



Nor'easter

The Newsletter of TONE
Tartan Owners Northeast, Inc.



Season's End



Fall 2015

Letter from the President

By: Gary Van Voorhis



The Introduction

Please allow me to introduce myself. My name is Gary Van Voorhis and I was elected President of Tartan Owners Northeast at the TONE meeting held during the July Bristol Mini-Gathering.

On behalf of the membership, as well as myself, I would like to express our thanks to Alan Benet, immediate past president, for his energetic service to TONE. After serving several years, Alan has passed the baton of leadership and now it's my job to keep TONE moving forward.

It was quite a summer for TONE. Based on the results of our member survey we tried something new and offered five mini-gatherings rather than one big rendezvous. Based on your response, it was a good thing to do. The total number of members who attended these events added up to 123. Some folks attended more than one event (I was at Atlantic Highlands, Bristol, and Boston) but even taking that duplication into account we had participation that surpassed the numbers for the past couple of old style rendezvous. You voted with your keels and the mini-gathering concept proved to be a big success.

This is the place for me to say a giant "THANK YOU!" to the local coordinators of these events. Planning one of these mini-gatherings is like planning a small wedding. There are the invitations (e-mails), the facilities, catering, speaker logistics, and overall "hand-holding" that accompany any multi-day gathering. It takes patience and focus to pull one off and all of our coordinators gave their all to make these events happen for attendees. So let me take this opportunity to give a big TONE thanks

to: Atlantic Highlands, Carl Bergeron; Stamford, Ove Haxthausen; Shelter Island, Lee Andrews; Bristol, David Cochran; Boston, Leo Corsetti & Peter Crawford. These members, and in many cases other members who assisted them, allowed the rest of us to just show up and enjoy. Bravo!!!

TONE Now

Members spoke (through our recent survey) and we listened. We want to make this our organizational hallmark as we move forward. The sole reason for the existence of an organization like TONE is to satisfy its members. We are not a marketing-tool for Tartan or a profit generating business. TONE is a social/support organization for people who own and love their Tartans. Our mission, which has served us well for more than ten years is:

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.

TONE was created in 1996 as Tartan Owners of New England by Joe Weber - a Tartan Yachts sales rep from Hellier Yacht Sales in New London, Connecticut. Joe started TONE because he was selling boats to people who asked if there was an owners' association that they could join to share their boating experiences. In its formative years TONE was a loosely organized group that planned some sailing trips and local get-togethers. Out of that tiny beginning grew what is now "Tartan Owners Northeast, Inc". Biennial rendezvous and Maine Cruises have morphed into today's club with a state of the art web site, first class newsletter,

sponsorship of a 800+ member Yahoo Tartan list, local events, annual Winter Dinner, etc. What had been basically a few people from Southeastern Connecticut has turned into a membership that includes spans 22 different states in the U.S. as well as Canada and Australia.

Going Forward

So we have a solid history, but what does the future hold? We need to expand both our membership and our member participation. Right now there are 137 primary members registered. Most are located in either New England or the close Mid-Atlantic states; an expanding number are in the rest of the country quite far from what has been our "home waters." Tartans are built to last and we know that there are hundreds of them still sailing in our local area. We need to identify those owners and invite them to join TONE and participate in our events. Like most volunteer organizations, a small group of people has been responsible for almost all of the good things that we've done. We need to expand that cadre if we are to survive. People age out and burn out in organizations like ours so continued success means bringing in fresh talent.

For those members who live outside the local sailing waters we need to clarify their reasons for joining and maintaining their membership. It appears that they are most interested in our website and other informational resources. We want to expand this area and further meet those needs. Our website offers a great base for improvements in this area and we plan to expand our use of that resource.

In the coming months I look forward to hearing from you and sharing your thoughts for what a great TONE should look like. Feel free to contact me with your suggestions and ideas. My e-mail address is: gary@gjvv.net

I look forward to working with all of you as we move TONE into its third decade.



Safety for Cruising Couples

By: John Allen

A substantial number of TONE members do most of their cruising as couples, with only occasional added crew. In this shorthanded scenario, safety takes on added importance, and cruising couples owe it to themselves and their families to take a serious approach to this aspect of pleasure boating. At past TONE events many of you have expressed personal interest in increasing confidence in your ability to avoid and, if necessary, handle emergencies at sea.

The TONE Board of Directors is exploring possible ways to address these concerns, and the ongoing series of "Nor'easter" articles by Sam Swoyer and Robin Coles are a good start on broadening our members' skills in safe boat operation and maintenance. But we think there is potential for more, including face-to-face exchanges and hands-

on experience that can pay significant dividends of confidence as well as skill.

A standout program to this end is the Cruising Club of America's (CCA) "Safety for Cruising Couples" (SCC). This program, formerly called "Suddenly Alone", is a self-administered full day affair that organizations like TONE can conduct on their own, using experienced members as instructors and comprehensive course materials developed by the CCA's Safety Committee. The Committee has recently changed its distribution policy to allow sales of the excellent SCC Text & Workbook before people attend the course - in their hope that this will prompt more organizations to set up and host their own seminars.

Would you like to participate in such a one-day event conducted by TONE? Unlike some programs offered for a price by other organizations, this would require little or no participation fee, and you would be in the company of fellow TONE sailors. To help you answer this question, I'd encourage you to check out CCA's website,

www.cruisingclub.org/safety/suddenly, where you will find a detailed description of the SCC program. And thanks to the revised CCA distribution policy, we can procure advance copies of the excellent course Text & Workbook through its editor and TONE safety advisor, Ron Trossbach.

Suddenly in Commmand - MOB

By: Robin G. Coles

Let me first start out by thanking everyone for taking my survey. The results were overwhelming. So much so that I feel I need to do more research to accommodate you. Therefore, this article is about Man Overboard (MOB). I'll end the series by taking you home with your engine running.

With that said, MOB is a situation where someone has fallen overboard (off the boat) and now needs help getting back onto the boat. First thing someone needs to immediately yell "Man Overboard". If there is someone else on the boat besides you have them locate the person who fell over and keep pointing at him/her until rescued. Also throw a flotation device to the person to help them either grab it or as a second marker. Also if there is a MOB button on your GPS push that and if your radio has DSC hit that one.

Next, there are two schools of thought as to whether you should do a rescue under sail or power. The only concern with being under power is getting to close. The propeller could do some serious damage if it comes in contact with the MOB. The lines could also wrap around the propeller.

If strictly under sail the best approach for someone with less sailing skills is to immediately tack the bow of the boat through the wind. Don't touch the sails; you don't want too much speed causing you to pass the MOB.

Check the boat for life sling, MOB buttons on GPS, red DSC on radio, and square flotation device.

(Whether you have a life sling on your boat or not, it's a good idea to take a workshop 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.

In either case, if using the engine – take the engine out of gear as you approach the MOB then shut it off during the actual recovery. This helps reduce fumes, noise and allows people to concentrate on the rescue.

A fairly new maneuver is to put the boat onto a deep beam reach (approximately 110 degrees off bow) immediately after the accident. Sail a few boat lengths downwind and to one side. This turns the boat around and helps you approach the MOB with better maneuverability.

Robin is a published author, 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 stories. Articles, customer success stories, and videos are just a few ways she helps her clients. Her current projects include videos about Boat Safety. If you'd like to get involved in these, contact Robin at robin@TheNauticalLifestyle.com.

Editor's Note:

Robin mentions the MOB button on the chartplotter. Most modern chartplotters have such a button, but each manufacturer has a unique way of implementing this function. Sometimes simply pressing the button once will not record the MOB location and start plotting a route back. Review your plotter manual and make sure all members of the crew who would be expected to use the device understand how it works and can perform the function under what will be great stress.



WPT/MOB Button on a Raymarine E90 W Multi-function display.



Safety Corner

Rules of the Road

By: Sam Swoyer (Ed.)

Last year's "Safety Corner" in Nor'easter was dedicated to safety gear - the requirements and its uses – life jackets, flares and signaling devices as well as how to keep guests in the boat and safe from falling overboard.

After another season on the water, it became clear to me that an emphasis on the "Rules of the Road" was called for. Is it just me, or do others of you sense that too few pleasure boaters (power or sail) really know and practice following the rules of the road? So, we are going to do our part and emphasize the application of the rules.

First, a little background. There are two sets of Navigation Rules in force in U.S. waters—the International Rules and the U.S. Inland Rules. The two are for the most part identical. So, for this article we will use U.S. Inland Rules as our source.

Most importantly, the Navigation Rules apply to all

vessels on the navigable waters of the United States, meaning all U.S. territorial waters (up to 12 miles offshore) and any waters that provide a transportation route between two or more states or to the sea as described in Rule 1.

Next question, what is the definition of a vessel?

Rule 3 tells us that a vessel is any type of watercraft, including, seaplanes, that can be used for transportation on the water. The rule further defines power-driven vessels as vessels propelled by machinery. Sailing vessels are vessels under sail, not using propulsion machinery. However, when a sailing vessel is using engine power instead of or in addition to sails, it is legally classed as a power-driven vessel.

Boating on a crowded waterway can be nerve wracking from time to time. The good news is that there are rules to govern the action of each vessel.

The bad news is that many vessel operators do not know the rules! Needless to say, not complying with the rules - even if you don't know them, can get you in trouble on the water.

It is your responsibility as the ship's captain to be aware of your surroundings at all times, and to operate your vessel in a safe manner in accordance with the Rules of the Road. Caution may not be fun, but having an accident "stinks".

The rules also state that every vessel shall use all available means appropriate to the prevailing conditions to determine if a risk of collision exists. If there is any doubt, then as Captain, you must assume that such risk exists.

The important part is that you must take necessary action to avoid an incident - if there is something that you can do to avoid a collision - you must do it, even if you deviate from a navigation rule.

Rules Explained

The Rules are designed to tell you what to do when you operate your vessel near other vessels. The purpose of the Rules of the Road is to help you avoid an accident--not to establish responsibility or liability if you get into an accident. Remember, if you get into an accident, you can be held liable, even if you followed the Rules to the letter!

Let's emphasize again our primary obligation is to operate our vessel in a safe manner. Under the Rules, there is no "right-of-way" like there is on a street.

For most situations, boats are called one of the following:

Give-Way Vessel - If you are the Give-Way vessel (also known as a "Burdened" vessel), you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner.

Stand-On Vessel - If you are the Stand-On vessel (also known as the Privileged vessel), it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the

give-way vessel passes, or you enter a dangerous situation.

Whenever two boats come close to each other, the rules designate one as the stand-on vessel and the other as the give-way vessel. The rules are designed to prevent a situation such as when two people, walking toward each other on a sidewalk, both step out each other's way in the same direction and thus run into each other. The stand-on vessel must continue on its course and the give-way vessel must turn away to avoid collision. Therefore both captains must understand the Rules of the Road and know whether, in any given situation, their boat is to stand on or give way.

Sailboat vs. Sailboat

The Rules are simple when two boats meet under sail (engines not running):

If the boats are on different tacks (sails on different sides of the boat), then the sailboat on the starboard tack (wind coming from the starboard side, with sails thus out to the port, or left, side) is the stand-on vessel and the boat on the port tack must give way.

The port-tack boat must also give way to a sailboat whose tack is uncertain (such as when sailing downwind using a spinnaker).

If the boats are on the same tack, the leeward (downwind) boat is the stand-on vessel, and the windward boat must give way.

In sailboat races there are additional rules about the start line, rounding marks, and so on, but the basic rules above apply when boats meet in open water.

Sailboat vs. Powerboat

Remember that a sailboat running an engine, even if sails are up, is legally categorized as a powerboat.

The Rules are simple when a sailboat and a small recreational powerboat meet:

In most situations the sailing boat is the stand-on vessel and the powerboat must give way.

If the sailboat is overtaking a powerboat, the powerboat is the stand-on vessel and the sailboat must give way.

Any boat with more maneuverability must give

way to any boat with less maneuverability (see below).

Maneuverability Is Key!

Sailboats under sail generally have right of way over most recreational powerboats, because sailboats are assumed to have more restricted maneuverability than powerboats (for example, a sailboat cannot turn and sail straight into the wind to avoid a collision). But by the same principle, sailboats must give way to any boat with less maneuverability. This means that usually a sailboat must give way to a large ship.

Following is the order of increasing maneuverability. Any boat lower on the list must give way to boats higher on the list:

- A disabled boat
- A boat that is difficult to maneuver, like a

dredge or barge in tow

- A boat whose maneuverability is restricted by size or draft, like a freighter
- A boat engaged in commercial fishing, like a trawler
- A boat being rowed
- A sailboat
- A recreational powerboat

The ultimate rule is always to avoid collision. This may mean slowing or stopping your boat, even if you are the stand-on vessel, to avoid collision with another boat that fails to give way. Use common sense along with the Rules of the Road, and if in doubt of the intent of a large boat posing a danger, you can always hail them on your VHF radio for clarification.

Rules of the Road - In Practice

By: Sam Swoyer

Situation:

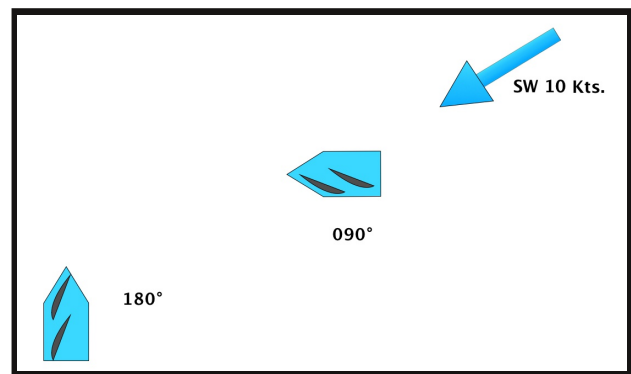
So, there we were out on the water on a beautiful and fairly busy Sunday afternoon. The visibility was excellent, seas relatively flat (except for occasional power boat wakes) and the wind was 10-12 knots out of the southwest. We were sailing close-hauled (beating) to windward on a Starboard tack heeling at about ten degrees – really nice!

To our right (or to the west) another sailboat was heading our way in a potential crossing situation. He was heading east on a very broad reach with the wind coming over his starboard quarter. Since he was sailing downwind, he appeared to be moving slowly.

The Crossing Situation:

As time passed, I observed that we were still in a potential crossing situation and that our relative bearing was steady with our range decreasing.

The condition persisted for several additional



Boat Positions

minutes. In my mind I always play thru scenarios for collision avoidance. The place to begin is to clarify the situation thru the use of the Rules of the Road. So, what do we know?

- We were on a starboard tack,
- so was the other boat – hmmm!
- He is the windward boat (because the wind is blowing over his stern); we are the leeward boat.

- Therefore, we are the “Stand-on boat”; he is the “Give-way boat”

So, what does all that mean? From the book...

Give-Way Vessel - If you are the Give-Way (or Burdened) vessel, you must act as if the "stand-on" vessel has the right to keep going the way it is going. It is your responsibility to signal your intentions to the stand-on vessel, and it is your responsibility to maneuver your boat around the other in a safe manner.

Stand-On Vessel - If you are the Stand-On (or Privileged) vessel, it is your responsibility to acknowledge the intended actions of the give-way vessel. You must also maintain your current course and speed until the give-way vessel passes, or you enter a dangerous situation.

Operators' Responsibilities:

- As the Stand-on vessel I should maintain my current course and speed and look or listen for a signal from the other boat acknowledging his responsibilities.
- The Give-way vessel must maneuver his vessel (early and significantly) to avoid the Stand-on vessel.

If we both follow the rules there should be no collision or incident.

In this actual situation the “Give-way” boat did nothing – maintaining his previous course. In order to avoid an incident I tacked in order to avoid an

“extremis condition”. Perhaps the other boat was unfamiliar with the rules of the road? Who knows???

Always remember that Rule 2; Part B – the “Responsibility Rule” also called the Good Seamanship Rule. It always applies!!! It directs you to consider all the dangers to navigation when applying the Rules, evaluating and responding to any special circumstances that may make you depart from the Rules to avoid immediate danger.

“Immediate danger” means more than just the mere perception of a risk of collision. It means, rather, that a collision is imminent unless you act immediately to avoid it. In such a circumstance, Rule 2(b) says, you must depart from the Rules to avoid the collision.

To illustrate the point, there are important differences in legal liability between maritime and civil law. Because each skipper must act to prevent a collision and must depart from the Navigation Rules when necessary, all parties usually share responsibility for a marine accident. This does not mean that the shares are equal, however. That is a matter for a court to decide. If you have a collision, you may be at least partially responsible no matter what the other skipper does.

It is not unusual for all parties to be responsible for some act they did or did not do. Only rarely do marine accidents produce a finding of fault on only one skipper.

So, in conclusion, know the rules and understand how to interpret situations on the water and in all case have collision avoidance plans in your mind.

On the Water - Tartan Owner Experiences

A Race for the Books

By: Jeff Stoehr

Joyce and I have raced with and against each other since the early '70s, but we don't get into it so much anymore because of stiff joints and achy muscles that come with, um, experience. Except for the occasional pursuit race at the end of a Tartan

rendezvous we confine our racing to one event a year at our yacht club, a memorial race in honor of Joyce's father who passed away over 40 years ago. Can't back out of that one.

But in late September we participated in a special race in honor of a club member who is undergoing treatment for melanoma. He's a past commodore, a friend and probably the best person I know who can make a sailboat go fast, having campaigned boats for Doyle Sails over the years including the record holder for the Marblehead-Halifax race – 32 hours. The best I've experienced in that race is 3-1/2 days.

The special race was on a sunny and windy day and, due to poor planning, only Joyce and I were aboard Ayacucho, our T-30. At the skippers' meeting we were told that the race would start at 11:30, but both Joyce's and my watches were out of synch with the race committee's and neither of us bothered to adjust them. But the committee would call the times on the radio, so I wasn't worried, or thinking either.

Once at the starting area I realized that it was so windy that we probably should not have been out there with just the two of us. Life vests?



stopwatch we simply reached back and forth before the start, trying not to hit or be hit, like everybody else was doing.

Joyce informed me that her knee was killing her and she didn't feel up to working the helm in these conditions. So we agreed that I'd steer, but it meant that we'd have to switch positions every time we tacked because she wouldn't be able to muscle in the jib sheets. We'd come about and she'd winch in the sheets as far as she could, then she'd come back

Absolutely.
Foulies?
Ditto.
Keeping a
lookout for
the other
roaring boats
and
maintaining
some form of
control was
the order of
the day.
Rather than
doing trial
maneuvers
with a

behind the wheel and take over until I finished trimming. Then we'd switch back. It sort of takes away the edginess in a race. The course was windward/leeward, twice around – no reaches. Wouldn't you know, for the first time in memory the windward mark was perfectly upwind – no preferred tack that I could see. We'll just get through this somehow.

For the heavy air conditions I cranked the backstay really tight. I reefed the main, tightened the halyards to keep the drafts forward, sheeted the 135 Genoa to the outside and aft a bit to reduce draw near the top and positioned the traveler down for both tacks. The perfect jib for this race was tucked away in our attic. Tartans are supposed to love this stuff. There were 6 racing boats spinnakers allowed [nobody was foolish enough to try it] and 7 cruising boats. The racers started 10 minutes ahead of us cruisers. Did we think to use the racing class start as a chance to set our clocks? Naw.

Hearing the time announce-ments over the VHF wasn't much help. With the noise from wind, sea and straining boat we usually heard something like (buzz squawk) minutes before the start. Did you hear that, Hon? No, something minutes. 4? Better catch the next one. We never got a solid bead on the time. At either 2 minutes or 1 minute – she thought 2; I thought 1 – we started for the line, running along it, waiting for the horn. The horn sounded and over we went. Masterful start! Look at the lead we have! It was exhilarating until the real horn went off a minute later, followed by a clearly audible announcement on VHF that Ayacucho is over early. Dang. Ready about!

The rule here is that the offending boat has to stay out of everybody's way while making its way back to the start, so we turned wide and went around the outside of the line. The second disaster hit when we jibed back around and ripped one of the traveler cam cleats out as the boom snapped over. We just didn't have enough hands to control everything in this wind.

Believe it or not, we were not the last over the starting line because a couple boats were just trying to stay upright and not making much forward progress. But we were clearly over two minutes

behind the pack, which all tacked over to port tack after they crossed the starting line. I suspect they chose port tack to avoid hitting the waves head-on. By the time we cleared the line it made no sense to follow the herd, so we stayed on starboard, straight into the three-foot waves that were coming from the left rather than from the wind direction, I think due to the influence of nearby Cape Ann.

Besides being able to delay our first and sure-to-be awkward tack, staying on starboard gave me a chance to tie the ripped-out portside traveler line to the pedestal guard, guessing where the car would end up after the next tack. Rather than pounding into the seas, the ole Cooch hunkered down rather nicely and torpedoed through the waves maintaining a respectable 5.5 to 5.7 against a vicious headwind. (My wind instrument is hugely inaccurate over 17 or 18 knots, but after the race I checked the max-wind reading at the club's weather station and it read 34 knots at 11:30, roughly the time of the start. So you know what kind of wind we were dealing with.)

We remained the lone starboard-tack boat for as long as we could, observing from a distance that we seemed to be doing okay against the rest of the fleet. When we got close to the lay line it was time to make our first tack. Fortunately no one was close enough to watch this pathetic maneuver. Initially the tack went smoothly as I steered and handled the



sheet to be released. (Small cockpits have some advantages.) Joyce got the sheet in a ways while I tailed until she could no longer crank. Then she got up slowly and painfully hobbled back to the helm. Hurry up, will you!

I'm coming, I'm coming!

Yeah, so is Christmas. Empathy is not one of my strong suits during a race. When it came time to climb over the traveler Joyce used both hands to lift her leg with the bad knee up and over. But finish the tack we did. Two minutes flat, or so it seemed. Wonderful.

Despite losing a fair bit of ground when tacking we got back into the groove on port tack and converged with the rest of the boats including some stragglers in the racing fleet. We pulled ahead of two of the cruisers, leaving two to catch, and passed a couple racers as well. Hey, I think we actually might be in this race! Interestingly we maintained our 5.5 to 5.7 knots running parallel to the waves just as we did into them. The Tartan didn't seem to care. Oh, and good guess on the traveler fix.

We made another painfully slow tack but hit the lay line perfectly about 100 yards from the windward mark. We tried to shake out the reef before we rounded the mark, but only half succeeded before the wind pressed the sail hard where it was. It didn't really matter since the downwind ride was 7 to 7.5 and more knots no matter what we had up. That sleigh ride lasted a dozen or so minutes and no one really changed relative position, although larger boats opened their leads a bit.

So as not to bend the pedestal guard we carefully jibed over before rounding the leeward mark and took time to reef again after another excruciatingly slow tack when we rounded. Just as they first did, those boats ahead of us went off on port while we reasoned that we did so well on starboard the last time, why not do it again? The boats behind us followed. It worked as we could see we were steadily gaining. Halfway to the second windward mark there was only one cruiser ahead of us, a Garcia-47. My guess is that those boats that started on port had an easier time sailing parallel to the waves, but those waves pushed the boats to leeward enough to make for a longer slog back than if they had started on starboard.

Although it certainly isn't slow I don't think the T-30 is an especially fast boat, but it is powerful for a 30-footer and punches through waves without

getting bounced around all that much. Except for the occasional light splash back in the cockpit we stayed reasonably dry – and the dodger was below. Not once did the rail go under. The Tartan really does love this stuff.

As we reached the final windward mark we came seriously close to the Garcia, a boat built for passage making. We were well ahead of the rest of the cruisers, all but one of which were rated faster than our T-30. The Garcia regained some distance as it shot down the last straightaway downwind leg and finished 6 minutes and 4 seconds ahead of us. But we beat the rest of the cruisers by substantial margins. (Vineyard Vixen-37, Tartan-37 Blackwatch, Crocker-36, Beneteau-43, Cape Dory-27)

Against the racing fleet (J-37, Sabre-38, Frers-30, Erickson-26, J-80, Catalina-27) and based on elapsed time before correcting for handicaps we physically beat three of the six boats. Elapsed time was from when we were supposed to start, not when we actually did. But after correcting for handicap ratings (drum roll) we beat everybody. Unbelievably, we won! And handily! Not bad for a couple of creaky old ex-club racers who took an extra sojourn before hitting the start and set a record for slow tacks.

Okay, I get that I'm being a pompous braggart here, but I just had to tell this story to someone. But rest assured, the folks at our club don't really care to listen to it. However, to me, by golly, this race was one for the books, and truly a Tartan moment.

Tartan Tech

Working on Our Boats



Solar panels for Salubrity

By: Julien Beresford

When Kathy and I headed south for the first time on our Tartan 372 last fall, we carried six jerry jugs on the starboard rail, using two 2x2 fir strips I'd attached to the stanchions: 2 blue ones for water, 2 yellow ones for diesel and 2 red ones for gas. The gas was for our outboard and Honda generator, and reflected a concern that we might not have easy access to gasoline in the Exumas, our ultimate destination. Running our research business from the boat requires telephony and power to keep the various laptops tablets and phones (and their signal boosters) charged. We planned to motor most of the 1,500 miles south to Florida on the ICW, so the 100 amp alternator on our 43HP auxiliary would keep the 380 amp hour house batteries charged well until we started sailing across the Gulf Stream and down the Bahamian island chains. Solar panels were on our



Chesapeake City

future improvement list, and we looked forward to finding a solution at the upcoming Annapolis boat show.

While stopping at Chesapeake City in the C&D canal, we saw a solar installation that intrigued us: two

flexible panels were attached to a sailboat's bimini, and there were no brackets. We chatted up the owner

and learned that he had had the panels sewn into the bimini top. I had assumed that the panels would have to live atop our new davits, but Kathy wasn't pleased with the prospect of having our lovely view in the cockpit curtailed further with solar panels and brackets.

Shopping

At the Annapolis show we visited every solar panel vendor to learn about the different materials, dimensions, wattages and efficiencies of the latest offerings. The vendors always asked first what our amp hour requirements were, and we really had no idea. What we did know however, was that we had a space limitation; they would either live on the davits, or if possible, on our bimini. We learned that the new flexible panels were about 30% more expensive per amp hour, but that the savings in installation made them highly competitive. The newest technology was not only lighter but also far more efficient. None of the vendors showed the solution we had seen on the C&D, but one vendor had a clever grommet solution that enabled you to snap in the panels. Show specials were tempting, but we decided to delay our purchase until we were in Fort Lauderdale, where we'd likely have easier access to suppliers.

When we arrived in Fort Lauderdale in early January, we thought we had settled on Italian panels from Solbian. The Solbian dealer, eMarine, was highly recommended by various review sites, and when I asked about the sewing option, they had a supplier down the street who knew exactly what to do, including a recommendation to sew a Velcro flap on the starboard edge to cover the electric cables. eMarine also had various connectors for the panels that needed to be installed as close to the batteries as possible.

I had decided we wanted a separate controller for each panel so that if one panel had temporary blockage from a leaf or shadow, the other panel would still be able to operate, but that meant installing two controllers in limited space on the refrigerator wall beside the sink. We opted for MPPT controllers (Maximum Power Point Tracking) that maximize the energy from the panels by optimally loading the panels based on available

sunlight, resulting in more current to the batteries. We went with two Blue Sky Energy Solar Boost 25121-HV controllers that not only mimicked our 3-stage inverter/charger in providing less charge when the batteries were near capacity. An added benefit of these controllers was that we could add additional wattage later, if needed. Finally, the dealer had all the cabling needed as well as a waterproof solution for bringing the cabling through the deck (CableClam).

Before visiting eMarine, I taped together newspaper sheets to lie on our bimini so that we could see how to optimize the space we had for the panels they offered: One 100 Watt panel and one 120-Watt panel. Once at eMarine we were informed that the Chinese made Shine Solar panels were similar to the Solbian ones at nearly half the cost, other than the appearance of the connectors from the panels to the cables bringing the power into the boat. Given that we wouldn't see the panels or the connectors, that was a pretty easy decision.

Installation

Once we had the zippered panels, controllers, cabling, connectors and zippered bimini on the boat, the installation began. It wasn't difficult at all, just time consuming. I drilled the two holes needed to bring the cables into the starboard laserette, besides the aft stanchion. We selected the three inch vertical



Final Installation

wall so that once the cushions were in place they would essentially be invisible. We then snaked the cables through the holes and aft to the rudder pole, where we turned and followed the centerline to the shaft, and then up alongside the port side of the engine compartment, and up into the area besides the galley sinks, where the controllers would be installed.

The CableClams had detailed instructions for making the membrane work, so once those were in place, we only had to secure the cables up the bimini support pole and fasten the cables to the panels. The last step was to connect the controllers to the panels, and the controllers to the house batteries. The instructions were to connect the controllers to the positive and negative terminals, but we later learned from a fellow cruiser in Georgetown, Bahamas, that attaching the negative wires to the negative shunt improved performance – and he was correct.

Results

The first moment when everything was connected was fantastic: we watched in amazement as the amp and voltmeters increased without a sound from our generator or alternator. Before learning about the

negative shunt connection we found that we were typically producing 8 amps in daylight, enough to keep the batteries charged with the refrigerator cycling on and off, and the computers recharging once or twice a day. When at anchor for several days, we'd run the generator for an hour in the morning, and then the panels would take over. After learning about the negative shunt, the amps increased to over 12, and we rarely run the generator. When we returned to our yacht club in Westport, CT, in early summer, we found we didn't need to plug into shore power – even when using electric buffing machines to clean up the hull after the ICW.

The installation of these solar panels was by far the best improvement to the boat we made for this wonderful trip. Other improvements included a satellite wifi (waste of money), purchasing a BaTelCo phone with wifi hotspot capability (essential!), adding a salt-water feed to the hand pump in the galley (saved hundreds of gallons of fresh water when washing—not rinsing—dishes) and davits (which increased our through-the water speed by over half a knot) - more on those improvements another time, if there's interest.

Throttle Assembly Modification

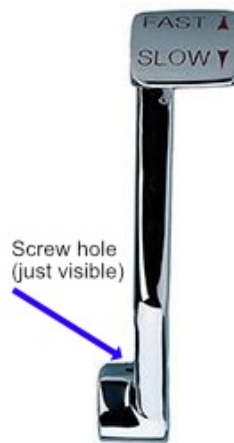
By: Richard Usen

Editor's Note: Richard and Judith Usen sail a Tartan 33 "Hopscotch." Hopscotch is equipped with an Edson pedestal steering system.

Recently I came into the marina and discovered that the throttle handle had a broken machine screw as the handle came off in my hand. My engine has the shutoff control as part of the throttle system so this likely stressed the machine screw.

I contacted Edson and found that the binnacle originally was made with a plastic throttle handle bolted to the throttle shaft by a 3/16" (10-32) machine screw. This part is no longer available.

The replacement part is Stainless steel drilled for a 1/4-28 machine screw. When that came out, quite a few years ago, they changed the throttle shaft to take a 1/4-28 machine screw to match the new arm.



It is possible to use the SS handle w/ a 10-32 machine screw but if it isn't tight, the screw will flex and eventually fail, as mine did.

Recommendation: Remove the screw and see what size it is. If it's ¼" fine thread, reinstall it and go have a beer. If it's a 3/16" screw, you have a problem. It really should be fixed especially if your engine shutoff is part of the throttle cable assembly, as the force required on the throttle handle stresses the machine screw, especially if the screw loosens. If the screw is loose and you've been running the engine this way, it likely has started to crack and might fail. The fix is to drill the shaft and thread it to match current production and replace the machine screw w/ ¼-28. This can be done in the boat if you have the right tools, but there's a good chance of doing some damage to the shaft, so it'd be better to remove the top section of the binnacle and bring it to a machine shop to re-thread.

Removing the top section isn't that difficult if the attaching bolts aren't seized and you don't drop any tiny parts or tools down the binnacle.

Final Editor's Note:

Dick later reports: "I discovered recently why my bolt broke. It worked its way loose and that caused stress ending with failure. If the bolt is kept tight, there isn't any likelihood of failure. So, either keep it tight or redrill and thread 1/4x28 and replace the bolt to match."

1. Remove the two tiny screws on the binnacle light and lift off the SS cover and the compass. There are two quick connect fittings on the compass wiring. Find them and separate them before trying to remove the compass. Having an extra pair of hands will help here.
2. Remove the four long ¼" machine screws that hold the top section of the binnacle.
3. Remove the cotter pins and clevis pins from the transmission and throttle arms and lift off the top section of the binnacle.
4. Reassembly is straightforward. There is a good likelihood that you'll strip the threads on the big ¼-20 bolts. If so, these can be repaired w/ Helicoil inserts.

On the Water - Tartan Owner Experiences II

Three Year Plan = Bigger Sailboat + Smaller House + Take off Sailing for a Year

By: Linda Riera

The inception of our Plan came towards the end of a particularly tumultuous year and perhaps the difficulties experienced played in to the development of the Plan. Many sailors have embarked on travels much more extensive therefore this is not a particularly groundbreaking story but just the journey of one sailing couple.

We are late in life sailors with neither of us hoisting a sail, or furling a jib, or grabbing a mooring or cleaning a bilge until less than 10 years ago when we

were in our early/mid 40's. But as soon as we took our first lessons at Boston Sailing Center we were both hooked. Our equal levels of naiveté and enthusiasm proved to be a great formula for learning quickly as neither of us dominated but rather we leaned on each other and fumbled through hairy situations together. We spent a few summers sailing very weathered club boats graduating from Solings to J24's to C&C 34's, and spent winters in navigation seminars and Caribbean coastal cruising

classes. Then we took the plunge and purchased a lovely Pearson 34 sailing her hard and learning a tremendous amount about boat maintenance and repairs for four years as our passion for sailing grew. Then the Three Year Plan was born.....

Bigger Sailboat: Added a Zero

We adored our Pearson 34. But as we considered the real possibility of serious, long term sailing, we realized that we needed to move up in size. As this is for TONE readers, little explanation is needed to inform you on why we went with a Tartan.



Argon T-4000

However, we did kind of splurge and surprisingly opted for a brand new 2014 Tartan 4000 that was delivered in March last year. This was a huge step up on all accounts, including

the purchase price being more than the sale price of the former boat with an added zero. As we approach the end of our second full sailing season on Argon logging 3000 nm we can confirm that there are no regrets.

Smaller House: Subtracted a Zero

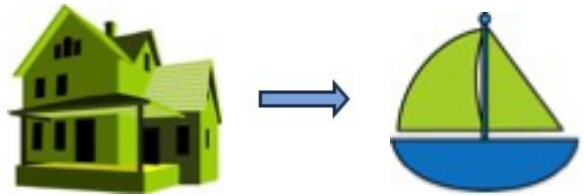
We sold our 3000+ square foot home this past spring but changed the equation a bit by not buying a smaller house and instead moving on to our sailboat hence downsizing dramatically to about 300 square feet. Guess we took away a zero here so perhaps the bigger boat and smaller house evens out??

The downsizing process was in full gear last winter as each weekend was spent purging a closet or a

room giving away, donating, selling, and throwing away. We have one modest size storage unit nearby and already just many months in to our simplified lifestyle we realize that we likely could have done with saving even less stuff. Moving on to the boat

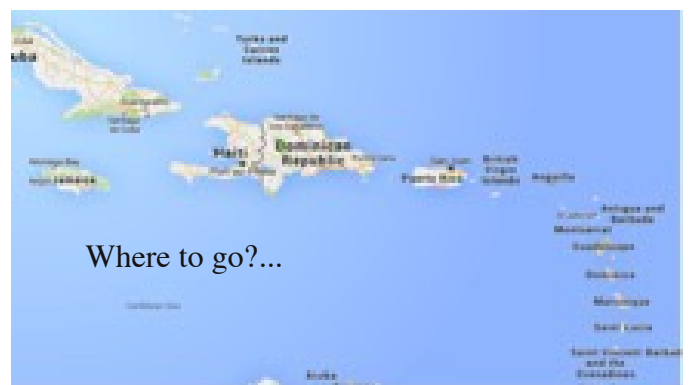
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enables us to not only adjust to living aboard in preparation for our trip, but also to focus on getting the boat ready for offshore and long voyages whilst still allowing us time for pleasure sailing amidst our very busy day jobs.



Take Off for Year: T Minus 12mos

The beginning of our journey is scheduled for October 2016 and the proximity is getting palpable. We plan to do an initial long leg to Bermuda, then another longer leg to the Caribbean (perhaps all the way to the Windward Islands) then island hop for four or five months before shooting over to Florida during which we hope to harbor jump fairly leisurely up the east coast of the US returning to Boston perhaps early fall 2017. The plan is for me to quit my job in advance of our trip and figure out what I want to do post trip along the way; and for Bob to perhaps maintain a little light contracting during our trip so that his company may take him back upon return.



Unknown Variables:

There are three primary unknown variables in our master plan: Joshua, Christian and Jonny. We have known since the initial discussions that one or more of our three young adult sons could have needs or situations that might impact our plans. The boys are

currently 27, 22 and 20 years old currently on forward paths. And they all seem to be realizing that their parents are serious about this crazy adventure.



Although we are a year out from plan execution, there is still much to do to prepare and a multi-tab spreadsheet has been created to include:

- To learn
- Projects and boat parts
- To buy
- Life logistics
 - To learn
 - Projects and boat parts
 - To buy
 - Life logistics

Some of the projects and boat parts include:

Satellite communications

Storm sails

Solar panels

Better manual pump

EPIRB

Learning more about weather

Many things can happen to alter our plans, but for now, we are enjoying the preparations and building excitement as this new chapter in our lives approaches.

Captains Linda and Bob

s/v Argon

All Hands Sailing Charters

We Are Gone Sailing Blog

Tartan Musings

The Toolers

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



For me, one of the most exciting parts of being involved with boat building is the process of creating the molds and patterns that ultimately move on to produce a new boat model. In particular I've enjoyed working with the highly skilled craftspeople that used their skills to take our design concepts from paper to reality. Although many builders today have moved to 5 axis CNC milling machines, the entire current lineup of Tartans was originally handcrafted either by our in-house tooling staff or in some cases they were outsourced to other equally skilled outside resources.

In fiberglass boat building's infancy, the early development process was based on wooden boat building and the early toolers were skilled wooden

boat builders. The original Tartan 27 hull plug was built as a strip planked wooden boat, much the same as a wooden boat would have been built in the late 50's. This was done by the craftsmen who worked for Douglas and McLeod in Grand River.



Two of the craftsmen that produced that original Tartan 27 hull were still a part of Tartan when I joined the company in the late 70's. Ron Leitch and Ed Chimney were two of the most skilled boat builders and in turn pattern makers that I've had the great honor to not only know but to work with in the later days of their careers. Ed was the consummate "old school" boat builder, and trained as a pattern maker. He took his pattern making skills to his passion; boat building working at Douglas and McLeod and later to Tartan with Charlie Britton. As a bit of worthless information, as a kid, I delivered newspapers to Ed and his wife and our family lived just a few streets from him. Outside of Tartan, he was building a modified Herreshoff 28 in the shop next to his house. I was able to peek through the windows and watch the progress. It was a long build, Ed started from a white oak log that he sunk in the lagoon behind his house to season. Seasoning took several years; it later became the backbone and frames. The boat wasn't completed until much later and by then I was working with him at Tartan. Ed has passed but "Sweep" is still sailed each summer by his family.

Ron Leitch was not only a skilled boat builder but also a master cabinetmaker. Perhaps Ron's most lasting imprint on Tartan was the wrap around coaming/spray rail that has been duplicated on many Tartans. The sweeping line of the coaming extending up and over the companionway was laid out by springing long wooden battens to produce that sweet shape. Before the days of 3D modeling, those shapes were developed during the build of the master pattern. While he was involved as a plug and pattern maker, his real talent was in producing the patterns and fixtures used for building the cabinetry that many of you still enjoy today. Another bit of worthless information, Ron's cousin is the singer Donovan, those of us that are 50 plus will remember Donovan from the late 60's early 70's.

Both Ron and Ed were a part of the Tartan development team when I joined Tartan and I learned a great deal from each of them.

In the late 70's early 80's Tartan had a development shop that was separate from the production boat building, and that is where I cut my teeth on the

tooling and development side of the business. In addition to Ed and Ron, the staff included perhaps the most skilled tooling person that I have ever known, Denny Knapp.

Denny was not like Ed and Ron, he was not a wooden boat-builder; he was simply a magician who could make any shape out of anything. He was not bound by the traditional thinking that Ed and Ron adhered to, much to their dismay; Denny would use any material that he could to most easily create the shapes that were becoming more and more intricate as our designs evolved. He made shapes, not boats.

And one of the greatest aspects of working with Denny was his ability to build what I was thinking. We could go from a simple napkin sketch to a new Tartan at the drop of the hat....OK maybe a bit of an exaggeration, but you get the idea.

Denny had a varied background, he had been in the Coast Guard, and rather than spend time in Coast Guard stations he took advantage of virtually every Coast Guard training program you can imagine, from



fire fighting to electronics. In the 30 years that we worked together, I don't believe I ever had a problem that he wasn't able to solve. Denny has severe arthritis and had to retire, but I still try and lure him back for a project or two, I really hope that one day, he might be back for even a small project. I enjoyed him that much and admired his extreme skills, one of our co-workers dubbed Denny "Merlin", a fitting moniker.

For some reason, Tartan and perhaps all boat builders attract talented people. We've been fortunate over the years to have a good number come through our doors. And while I miss the skills of

Denny, I feel equally fortunate that we have someone that is growing each day to become an equal talent.

Tim Young has become our current “Jack of all trades”. He does tooling work, he has run our wood shop and managed our assembly shop and for some of you, he may have been the guy that made a service trip to take care of a problem on your boat. Right now, he is running our assembly and mill departments as well as taking the lead in producing the first Legacy 42 powerboat. We’re well down the road on that build and soon he will take on the next new model development.

While I’m sure that we will move towards a bit more impersonal tooling process by having our plugs and patterns cut by 5 axis CNC machines, when that day comes, I know that I will miss the process and the people that produced all of the Tartans that we enjoy today,



Chesapeake Bay Tartan Sailing Club

News for Fall 2015

By: Grace Holt



Photo by James Douglas Shields

Sending a big "ahoy" to our friends in TONE, members of the Chesapeake Bay Tartan Sailing Club line up for a photo op before settling in for our annual Crab Feast. At Greg and Debby Shields' dock on the Patuxent River are Brave Heart, a Tartan 4600, owned by Mike and Mary Swift; Something Special, a Tartan 41, owned by Jeff and Darlene Forte; and Celebration, a Tartan 34 Classic, owned by David and Mary Ina Bourdon. The weather was fine, crabs were delicious, and the sailor chat was the best!

Galley Notes

By: Jan Chapin



Bacon Mushroom Dip

My favorite parties are ones with good friends and appetizers. And sailing lends itself to impromptu get-togethers. This Bacon Mushroom dip became a favorite.

Ingredients

- 1 twelve (12) oz. container of mushrooms, sliced
- 1 onion chopped
- 10 strips of bacon, cooked and crumbled
- 2 - 3 tablespoons of mayonnaise
- 2 cups of Monterey Jack cheese
- Paprika and/or parsley for garnish

Directions

1. Sauté onions until tender, 3-5 minutes.
2. Add mushrooms and continue cooking over medium high heat until mushrooms are tender, 5 minutes.
3. Drain any liquid. Pour into a baking dish.
4. Spread crumbled bacon over mixture.
5. Spread mayonnaise over mixture.
6. Add cheese, covering the mixture. Garnish with paprika and/or parsley.
7. Bake 20 minutes at 350 degrees. Serve with crackers or bread slices.
8. Leftovers are great in an omelet.

Alternative method: If you don't want to use your oven, you can do it all in a skillet. Once you add the cheese, put a lid on the pan. Once it's bubbling, it's ready. Bon Appetit.

TONE Website — www.tartanowners.org

The web home of
TONE

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: Pinnacle, a Tartan 4100 with her sails off, lies ready for winter hauling in the Merrimack River above Newburyport, MA. Photo: G. Van Voorhis

Legal

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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.