

Nor'easter

The Newsletter of TONE
Tartan Owners Northeast, Inc.

Summer Cruise 2016



Summer



2016

Letter from the President

By: Gary Van Voorhis



The New Normal

I got up this morning and happened to pull on a TONE tee shirt that had our logo burgee and “TONE Rendezvous, Red Brook Harbor 2011” printed on it. As I glanced at the shirt three words popped into my mind – The New Normal. As in, boy things have changed and there really is a new normal.

Flash back a half decade. 2011 was an odd numbered year so there was a TONE rendezvous at a marquee marina. Nearly 40 Tartans of various sizes came to Kingman Yacht Center in Red Brook Harbor, MA for a weekend packed with meals, seminars, presentations and dinghy races, you name it.

Boats had come from as far away as Annapolis (three boats!) and as nearby as across the harbor. For most attendees it was at least a two-day sail to get to Kingman. Attending meant a minimum six day commitment for most of the folks who were there; and for many it was more like eight. It was the last year we did those tee shirts. We didn’t know it, but things were going to change.

Now it’s 2016 and we at TONE are working through the new normal. Our last old style rendezvous took place in 2013 at Essex Island Marina in Essex, CT. We struggled to get 22 boats registered and although we all had a good time the leadership team sweated whether or not we’d make our basic expenses right up until the last minute. (Ironically, that wasn’t the only thing we sweated. Temperatures at the dock in Essex hovered near 100° for the whole weekend. It was a repeat of 2011 but we were on shore this time and in the heat.)

Concerned about the future, after the rendezvous we conducted a member survey. That told us people didn’t want, or felt they had the time, to take long multi-day cruises to attend boating functions. The steady drop in rendezvous attendance wasn’t a fluke; it was the picture of the future. Members told us clearly that they wanted things closer to their homeports and involving less time.

So what are we up to? We’re trying to meet your needs. Last year instead of a single rendezvous we created five mini-rendezvous events spread out from Atlantic Highlands, NJ, to Boston, MA. Attendance varied from OK to holy smokes as people responded to local opportunities. Our total participation for all the mini events far outran the attendance at even the biggest of the old single site rendezvous. People voted with their boats and showed up! We may not do five of these events again, but next year is a rendezvous year and we plan to repeat the local format once more.

This year would have been the traditional Maine Cruise but an early assessment of how few skippers were planning to head north led us to decide a more “local” summer cruise might be in order as well. Elsewhere in this newsletter is all the information on the 2016 TONE Summer Cruise. It focuses on Buzzards Bay, Martha’s Vineyard, and a final quick jump through the Canal and up to Boston.

It’s a “home waters” cruise for many of our members and we are hoping that this close to home aspect will give people an incentive to join us on the water. On the other hand, I’m happy to see that early feedback indicates that a couple of intrepid Chesapeake Bay Tartans are planning to head north and join us for this venture. We’ll cheer them on!

Summer 2016

I urge you to take a look at our cruise plan and sign up for a leg or two, even if you can't set aside the time to do the whole thing. I can nearly guarantee you'll be glad you did. We have great fun together on the water.

So what is this new normal? For us it means keeping the events close to where your boat is docked and making the schedule flexible enough that you can participate even if you don't have two or more weeks to be on the water.

Our 2016 Winter Dinner, held in Mystic, set a new attendance record (64), including over 40 members attending the SAR seminar at the Coast Guard Academy on the morning of the dinner.

We look forward to keeping the winter event in Southern New England and offering an early in the day learning opportunity as we've done the past two years. It seems to work for our membership.

We're aware of the success of the local on the water events and are looking forward to seeing how many of you come with us this summer.

But we're not done with our traditional events. I plan to go to Maine again and I'd love to see us give the Maine Cruise another try after a two-year hiatus. Like me, skippers and their families may be ready to

go back to the incomparable beauty of Maine sailing even if it means all those days and miles getting there and getting home. I hope so.

And we haven't exactly given up on the marquee rendezvous. Internally we call it "The Big Show." As in "Do you think there may still be interest in doing 'The Big Show' if we picked the right spot and made the event so loaded with good stuff that it would be worth sailing to?"

What do you think? Would an old fashioned rendezvous ever be good enough to cause you to set aside the time to get there, attend, and get home? Please let me know your thoughts at:

tone@gjvv.net

If we believe that members would support another full-scale rendezvous we'll make it happen. But we only want to build it if you'll really come.

Have a great summer sailing and enjoying everything that nature gives us during these precious warm months.

I'll see you on the water.

Gary Van Voorhis

President, TONE

TONE Summer 2016 Float Plan:

Day	Date	Harbor	Activity
Mon	7/18/2016	New Bedford	Moorings/Slips: Pope Island Marina
Tues	7/19/2016	New Bedford	Dinner: Waterfront Grille
Wed	7/20/2016	Edgartown	Moorings: Town via Dockwa
Thurs	7/21/2016	Edgartown	Possible cocktails hors d'oeuvres @ EYC
Fri	7/22/2016	Vineyard Haven	Moorings: Harbormaster first come-first served.
Sat	7/23/2016	OPEN	Free Day
Sun	7/24/2016	Mattapoissett	Dinner: Inn at Shipyard Park
Mon	7/25/2016	Red Brook	Slips/Moorings: Kingman Yacht Center
Tues	7/26/2016	Scituate	Moorings: Owner reserves – EZ Rider
Wed	7/27/2016	Boston	Dinner: Fillippo's
Thurs	7/28/2016	Boston	Slips: Owner reserves - Constitution Marina



TONE - The early years

By: Joe Weber, Founder

Shortly after joining Hellier Yacht Sales in 1994 Phyllis and I purchased a gorgeous Tartan 372 that had been stored in the showroom for over a year. We thought it was time to step up from the Irwin 34 that we had been sailing for ten years. It was a no brainer that if I was going to sell sailboats, I should own the best of the products I sold. After renaming her “Coterie” (a small group of people of shared interests) we began a ten-year period of sailing that we will never forget.

It soon became apparent that there was a need for a bonding agent for Tartan owners who individually loved their boat and had great pride in ownership. The concept of a Tartan “Coterie” began to develop. It was again a no brainer to see the merits of creating an owner’s association that would benefit not only the owners, but also Hellier’s.

After discussions with Vin Petrella at Hellier’s and Tim Jackett at Tartan, I began formulating a plan on getting something started. If my “senior memory” serves me correctly, I believe TONE was first introduced in 1996 at an “Open House” event in the Hellier’s showroom. There was an enthusiastic response and I began making plans to schedule a raft-up and our first Rendezvous.

That first Rendezvous was held at Hellier’s & Crocker’s docks and was attended by about 25 boats. Nice start! I think that event was where the original version of the TONE burgee was introduced. I recall designing the burgee by the fireside one blustery winter evening. That burgee still flies from a pole on the lanai beside our pool in Sarasota. If you spot it, please come aboard!

The Maine cruise grew out of our desire to “do Maine” and many hours of chatting with others experienced in doing so and lots of research, again by the fireside. The idea was presented to the TONE

members. Back then if you owned a Tartan you were a member of TONE. We found that Cheryl & Comer Wilson, Jerry & Louise Boyarsky, Peter Crawford and Jack & Annie Sutton were interested in participating. We got together for dinner one evening and made our commitment to go and how each wanted to make the trip. After taking various routes, we all arrived in Rockland happy to have made the overnight and /or longest passage yet attempted. A dockside cocktail party was followed by a boisterous evening in a diner in Rockland. This kicked off a memorable exploration of Penobscot Bay, Fox Island Thorofare, Eggemoggin Reach, Blue Hill Bay, Somes Sound, Merchants Row, Muscle Ridge and an overnight trip home.

These fabulous cruising grounds including Castine, Tenants Harbor, Frenchboro, Camden, Pulpit Harbor, Northeast Harbor, Boothbay Harbor, Seguin Island, Casco Bay and more were the focus of the subsequent TONE Maine Cruises while Phyllis and I were involved.

I forget the year, but one summer the Suttons joined us on a cruise up to St. John New Brunswick. There we experienced the 35’ tides, the challenge of tying up at a fixed dock and the value of “Fundy Traffic”. What’s that you say? Some fireside research may be needed unless you have sailed up there.

On alternating years, TONE Rendezvous were held in Greenport, Essex (twice) and Hellier’s in conjunction with Tartan Yachts. Rumor has it that folks had a great time at these events. Do you remember when the bridge would not open over the Connecticut River and we were trapped at Essex for another day? That was the event at which the renowned sailor, commentator and author Gary Jobson was our guest speaker.

As membership increased, informal gatherings

occurred; some planned, some not. One year about a dozen boats rafted together in Coecles Harbor on Shelter Island for the weekend and a party broke out; imagine that! Often members would visit unannounced after spotting the TONE burgee flying at an anchorage, frequently bearing provisions to ward off thirst and hunger. On other occasions lobsters were steamed aboard and enjoyed in the cockpit with some fine wines and great sea stories.

Frequently members would sail together or meet up for the weekend and extol the virtues of their Tartan or try to convince the First Mate that a larger Tartan would be a good idea. To my knowledge, no divorces were reported.

All of these things were exactly what I had hoped TONE would afford its members. Was it also beneficial to Hellier's? Of course! But the

experiences and friendships of TONE far surpass that in significance and time.

We sold "Coterie" in 2004 when we moved to Florida. We now charter big catamarans and cruise in fabulous places like Greece, Antigua, Panama, Grenada, St. Martin, etc.

TONE has grown and matured since those early years and is clearly a better organization than when we were last involved. Today's website is terrific! It is hard to believe that this is the 20th anniversary of TONE!

It gives me great pleasure and satisfaction that the friendships, spirit and enjoyment of sailing continues to be shared by Tartan owners through TONE.

Fair winds and red skies at night!



Five Steps to a Safer and Fun Boating Experience

By: Robin G. Coles

Boating is supposed to be "fun", isn't it? Then Stop Yelling! It's stressful enough for your spouse/significant other who's not sure what to do if something happens.

In order to have a successful sail, couples need to learn how to keep boating fun and safe. To do this it's a great idea to discuss and/or role-play different situations, use laminated cheat sheets, hand signals, etc. Don't assume anything; even if you've boated together for years.

If this is your situation then read on!

1. Cheat sheets – There is a lot to learn and remember on a sailboat. Seasons in the Northeast are short. If you don't go out every week it's easy to forget things. Why not put together a set of laminated cheat sheets beginning with a checklist of how to prepare the boat. This should include starting from

the dock, sitting on a mooring or anchoring. Don't forget how to start and shut off the engine, work the radio, and calling a May Day. Anything specific to your boat that they would need to know.

2. Hand signals, Use a Walkie-Talkie – When leaving and arriving at the dock, picking up a mooring or anchoring one of you will be at the helm, the other on the bow. Save your voice, don't yell. Use hand signals or a pair of walkie-talkies to communicate. Make sure if you use hand signals, you both agreed on what they should be and have rehearsed them many times. Same goes with the walkie-talkie.
3. Classes – Take boating classes together either for the first time or as a refresher. Just keep in mind, you'll see, hear, and learn things

differently. Then discuss what you learned with each other. If there's a question, ask the instructor.

4. Practice/role play – This is something that doesn't always happen. Partially because the spouse/significant other doesn't feel comfortable with the boat. When it's just the two of you, practice starting up the engine, opening and closing the head and water. Role-play by each one taking the helm, docking, and picking up a mooring for starters.
5. Explain things, don't assume anything – Ask questions first and listen.

In a survey I did a few years back at several boat shows, I asked both men and women their thoughts

to what makes boating fun. Here are the results:

<http://thenauticallifestyle.com/TransientTalk/people-live-met/tnl-newsletter-keeping-boating-fun/>

Robin is a published author of Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat, passionate marine enthusiast and sailor who has interviewed countless industry experts as well as visited, interviewed personnel at, written about, and photographed hundreds of marine ports in the US and abroad. Robin also works with businesses to help them tell their story through articles, customer successes, and videos to name a few. Her current projects include technical writing for B2B. If you'd like to learn more, contact Robin at:

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The Facts: Cold Water Immersion

By: CDR. Bruce Buckley, USCGA

Cold Water

"Cold Water" is defined by the First Responder community of experts as being any water temperature under 70 degrees. Which means we in the New England area spend the majority of our time sailing, cruising, kayaking, paddle boarding, etc in waters, that if not respected, can kill!

Without a life jacket, you can only survive for about 10 -20 minutes in cold water. With a life jacket, you can survive for over an hour before hypothermia sets in. So please use common sense and wear a life jacket, especially in the spring and fall.

So You Fell In

The "1-10-1 Principle"

1 - One minute to gain control of your

breathing

If you have warning that you may be going into the water, be prepared! Cover your nose and mouth and go in as slowly as possible keeping your head above water. Calm yourself, control your breathing, and then prepare for potential meaningful movement for self-rescue.

10 - You may have 10 minutes of meaningful movement to perpetuate self-rescue.

Without exhausting yourself and your body temperature, determine the best manner in which to self-rescue. Get back in or on top of your watercraft. If you have not yet gotten into a life jacket do so as quickly as possible. You must keep your airway open.

1 - You may have 1 hour before becoming hypothermic and losing consciousness.

Cause of death from hypothermia is not loss of consciousness it is the heart stopping. Body temperature can drop another 3-5 degrees after you become unconscious before the heart stops. (An important reason to wear the life jacket) With nothing to keep your head above water, should you become incapacitated, you will drown.

Survival

What are the very first things to remember to do when suddenly immersed in cold water? The gasp reflex is automatic and a natural reaction to the cold water

Just survive the first minute and get your breathing under control.

Don't panic.....the energy (heat) you conserve can be a life saver.

NOTE: The Coast Guard Auxiliary is an all national volunteer organization (25,000 members) that supports all non-law enforcement missions of the Coast Guard. Our primary mission is to save lives through public outreach programs e.g. safe boating instruction, vessel safety inspections, etc.

We are TEAM Coast Guard!



Safety Opportunity

As a result of planning for this this year's "Winter Gathering SAR Seminar" in New London, CT, at the Coast Guard Academy, TONE and the United States Coast Guard Auxiliary have created a "special" relationship with safety on the water being the objective.

One of the primary missions of the USCG Auxiliary is to perform complimentary vessel safety checks. As TONE members you can set up your own complimentary safety inspection with the Coast Guard Auxiliary by contacting:

Bruce Buckley
USCG Auxiliary
860-391-3364
bruce.buckley@yahoo.com

This is a wonderful service that could save your boat or a life. Please consider taking advantage of this unique opportunity.



Radar, Navigation, and Rules of the Road

By: Bill Shaw, Jr.

In 1904, a German engineer named Christian Hulsmeier, obtained patents on a proposed method of using radio waves reflecting off an object to be used as a navigational aid to ships and object detector. Fast-forward to 1922, and two American scientists, testing a communication system at a Naval Aircraft Radio Laboratory in Anacostia, D.C. led to the discovery of its potential value.

In 1934, the work was further exploited to determine positions of aircraft and radar, as such, was born. Following this period, development was rapid and through the combined efforts of American and British scientists by the close of World War II radar was made available for commercial application.

Radar, a term derived from radio detecting and ranging, is applied to electronic equipment designed to determine distance by measuring the time required for a radio signal to travel from a transmitter to a “target” and return, as a reflected “echo”.

The intent of this article is to not to rehash the science behind radar. If I did that, it would involve a lot of plagiarism and make me appear much smarter than I pretend to be. What I would like to stress is how the radar can be a useful tool for collision avoidance, navigation, and some useful plotting and navigation techniques.

Collision Avoidance:

In an effort to avoid colliding with another vessel, we have the Navigational Rules, or more commonly referred to as the “Rules of the Road”. The rules are divided into INLAND and INTERNATIONAL.

The INLAND rules define vessel actions inside the COLREGS Demarcation Line, and in some instances differ from the INTERNATIONAL rules. It is

important to know when you are under INLAND and INTERNATIONAL rules, for the behavior of certain vessels is different depending on the area of operation.

Since the majority of our readers are likely sailors, in most situations we are the “Stand On” vessel. However, there are several vessels, due the nature of their work, or through other factors, that will have the right of way over sailing vessels that are under sail. I encourage all to read the rules and become aware of the subtle differences between INLAND and INTERNATIONAL regulations. I digress.

Rule 5 – Lookout

“Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all other means appropriate in the prevailing circumstances and conditions so to make a full appraisal of the situation and of the risk of collision”.

This definition is very clear. We need to use our eyes and ears, and also “other means”. *They are talking about radar as one measure of those “other means.”*

Rule 6 – Safe Speed

Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions. In determining a safe speed the following factors shall be among those taken into account:

(a) By all vessels:

(i) The state of visibility;

- (ii) The traffic density including concentrations of fishing vessels or any other vessels;
 - (iii) The manageability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
 - (iv) At night, the presence of background light such as from shore lights or from back scatter from her own lights;
 - (v) The state of wind, sea and current, and the proximity of navigational hazards;
 - (vi) The draft in relation to the available depth of water.
- (b) Additionally, by vessels with operational radar:
- (i) The characteristics, efficiency and limitations of the radar equipment;
 - (ii) Any constraints imposed by the radar range scale in use;
 - (iii) The effect on radar detection of the sea state, weather and other sources of interference;
 - (iv) The possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
 - (v) The number, location and movement of vessels detected by radar;
 - (vi) The more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

How many times have we seen the 40 foot Convertible Sport Fisherman come barreling out of pea soup fog doing 20 knots; seemingly without a care in the world? If you have witnessed this in person, it can be quite unnerving. This particular yachtsman (if we can define him as such) is in clear violation of rule 6, specifically subpart (b). As is usually the case, this yachtsman believes that because of radar, GPS, and all other electronic aids to navigation, that they are immune from having a collision and protected. In other words, way to much overreliance on the electronics, and not

employing the rules, and are proceeding along with utter abandon. In fact, they have lost sight of “situational awareness” and have become a serious threat to other vessels.

Rule 7 – Risk of Collision

- (a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.
- (b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.
- (c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.
- (d) In determining if risk of collision exists the following considerations shall be among those taken into account:
 - (i) Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change.
 - (ii) Such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range.

Subpart (a) is fairly easy to understand and needs to be on our minds at all times when operating in areas with high traffic density or in areas of restricted visibility. Subpart (c) is the one I would like to emphasize and harkens back to my earlier comment about overreliance on our electronic equipment.

Okay enough of the Rules of the Road

When I began going to sea on oil tankers, we had two types of radar; a 10cm and 3cm. 10 and 3 designated the beams' wavelength. Generally the 10cm was used for long range scanning, and the 3cm was used for lower ranges and worked well for navigating as well.

In terms of using for collision avoidance, in school we were taught radar plotting. On the old radar sets we could flip a switch and this would backlight the screen, on which we could draw vector diagrams using a grease pencil and a 6" ruler.

Basically what we did was mark a "target" at time zero, then wait six minutes and mark them again, then at 12 minutes. Then we could draw a line between each one of these marks and develop what was called an RML, or Relative Motion Line. If our speed and course remained unchanged, and the same held true for the "target", then that "target" would continue down that RML. If the RML passed through the center of our screen, then we were on a collision course.

Without getting into the nitty gritty of radar plotting, we could also determine from our vector diagram the true course and speed of the other vessel, their CPA, or Closest Point of Approach, and even determine what course we needed to come to in order to provide a CPA of two miles. I say this because believe it or not, most ship Captain's mandate a two mile CPA when in open water.

In school we also trained on ARPA, Automatic Radar Plotting Aid. These sets had a cursor and when you acquired a "target" the computer could do all the calculations in a few seconds, and you could track up to a dozen "targets" at one time. Very handy when running through the Gulf of Mexico amongst the oil rigs, or in the Persian Gulf.

The recreational sets of today may have MRPA, or Manual Radar Plotting Aid. It works in much the same way as the grease pencil method in that it will generate a RML. The quick and dirty way to determine risk of collision is use the EBL and VRM. If the "target" is coming down your static EBL and has decreasing range; then you would be on a collision course.

Navigation:

Despite GPS, radar can provide a means of establishing a position, or keeping a vessel in safe water during periods of clear and reduced visibility. A single bearing and range on an identifiable object is one means. However, keep in mind the bearing may not be that accurate. If you have reason to

doubt the accuracy of your bearing, then use TWO radar ranges, ideally on two objects that are 90 degrees apart in bearing.

When using ranges, I prefer to use the VRM, or Variable Range Marker. Personally I do not like range rings as they just clutter the screen. The VRM allows for quick ranging, whether on a natural land feature or another vessel. I am not sure about the smaller sets for recreational users, but on the commercial sets we had on merchant ships, we usually had two VRM's.

EBL, or Electronic Bearing Line. On ship's, our radar sets were gyro stabilized so when we took an electronic bearing, it was a true bearing. This made for easy plotting on a paper chart, combined with a range. On the recreational sets of today, I am sure they can be set to a magnetic heading, and hopefully compensated for annual magnetic variation. If so, this would make for easy plotting on a paper chart. If it so happens your radar is un-stabilized, then all your bearing would be relative bearings and will need to be converted to true or magnetic.

While on the subject of the EBL. On ship's radar sets we had two EBL's, just like the VRM. One plotting technique we use frequently on a ship is called Parallel Indexing. Say you are running parallel to a coastline and you want to remain one mile offshore because you know over the next ten or twenty miles, or until your next course change you will be in safe water.

By taking the EBL and off-setting it tangent to the coastline and parallel to your heading, you can then set your VRM to one mile. Once your VRM lays tangent to the EBL and you are on course, you can maintain that tangency and always know you will be in safe water.

Again, I am not all that sure you can off-set your EBL on the recreational radars of today. If not, you can crank out your VRM and achieve a similar result. I was once on a ship in the dead of winter where Narragansett Bay was completely frozen over and most of the buoys had been swept off station, and the pilot used Parallel Indexing to keep a loaded oil tanker in the channel all the way up to the terminal. Impressive.

Miscellaneous:

- Radar can also be used to detect approaching weather. Probably most of you have experienced this first hand.
- Generally speaking you should only set your range to correspond with how far you may travel in one hour. 6 knots – 6 miles. In periods of reduced visibility I would reduce that to half that distance, and less when operating in areas where “target” density is increased.
- Most of the modern sets have auto tuning. If you prefer to tune yourself remember that setting the STC, or Sensitivity Time Control, by increasing dampens gain and is commonly used to diminish sea return around the vessel. FTC, or Fast Time Constant is to reduce the effects of weather return, and by the same token reduces gain and may limit the detection of objects on the surface of the water that would be obscured by rain, snow, etc.
- Sailboats with their radome mounted on a radar mast located at the stern can develop blind spots due to the main mast, or another phenomenon referred to as spoking. Radomes mounted on the main mast, will probably develop a blind spot astern. This leaves you exposed to the 40 foot Convertible Sport Fisherman described above.
- The EBL can be used to quickly ascertain if risk of collision exists. If a vessel is on your starboard side and has a right bearing drift that is good. If the drift is to the left, that is not good. The reverse holds true for vessels on your port side.
- The size of the return or “echo” as it appears on the radar screen tends to get smaller as they get closer. This is due to the horizontal beam width and has little to do with the actual size of the other vessel.
- RACON’s are the one floating navigational aid where one can obtain a position. RACON’s emit a coded signal that will show

up on your radar as dots and dashes. For example if the RACON is emitting A – Alpha – then it would dit dah or a short and long dash. Unlike other floating aids, RACON’s can and should be used for position fixing.

- Never make assumptions based on scanty radar information
- Don’t forget to check those “targets” astern. It is not always about what is ahead of you.
- As with all electronics, one must keep in mind they are only aids and need to be treated as such. Nothing will replace using our eyes, ears, instincts and common sense to wend our way through dicey situations or other challenges we may encounter on the water.
- Be ever mindful of “targets” that may be hidden in sea clutter, or under metrological return

Personally I like to keep it simple. I do not like clutter on the radar screen. No range rings, no overlays, or other useless garbage. Use a sensible range that allows you to ascertain those “targets” that pose the greatest threat and will allow you sufficient time to act so as to avoid a close quarters situation, or worse, a collision. When in fog, things can be very disorientating. This is especially so when using the radar to avoid collisions. When tracking multiple “targets”, keep in mind that a course change to avoid one vessel could result in collision with another. Best to stop making way until you can better assess the whole situation.

Be safe!

Bill Shaw, Jr.
Partner & Principal
New England Yacht Partners



By: Sam Swoyer (Ed.)

Safety Corner

Man Overboard Retrieval

As we look forward to the 2016 sailing season, one procedure that we should revisit is our man overboard retrieval process. To assist with that review, we are providing two excellent “You Tube” video links produced by The Sailing Foundation.

Here are the links:

<http://www.youtube.com/watch?v=VnhjOhWD4j0>

<http://www.youtube.com/watch?v=FXMQIBAhFFs>

Now is a good time to plan for a safe boating season in 2016. We hope that these demonstrations will assist you and your ongoing safe boating preparations.



By: Martin Waine

Sail Handling Made Easy

I like to sail as much as possible, even when the wind is light. So for the past 18 years, on my Tartan 4100 and before that on my Person 33, I have carried a 155% Genoa on the furler. And for nine years on each of those boats, the original #1 has continued in good condition.

The reason the sail continued to be effective after so long is that I never carried it in strong winds, never carried it partially furled.

To sail in heavier air, I used a #3 jib of about 105%. That sail is a heavy Dacron sail. The problem that arises is how to change jibs when my wife and I arrive at the boat and the wind is up.

A racing crew has no trouble in dropping a large jib, folding it on deck and putting up a smaller one. Buy Myra and I cannot drop, fold, and stow a 155% Genoa on deck in 25 or 30 knots.

The solution we have used is to add to the luff of our #3 jib a sleeve fabricated by ATN. With it, the #3 attaches around the furled #1 just as does ATN's Gail Sail

(http://www.atninc.com/gale_en.php).

The change either from #1 to #3 or the reverse can be made in about 10 minutes. I store the flaked #3 in a custom made bag against the lifelines when flying the #1. When dousing sails with the #3 up, I often leave it hanked on and the bag has a zipper down the front so that it fits around the headstay and the furled #1. That way, it's ready to go back up when next setting sail in a stiff breeze or to be unhanked and pulled away from the headstay to make use of the #1.

When doing that change, the #3 is already bagged. It's only necessary to open the front zipper, unhook the sail, rezip the bag and tie it

onto the lifeline. The bag has stops sewn onto it for tying to the lifelines.

The sheets and lead blocks for both sails are always rigged and ready to go. When the #3 is hanked on, the sheets for the #1 lead to the deck inside the sleeve.

The boat is so easy to sail in heavy air with this small jib. In tacking, the new sheet can be pulled in, often with one hand, as the boat comes around.

I wrote the above several years ago, intending it for the TONE newsletter back then. But I never got the pictures that I thought this needed to make it all clear. So now, Bill Bennett and I have put the sail on his Tartan 34 and, while the sail is much too big to fly there, we did get the pictures to go with this article.

In setting the sail, the tack is attached to a snapshackle at the base of the headstay.



Then the hanks on the sleeve are fastened around the furled #1 as shown below. Notice that the sheets for the #1 are inside the sleeve. The sheets for both jibs are rigged all the time. With a little practice, it's easy to keep them from getting crossed in the process of switching sails.



Notice that the cloth used to make the sleeve is much lighter weight than the cloth in the sail itself. So it's easy to bring the cloth around the furled #1. There are conventional jib hanks on the luff of the sail and grommets in the sleeve into which the hanks snap. The hanks are spaced about as they would be on a hanked-on jib.

When the sail is all hanked on and the halyard attached (a spare halyard is required), the sail is ready to be hoisted.



When the sail is down, it can stay hanked around the #1. The sail cover works either way, hanked on or not. Here it is hanked on.



The sail bag has straps sewn to the bottom, which can be used to tie the bagged sail to the lifelines. There is a zipper along the top of the bag and another down the front of the bag to enclose the headstay. To unhook it from the headstay, unzip the front zipper, undo the hanks, pull the sail bag a foot or so aft and rezip the front zipper. The sail stays tied to the lifelines.



Because this sail is for a T4100, it takes up much more foredeck space in these pictures, than it would if it were the right size for this boat.

Here is a picture of Celeritas, our Tartan 4100, under the #1 jib and with that same #3 sale tied to the port lifelines.



Now that I'm one third the way through my eighth decade, I no longer want to go on the foredeck to make a sail change, particularly when the wind is building. So two years ago we asked Tim Jackett to show us how to put a double-head rig onto Celeritas. Now I can change from the #1 to the #3 without leaving the cockpit. However the arrangement I've described served us very well for all those years. If I were still young, I would still be doing it this way.



Considerations for the Design of a New Performance Headsail

By: Mark Ploch

It is always interesting when a person inquires about designing a new performance cruising headsail. It is not unreasonable to expect that every sailor will probably have a different idea of what performance really means.

A useful definition is "accomplishment of a given task measured against present known standards." In many ways this definition doesn't help much, so to begin to answer this question we identify four traits that a performance headsail must have:

– it must be FAST, LIGHT WEIGHT, DURABLE and AFFORDABLE.

Let's take a look at these attributes and see how they interact to affect our performance question.

The first is a fast sail. The sail consultant and the sail designer work together with the computers to create the designed shape for your sail. To do this properly they will need some environmental factors to determine the proper wind range in which you want the sail to work. Things like how and where you are going to sail along with the common wind strengths are very helpful in deciding the proper shape, clew height and sheeting angle. Additionally, the knowledge of your existing sail inventory and how you intend to use it is very important. It may be better to design around what you already have rather than trying to duplicate something that works. Once the wind range and intended use of the sail are determined, then the weight of the sail is the next task.

As a general rule - the lighter the sail the better. A light sail is easier to fill and stays full much better than a heavy sail. The more time the sail is full the faster you go. Not only is the light sail faster, it's also easier to handle. Folding, flaking and carrying a

heavy sail is just harder. Weight is a more important issue on a Genoa than on a Mainsail since the Mainsail is supported on all three sides. A Genoa is only supported at the luff and has a set of sheets hanging from it at the clew.

Wind range is critical, because using the sail above its designed wind range will distort the shape and can eventually ruin the sail. Therefore care is needed to have enough material and or fiber to handle those loads with a proper safety margin. The higher the wind range, the higher the fiber count required - which increases the weight, which moves us into the next category - Durability.

Weather can be unpredictable as can wind speeds, which means the sail will undoubtedly be carried in winds over the peak performance spot. We have to have enough safety factor built in to handle that.

There are other destructive forces and structures like UV, shrouds, radars, inner stays, steaming lights etc. that have to be planned for as well. Everything we add for protection and durability adds weight so it needs to be carefully considered and properly placed when selected.

Now that the choices have been made to create your perfect performance sail, we get to the Affordability question.

Everything that has been done to make the sail fast, light, strong and durable adds cost. If the resulting cost exceeds the comfort zone of the purchaser, then we must go back and determine what the real cost driver is.

If it is a molded string all carbon, Ice or Cuban fiber fabric, maybe select a blend. Maybe a change to a radial panel sail, all the high tech aramid fibers are

available in panel sails. There are some really nice spectra and carbon polyester blends that are great values for performance cruising sails. If you need more comfort the newer radial Dacron cloths are very impressive.

There are plenty of choices in designing the right performance sail for you. Going through this process might not get you all you want but certainly what you need to increase your performance over your "present known standards"

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Argon Graduates:

Converting a Tartan 4000 from a coastal cruiser to a sailboat suitable for off shore and extended cruising

By: Captain Linda Perry Riera

Argon, a 2014 Tartan 4000, was commissioned two years ago as part of preparing to set off sailing on our first extended voyage (see the TONE article November 2016 entitled The Three Year Plan).

Many of our friends, both sailing and non-sailing, have commented that they are surprised (or confused) as to why we are always so busy with projects considering that Argon is a new sailboat.

All TONE readers know that boats always have endless project and maintenance lists, however, in addition to the standard items, we have been busy converting Argon from a fantastic coastal cruising sailboat to a vessel suitable for blue water and extended cruising as we prepare to leave for a year or two excursion.

Our sketched out itinerary includes at least several multi day open ocean legs including Boston to Nova Scotia (July), Newport or Norfolk to Bermuda (October) and Bermuda to ~Antigua (November) hence we will often be many days away from land and, when island hopping, have unpredictable access to retail boat parts and marinas.

The key related projects as part of the conversion

can be grouped in to the following three categories:

1. Safety
2. Sailing and extended cruising
3. Comfort / lifestyle

We endeavor to do all projects ourselves but have employed professionals for a couple of the more thorny ones.

Safety – The vast majority of the projects (and spending) have been to maximize the odds of staying alive and just making it to where we intend to go. We have used the Newport Bermuda Race Safety Requirements (NBRSR) as a guideline adhering to the majority, but not all, of the specifications. The NBRSR is an adaptation of the US Safety Equipment Requirements (USSER). Some of the projects have included:

- **AIS (Automatic Identification System):** In addition to keeping tabs on the sparse traffic while short handed in the open ocean, AIS has proven a helpful add on for coastal

cruising during overnight legs and bad weather. We also find AIS helpful while informally racing to keep tabs on our competitors' speed and bearing to anticipate wind shifts.

- **Communication satellite:** For weather downloads and communications. We went with a compact dome shaped KVH Fleet 1 for data / phone through Cay Electronics in Bristol, RI mounted on a custom bracket made by Edson located on the wing of the stern mast



Linda works on the installation



The installed comm dome

Storm trysail from North Sails and track from Hall Spars & Rigging: We will certainly practice in good weather so that if / when the crap hits the fan, we will be ready.

- **Jack lines** (deck and cockpit): There has been controversy recently as to whether jack lines should run along the outer port and starboard sides of the deck or more median along the cabin top. We opted for the traditional configuration to be used with dual attachment tethers. A couple of added pad eyes in the cockpit enable easy attachment

while at the helm.

- **Lee clothes:** For port and starboard settees.
- **Expanded and updated** paper and electronic charts
- **Safety at Sea Seminar** in Newport sponsored by the US Sailing Association: This was a fantastic experience well worth the two days and cost. One day was packed full of safety related topics such as off shore communications, heavy weather issues, crew preparations, crew overboard, etc. and the second day was hands on including pool time with PFDs and life rafts, practicing with flares and fire extinguishers on the beach, and damage control practice in a USCG simulation trailer.



In the water at the Safety at Sea Seminar

In addition, the following safety related items we hope to never ever need but it is re-assuring to know they are in place and ready to kick in:

- **Danbuoy COB throwable** mounted on the stern rail.
- **Edson manual bilge pump:** To replace weak Whale that came standard; mounted tucked up under the port side combing.
- **AIS beacons for PFDs**



- **Mast tie down:** In the event of dismasting, this will keep the lower part of mast from flailing below deck causing even more damage or injuring someone.
- **Full medical kit:** This is not the cute little pouch from West Marine but one that prepares for being a few days away from medical care. It includes an assortment of medicines including an assortment of antibiotics, steroids, and sea sickness medication.
- **Full rig inspection** (resulting in some unanticipated needed repairs and sail re-cuts)
- **Drogue** (Shark)
- **Spare anchor and rode**
- **Travel clinic visit at Mass General Hospital:** Resulting in vaccinations or medicines for Hepatitis A, Tetanus, Yellow Fever, Typhoid, and Malaria. And some preventative measure counseling.

Sailing and extended cruising – We sold our home and became live aboards more than a year ago as part of our logistical and emotional preparations. The following items have proven important or at least convenient given Argon will continue to be our home for a couple more years and often anchored in remote locations.

- **Solar panels:** We opted for three flexible Solbians purchased through Cay Electronics (2 x 100W and 1 x 137W) with individual Genesun controllers. Kinder Industries fashioned zipper attachments and covers for UV protection for the wires for the bimini and dodger.



Solbians on the bimini

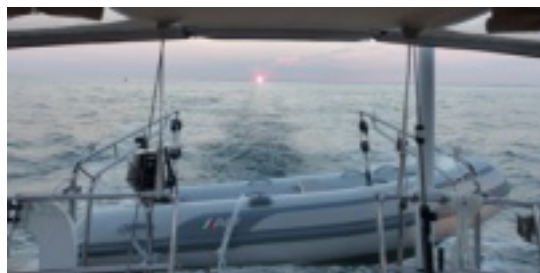


Solar controllers

- **LED lighting:** All internal and external lighting was converted to LED. Some of the lights were LED as standard but we were surprised this was not throughout. Cockpit, anchor, and various internal lights were upgraded. We also went with a tricolor LED masthead light to serve as redundant navigation lights.
- **Dinghy and davits:** 9 foot AB dinghy and Tohatsu 6hp outboard and quick release davits custom made by Kato Marina. Rigging of a lifting sling and practice hoisting the dinghy on to the foredeck to enable securing for off shore is forthcoming.



Davit kit on deck



Installed davits and dink

- **Acrylic companionway hatch boards:** These replace the very attractive teak ones but are much more practical / easy to slide in and store and the visibility a plus. These were custom fabricated by Custom Marine Plastics in Bristol, RI.
- **Spare Parts:** Lots of stocking up on spare parts (e.g. macerator pump, bilge pump, fresh water pump, tons of fasteners and hardware, etc.)

Comfort / lifestyle – A few more features fit in to this category.

- **Full canvas cockpit enclosure:** Fabricated by Kinder Industries for cold weather sailing and for general living aboard while docked in the cool spring in Boston. The panels are easy to remove and store as it will quickly become a sauna as the temperatures inch up.
- **Internet:** Unlocked hotspot with WorldSIM SIM card; bullet WiFi router on radar mast.

Perhaps as important what we did do, is what we did not do. Below are a few items we discussed (often at length) but opted not to do:

- Storm jib: After consulting with North Sails, we believe a double reefed main or the storm trysail (mentioned above) and the ability to

unfurl just a wee bit of the jib will provide appropriate options in heavy weather.

- **Single Side Band (SSB):** The communication satellite was chosen instead but we also purchased a simple SSB receiver so we can listen in on conversations as another source of information.
- **Water maker:** It will be interesting to see how we manage filling our water tanks with the jerry jugs when dock side drinkable water is difficult to come by. Let's see if it was the right choice to forego a water maker.
- **Windvane:** Although common for off shore boats, we are opting to use a combination of our autopilot and human power.

Our “to do” list has gotten quite short as our departure nears; but there will surely be some last minute unexpected items to keep us occupied. Of course, one can have an ideal boat tricked out with all sorts of equipment, but good seamanship, judgment and situational awareness will reign supreme in keeping a vessel and crew safe and comfortable.

Find information about Linda and Argon at:

<http://we-argon.blogspot.com>

<http://allhandssailing.com>

Tartan Tech

Working on Our Boats



Brightwork Basics

By: Terry Capallieri

The list of marine varnish products and manufacturers is quite large and includes Awlgrip Alspar phenolic tung oil varnish, Bristol finish (an acrylic urethane), Epifanes Tung oil phenolic alkyd resin clear, West Marines Admirals alkyd, Sikkens

Rubbol alkyd oil and Petit Bak-V-Spar Varnish, Interlux Sikkens and Detco Vinyl resin. With such a large field of producers what really sets these products apart?

Polyurethane produced by Interlux, Sikkens, and Detco Vinyl resin can provide all of the same features as varnishes but with greater hardness and better sanding ability than other finishes. However

this also makes the product prone to cracking - followed by water damage. Petit Bak-V-Spar is traditional tung-linseed oil/phenolic resin varnish, formulated with UV absorbers for maximum sun durability. This product has a long wet-edge time with high-film build properties and extremely durable finish. It provides excellent water resistance, great flexibility and UV protection. Rarely are there compatibility problems between single component finishes.

Authors tip: Need a fast dry time? Choose a product with Toluene or Naphtha as these volatiles will greatly accelerate drying times.

Tools required: Must include a good charcoal filter respirator as well as various scrapers, a heat gun, files, sanding blocks, orbital sander, bronze wool, lots of masking tape, tack cloths, screen paint filters for removing contaminants from varnish, Scotch-Brite pads, and a vacuum cleaner. Aluminum oxide paper is expensive, but I find it will last 4 to 5 times longer, grit size will range from 60 - 320 grit and Badger haired brushes are absolutely the best

Surface preparation: Before starting to sand, tape all adjacent areas to protect from damage by sandpaper. If the surface is in good to fair condition wash the surface, then sand with 220 or 320 grit, then wipe with a tack rag or dampened rag to remove dust.

Varnish that shows any discoloration, lifting, cracking or peeling must be removed completely. A heat gun may be used to soften the varnish, which can then be removed with a sharp blade scraper.

Once the bulk of the old varnish is removed, then sanding can begin. Start with a low grit number 80 - 100 and always sand in the direction of the grain. Removal of old varnish that has penetrated deep into the wood grain is done with 60 or 80 heavy grit sandpaper to scuff the surface. Then shade the area and apply paint stripper, wrap with tinfoil and allow the paint stripper time to soften the embedded varnish this will help pull varnish up from the wood grain after a few hours the varnish can be easily removed.

Continue sanding using successively higher sandpaper up to about 200 grit paper. Be sure to

clean up the dust frequently during your sanding operation. Finally, use a vacuum to remove all dust created when sanding – this is essential!! Next wipe the wood down with a tack rag. Replace any masking tape damaged by the previous sanding operation.

Oiled wood: will need to be cleaned thoroughly especially if you intend to use varnish or polyurethane. Scrubbing lightly with soft bristle brush using a one-step teak cleaner should turn the trick. Failing to clean all of the oil will prevent the varnish or polyurethane from bonding properly with the wood surface.

One-day Varnishing: Two-part applications products with UV protection can provide up to four times longer life than traditional products. Applications of two-part polyurethane may be applied as little as one hour apart and require only four applications to achieve the same protection level as eight layers of spar varnish.

Problems may occur when using one part finish on top of a two-part varnish because the one part finish may act like paint remover. If you do not know what material is currently on the bright work, wet a rag with acetone place it on the finish for five to 10 minutes, if the coating remains hard it's a two-part epoxy.

Warning one-part petroleum-based products will blister and lift all two-part finishes.

Never shake a can of varnish. Shaking causes tiny bubbles and renders the material unusable for a long period of time – always stir varnish gently. Portion-off a small volume of the mixed varnish into another clean vessel to prevent cross contamination and use a filter screen. Thinning the product up to 50% on the initial coat will help the product to penetrate deeply into the wood, creating a stronger bond. The second application will be thinned 20%. The third coating will be thinned by about 10% subsequent coatings are full strength.

Teak Oil AKA wiping varnish should be thinned 25% allowing multiple applications in one afternoon. Sand between coats for the first three applications. After the third coat it is not necessary to sand unless there is a defect. Vacuum the area after each sanding

and use a tack rag to remove dust. You will want to build up seven to ten layers. After waiting a day or two apply the second to last coat sand with 300 paper vacuum clean the area wipe with a tack rag and apply final coat. Always replace damaged masking tape during the course of work.

Badger haired brushes are absolutely the best for loading up with varnish. You will need several brushes ranging in size from 1 to 2 inches. After completing your varnish work for the day, the brushes are washed in spirits and stored in kerosene. Before reusing brushes rinse them in solvent several times to get them clean of the kerosene.

If working with two-part polyurethane applications you will need disposable brushes to throw away after that day's job is finished.

How long will your varnish look good? A two-part product application should last probably three or four years? I like teak oil and make time for three applications during the course of summer. I clean the wood with mild soap and minimize sanding reapply the oil. The work takes a morning and part of an afternoon. The use of canvas covers for brightwork will extend the life between refinishing.

Chesapeake Bay Tartan Sailing Club

By: Grace Holt

Cold and wet--just what you want in a frosty mug this time of the year. But wait! That's been our May weather here on the Chesapeake. We don't waste breath complaining about it, though. Our two early Spring events were well attended and a boatload of fun.

Our annual Symposium, organized by Darlene Forte, was a sell-out on March 26th at Eastport Yacht Club. The lead-off speaker was from the Pride of Baltimore II, built in 1988 after a tragic sinking of the Pride I. Built in the style of the Baltimore Clippers, famous in the War of 1812, the Pride II has sailed over 200,000 miles in recognition of Maryland's place in maritime history. This summer she sails through the Great Lakes to Duluth, Minnesota, for a Tall Ships Festival which will also boast a visit from the giant Yellow Ducky.

Another hot topic was maritime law, with emphasis on boat liens, captains' responsibilities when carrying passengers, and what to know when chartering. We learned about a proposed marine sanctuary on the Potomac River where the Ghost Fleet of 150 ships were sunk after World War I. Next, the Coast Guard Auxiliary reminded us of their boat safety recommendations, and an Annapolis Firefighter demonstrated CPR and first aid for boaters.

Back for a third year as our symposium speaker, Matt Rutherford told us about his recent research on the changing salinity in the North Atlantic and around the coast of Greenland. He also passed around a container of plastics that he collected from his research project in the Pacific last year.

The day included a catered lunch and door prizes, and ended with a test of flares on the lawn overlooking the Eastport Yacht Club harbor.



Cindy McClure holds on tight as her flare does what it's supposed to do. This was part of the boating safety experience which was an important focus of the Symposium this year.

Photo by Darlene Forte

The Early Bird Cruise, captained by Paul and Bambi Macpherson, was held on April 30th-May 1st at Mill Creek, near Annapolis. The destination, Cantler's Restaurant, was an excellent choice, as it was accessible by land or sea. 26 sailors showed up by car, and two boats, the Fortes' Tartan 41, Something Special, and the Adensams' Bristol 38, Meridian, comprised the raft-up. Food, sailor-chat, and an unplanned demonstration on falling off a boat made

for a very good time.

Coming up next for our members are a Memorial Day Bash at Mike Heilman's home on Cattail Creek, a Kids' Cruise to the Rhode River, and July 4th at St. Michaels. Be ready to welcome some of our CBTSC members on your New England summer cruise. And if sailing south is in your plans, let us know. We are always up for on-the-water guests.

Galley Notes

By: Jan Chapin

For those that try to be on the boat for every possible minute of sailing season, it means there are plenty of cooler weather days, and some down right cold!

Nothing satisfies more than a quick soup for lunch or dinner. Serve with some crusty bread and cheese for a lovely meal. You can even add some leftover cooked chicken or fish. This recipe is easy enough to make on the boat but is also delicious if you make it at home and just gently reheat.

Lemony Spring Soup with Peas & Rice

Makes roughly 4 servings



- 1 medium onion, diced
- 4 cups chicken or vegetable stock
- 2 cups water
- 2 lemons, zested and juiced (you should have about 1/2 cup of juice)
- 3 tablespoons of mint, divided
- 2 cups cooked rice
- 2 cups peas (fresh or frozen)
- 1 teaspoon salt, plus more to taste

Heat a tablespoon of olive oil in a medium saucepan over medium-high heat. Add the onions with a pinch of salt and cook until the onions have softened and are on the verge of turning brown.

Pour in the stock and the water and bring to a gentle boil. Add half of the lemon juice, the lemon zest, 2 tablespoons of mint, and 1 teaspoon of salt and stir. Stir in the cooked rice and peas, and let the soup come back to a gentle simmer.

Give the soup a taste. If you'd like a little more lemon or mint, add a little more in. (Personally, I go for the full amount of both.) When you're happy with what you taste, take the soup off the heat and serve it up.

Leftovers will keep refrigerated for several days.

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: Something Special, Darlene & Jeff Forte's T-41, beats to windward approaching Edgartown, Martha's Vineyard, a destination for this year's 2016 summer cruise Photo: Sam Swoyer

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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.