunny day and we are sailing for several hours (moderate wind, since the panel is only connected to the bimini with light line), the combination of the solar panel and motoring (after dousing sails) assures us that the batteries are full to capacity when we arrive at our destination (I also have a high output alternator installed). Sun is free – put it to good use on your boat!

By
Jan Chapin

**PLEASE
PATRONIZE
OUR
SPONSORS**

SUMMER BOUNTY

In a heat wave nobody wants a big, heavy meal. Gazpacho is perfect for those hot evenings. It also takes advantage of peak season for many vegetables which are readily available at farm stands or super-markets. You can add a dollop of sour cream or loaf of bread and you're good to go! Enjoy!

This recipe is one of my favorites from Ina Garten, The Barefoot Contessa. For those that sail in Long Island waters, Ina used to have a wonderful shop in East Hampton. This recipe can be tweaked to include other favorite herbs or vegetables.

Ingredients

- 1 English cucumber, halved and seeded, but not peeled
- 2 red bell peppers, cored and seeded
- 4 plum tomatoes
- 1 red onion
- 3 garlic cloves, minced
- 23 ounces tomato juice (3 cups) (I've used V-8 too!)
- 1/4 cup white wine vinegar
- 1/4 cup good olive oil
- 1/2 tablespoon kosher salt
- 1 teaspoons freshly ground black pepper

Directions

Roughly chop the cucumbers, bell peppers, tomatoes, and red onions into 1-inch cubes. If at home, put each vegetable separately into a food processor fitted with a steel blade and pulse until it is coarsely chopped. Do not overprocess! If on the boat, just rough chop in small uniform sizes.

After each vegetable is processed, combine them in a large bowl and add the garlic, tomato juice, vinegar, olive oil, salt, and pepper. Mix well and chill before serving. The longer gazpacho sits, the more the flavors develop.

If you have a favorite cruising recipe, please send it in to Jan Chapin at jmchapin@gmail.com



Dax **OneTouch** locking winch handles

Chesapeake Bay Tartan Sailing Club members have kept busy on the water through this fast-disappearing summer sailing season. Thunderstorms, high winds on the nose and unusually chilly weather dominated the early season but failed to stop us from showing up.

Our “Early Bird” cruise on May 11th and 12th brought mostly land cruisers to historic London Town Gardens on the South River for a tour of the gardens, historic buildings and general camaraderie. On June 15th, a “Kids’ Cruise,” was a huge success on the Rhode River near the YMCA Camp Letts. Parents, grandparents and kids of all sizes and shapes enjoyed food, splashing about and life on the high seas, or close enough.



Summer Smith holds a pose on Something Special at the Kids Cruise in June. She is the granddaughter of Darlene and Jeff Forte, who sail their Tartan 41 wherever the wind blows.

The much-anticipated weekend on June 28th-30th at the Wye Island Conference Lodge was hit by thunderstorms on Friday, but the sun shone for the rest of the time. Nearly forty members enjoyed the blindfold dinghy race, water balloon toss, nautical scavenger hunt and a Wye Island trivia quiz. This destination includes nature trails through the wooded island as well as waterways to explore by dinghy or kayak. We’re lucky to have it within easy reach of almost all our members, and we salute our intrepid Immediate Past Commodore, Darlene Forte, for her work in securing the weekend for us there.



This is how a classic crab feast table looks: demolished crabs and beer to be followed by desserts and some very light exercise. Bonny Wood, Mike Heilman, Chuck Gladding and Carol Reynolds enjoy the party that was held for the twenty-seventh time this August.

A good number of sailors segued from Wye Island to St. Michaels for the traditional 4th of July celebration with Mike and Jo Heilman at the Chesapeake Bay Marine Museum. Happy hour, dinner and awesome fireworks capped a fine day on the water.

The mid-August Crab Feast lived up to its traditional hype, this year at Debby and Greg Shields’ home in Solomons Island on the Patuxent River. Crabs, some lifted only hours earlier from the water at the Shields’ dock, were the main attraction, accompanied by food, beer, sailor chat, games and general lounging about.

Coming up in September are cruises south to Reedville for the Antique Boat Show and Nautical Flea Market, hosted by Katie and Jim Walker, and a joint cruise with the Tartan 34 Classic Association to Osprey Point in Rock Hall, masterminded by David Bourdon.

We wish our TONE friends a pleasant and storm-free fall. Here on the Chesapeake, some of our best sailing weather happens in September and October. So if you find yourself sailing south this year, we would love to see you in our favorite gunk or watering holes.

Contact us via our website at www.cbtsc.org.

by
Grace Holt



Indian Summer has put her trip around the Atlantic Ocean behind her as she rests at the dock at the Shrewsbury Yacht Club in New Jersey. Richard praised her seaworthiness throughout his cruise, which took exactly one year to complete. Photo by Peter Coggins

Richard Lariviere sailed his beautiful Tartan 34 Classic, *Indian Summer*, into the Shrewsbury Sailing and Yacht Club in Oceanport, New Jersey almost exactly one year after he left for his trip across the Atlantic. June 1st was the day of our Welcome Home Gala, and the weather was perfect.



Sylvie and Richard Lariviere and their friend, Andre, show big happy smiles at the end of Richard's cruise across the Atlantic and back in his Tartan 34 Classic, *Indian Summer*. Photo by Peter Coggins

The yacht club looked amazing after the huge job of repairing damage caused by "Superstorm Sandy" last October. Guests came from Quebec, New York, New Jersey and the Chesapeake to congratulate Richard on his well planned and executed cruise.

After happy hour and dinner, Richard told us about his trip with slides that had been prepared by Peter Coggins, who hosted the party. Richard sailed from his home port on Lake Champlain to New York Harbor, and then, after a TCA34 sendoff party, he crossed the Atlantic to Spain, Portugal and the Canary Islands where he stayed before the long westward crossing to the Caribbean. Richard and his wife, Sylvie, cruised the island chain, before he traveled solo north along the ICW to meet his homecoming crowd in New Jersey.

Richard gave us the details of his brave ocean rescue of the Viewfinder, a 38-foot sailboat that had lost its rudder far out in the stormy Atlantic. Richard and his crew figured out how to tow the disabled boat back to Madiera, which took 35 difficult hours fighting wind and waves. His extraordinary voyage was a life-long dream. We are so happy to have him home again.

In the Chesapeake, things are going strong. Tim Dull, Regional Captain for the Southern Chesapeake, is already planning for next spring. He is inviting all Tartan34Classic sailors to join him at the 2014 Southern Bay Race Week for a One Design race either as a Cruising Class or Non-Spin PHRF Racers.

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by
Grace Holt

This annual event is run out of Hampton Yacht Club, and features multiple days of racing and parties.

The event is the first weekend of June and usually coincides with Blackbeard's Festival which is held in old town Hampton. Anyone who will be in Tim's neighborhood is welcome to join in this fun.

Contact Tim at dull1492@verizon.net

David Bourdon, Regional Captain for mid-Atlantic north and our esteemed Vice Commodore, has planned a cruise to Osprey Point on Swan Creek at Rock Hall just north of the Bay Bridge for September 28-29. This event includes members of the Chesapeake Bay Tartan Sailing Club as well as Tartan 34 Classic sailors. We'll enjoy attractions such as a swimming pool at the marina, shopping, kayaking, a Tolchester Beach Museum and dinner at the local crab palace with live entertainment. David can be reached at mooringsdmi@comcast.net.



Tim Dull flies the storm jib on his Tartan 34 C, Skymark, at the Tri Service Regatta near Norfolk, Virginia. Look closely to see the remnants of the genoa rolled up. Paul Schmitt and Russ Mejias hold on to the rail. Action in Tim's part of the Chesapeake involves racing as well as raft-ups and land-based events. Something for everyone! Photo courtesy of Tim Dull

We hope all of our TONE buddies enjoy the fall season and will keep us in mind when they travel south. We'd love to show you around our neighborhood!

MAKING REEFING EASIER

by
Martin Waine

Some time ago, I wrote an article for the Tone Newsletter about single-line reefing. It explained how to ensure getting adequate outhaul tension in the reefed mainsail to provide good sail shape. The problem addressed in that article is that the reef lines, as they lead from the end of the boom through the cringle in the leach, usually are simply tied around the boom and don't slide easily enough to pull aft as they are tightened. This results in a very loose foot when reefed, just opposite to what is needed.

The key to solving this problem is very simple. Provide some kind of stop to ensure that the tied-off end of the reef line, when tight, stays aft of the cringle. I like to have it at about 45 degrees. See picture of eye on boom. The other line in the picture is a loop tied around the boom for attaching a boom keeper when the main is down.

The other suggestion in that article is to mark the halyard so that the luff cringle, when the reef is in and tight, stays a couple of inches above the accumulated sail and slides at the goose neck. This prevents the reefing line from being pinched there and so preventing good tension at the outboard end.

Even with this done I have experienced difficulty getting the reefing system tight enough. So, to further reduce friction in the system I have made another rather simple change that is shown in the pictures. The change is to add sheaves for the

reefing lines at the luff cringles. This was done by sewing strapping through each luff cringle with a stainless ring on each side to capture the straps. The reefing lines have been re-led so that, instead of going through the luff cringles, they each go up and down on the same side of the sail (one on each side). One sheave is hung on each side. The lines can either be re-led through the boom, or allowed to cross inside the boom. That way they can still lead to the same deck hardware as before.

The other change that I made is to replace the Dacron reef lines with Spectra. It's not cheap, but it's far slipperier going through the leach cringles. Blocks could be added at the leach cringles, but they would flop around when the sail luffed. That could also be prevented by using blocks that can be sewn to the sail or by using cringles with built-in transverse sheaves. I've seen those, but decided to try the simpler way.

The combination of the changes I did make has made reefing far easier, so I'm more likely to do it when conditions call for it. Recently, some very experienced sailor friends were sailing with us when we took a reef and, as I finished, they said "wow, that was easy."

Martin Waine
Celeritas T4100 #84



Tartan Company Owners Address TONE

Delivered at TONE's Rendezvous in Essex -July 2013

Our mission at Tartan Marine Company since July 30, 2010 has been a simple, unwavering, extremely focused one.

To make every decision one that:

- improves upon our relationships with our various customers (owners, suppliers, dealers, etc.)
- improves the work environment of our associates who build our yachts
- generates profits for our company and the charitable entities we support with parts of those profits.

As the owner, I wish I could claim that we are already excellent at achieving all of the above, but that, of course, can never be the case as each of the respective goals can always be improved upon. However one must always be cognizant that the first two can never be sacrificed for the third, for a profitable company without strong customer relationships and a positive work environment will not be profitable for the long term.

We have a long way to go to achieve the profitability levels necessary for success as we operate in what is still a very depressed segment of the Marine industry. However, thanks to you, our owners and all of our associates, we continue to make progress, while many of our competitors unfortunately have been forced to either shut down temporarily or permanently.

As I mentioned during my comments to our TONE Rendezvous attendees, I would be remiss if I didn't ask you to remember that if you know of anybody struggling with the "Headwinds that life sometimes presents us", please refer them to our Aspire II Nav Foundation (aspiretonav.org) and we may be able to help them. The Foundation is why we are so heavily invested in this industry and continue to work to improve everything we do. After all, sailing is oftentimes nothing more than turning headwinds into something that can propel you forward through proper positioning!!

As we enter the fall boat show season, look for our Tartan 4700 front and back cover in the September issue of Cruising World, visit our new web site (to be launched in late September) and visit our Boat Show displays in Newport and Annapolis!

We look forward to seeing you!!
Steve and Stephanie Malbasa

TONE Website—www.tartanowners.org

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

TONE Newsletter

The TONE Newsletter is edited 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 Gary Van Voorhis at gary@gjvv.net.

Friday, November 8, 2013

Submission deadline for fall edition

Monday, November 18, 2013

Summer newsletter posted on website

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February, 2014

Winter Dinner

Summer, 2014

Maine Cruise

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TONE's Mission

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

