

Nor'easter

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

Come Sail With Us

This Summer



Winter 2020

Letter from The President

By: Gary Van Voorhis



Report from the President: January 2020

Some mathematicians and historians tell us it's not true, but for most of us 2020 marks the beginning of a new decade. Something about watching those digit counters roll over to even numbers that makes us stop for a moment. We ponder what happened over the past ten years and then what might lie ahead. I'm thinking about that as I write this.

The upcoming year will be critically important for TONE. In the past our focus was mainly on-the-water or in-person activities. We hosted a well-attended rendezvous in the odd years and sponsored a Maine Cruise each even year. Somewhere along the line we started hosting a Winter Dinner each February. We developed a pretty nifty web site that gave TONE a year-round Internet footprint. But things have changed considerably.

Ten years ago, we had a paid membership of about 169. Today? Our current paid membership is 122, about a 30% drop from our old high, and members come from much more diverse places than the original New England region. The faithful model of "on-water events" failed us in 2017 when members didn't attend in adequate numbers and the club took a major financial hit. When asked, many members told us they no longer have the time to devote to multi-day sailing events, which a rendezvous requires; they are boating close to home. TONE needs to rethink how we provide value to members and that is the work of the officers and the Board of Directors.

Of major concern going forward is the make-up of our TONE Board. The officer cadre and Board membership has been highly concentrated among those people who were TONE founders. The Presidency and other executive roles have been passed from one committed founder to another, but now we have reached the end of the line. The last of those original people agreed to accept the presidency in 2019 and then he very unexpectedly passed away. *We need new blood.*

We believe that there is still a place in the world for TONE but in order for the organization to continue we need members to step up, join the Board, and eventually accede to officer positions. People need to find their productive TONE niche and then grow on from there.

This is not an onerous task. We are a group filled with fun and intelligent people who are a pleasure to work with. The time commitment varies from very small (winters and most of the sailing season) to greater as sponsored events are going to take place.

However, it is work that somebody has to do - there is no "Event Fairy". Those of us doing that work now have been at it for over ten years and need to get off this particular merry-go-round. We have plenty of structure and a considerable treasury to support the club. We just need a new round of people to operate the club.

So, what can you do if you want to see TONE go forward? Volunteer for a slot on the Board and contribute to the TONE of tomorrow. We want you aboard and this invitation is as open to women members of the organization as men. This is not intended to be a boys' club. We would love to see women Board members and officers.

If you are interested, please respond to:
TONE@gjvv.net

As I close please understand that this is not a valedictory letter. TONE is not "done" but it faces some serious threats. An organization only succeeds if it meets the needs of members and has a solid administrative footing. Our challenge now is to address both of these issues and make some informed decisions.

It's going to be an interesting decade ahead.

Lets hear from you,

Gary



Peter Crawford

We want to formally recognize the passing of TONE Vice President, Peter Crawford. The organization started in 1996 and records from that era are scarce, but we have pictures of Peter at very early TONE events. Peter had sailed out of Salem during those years and he is mentioned in some of the earliest accounts of the TONE Maine cruises.

What we know for certain is that by the fall of 2007 Peter was deeply involved in TONE and he was one of the dozen or so individuals who gathered in Essex, CT, to form the organization we have today. He continued his involvement in both internal club affairs and our on-the-water activities right up to his unexpected demise in June 2019. At the time of his passing he had agreed to run as TONE President and we all expected that Peter would be elected at the upcoming July rendezvous meeting and election. It was not to be.

One of Peter's signal contributions to TONE was the development and programming of a Tartan owner's database which ran on a TONE adjunct website. Peter's passing leaves a huge gap in the knowledge

fabric of the database. The database tracked all the Tartan sailboat models by hull number and as boats changed hands new owners could sign on and edit vessel data for somewhat real time accuracy. We're going to try to reconstruct the database, but it will be tough.

Peter also clearly recognized the human touch in club affairs he was the author and publisher of an annual "snail mail" letter that always went out to members each January. The letter explained our plans for the upcoming year and urged members to renew their membership and join us at the various events. The letter worked, too! After it went out, we would notice a sharp uptick in renewals as well as event registrations.

In summary, we've lost a good man who devoted considerable effort to TONE and his fellow sailors. His steadfast commitment to sailing (he single handed his Tartan 33R *Wind of Freedom* all over New England) and to TONE made all of our lives better. Peter will be greatly missed.



Wind of Freedom at anchor

Suddenly in Command:

Spare Parts and Tools

By: Robin G. Coles



It's 4:00 PM and the last tender from Grand Cayman Island left the dock an hour ago. Everyone's safely on board and we're heading for Cozumel. As I prepare to get ready for dinner, I realize I lost my prescription reading glasses. I had been wearing my distance glasses and thought I tucked my readers into their case. Nope! Now I'm stuck for the next three days unable to read or write anything. Too late to go back and get them. I remember wearing them to write postcards. That's it. I have others at home, but they don't do me any good on the yacht.

Two women I know lent me their readers. They didn't work either. One pair kept falling off; too wide. Neither were strong enough. I went the rest of the trip (three days) unable to read anything or write. The positive outcome was a topic for this article.

Now is the perfect time to make a list of any repairs and updates necessary on your boat. Then take inventory of the spare parts and tools you have. Make sure you have:

- Washers to stop leaks in the head, sinks, and fridge.
- Bulbs – LEDs, navigation lights, flashlights, and inside cabin. LEDs last a long time. However, until they have fully run down, you don't know they need replacing.
- Batteries for flashlights, engines/power, radios, carbon monoxide detectors, and clocks.
- Lines – dock, bow and stern, spring, sails, lazy jacks, and anchor.
- Patch kit – sails and tender.

- Mechanical fluids – oil, gas, propane, kerosene for cooking, lamps, and engines.
- Tape – splicing, electrical, plastic for whipping, and adhesive.
- Hoses – leaks in bilge; use T-connection and strainer.
- Ditty bag – sailmaker's needles and palm, sharp-nosed pliers, scissors, marlinespike, sharp knife, wax, tape, candles, matches, and electric rope cutter.
- Miscellaneous - screws, nuts and bolts, plugs, cotter pins, nails, wire, cloth, clamps, zincs, and filters.

Wherever you get your parts and tools from, make sure they're specifically for boats – not cars. Also, make sure they are equal to what you are replacing. This is especially true for your fuel, electrical, ventilation systems, and your navigation lights. You also want to make sure that they have a UL symbol for that added safety protection.

Keep (or start) an operations manual to log your repairs. Add an inventory page and photographs with labels pointing to each part. This helps with repairs, insurance claims and when it's time to sell your boat.

Finally, if you wear glasses or contacts of any kind, make sure you bring an extra pair with you. The last thing you need is to find yourself suddenly-in-command, responsible to get everyone on board to a safe destination, and unable to see where you are going. Unlike my trip, you may be sailing alone. No one else on board who can captain the boat for you. No one to help with repairs, navigate, read charts or any of the manuals.

Remember, boating season will be here before you know it. Start today!

Tips and Strategies to Keep You Afloat
By Robin G. Coles
Robin@RobinGColes.com

Robin is a passionate marine enthusiast and sailor who has interviewed countless industry experts in the US and abroad. As a freelance writer and business strategist she helps her clients create, replace, and update both technical and non-technical documents.

Her articles include travel, suddenly-in-command, technology and boating secrets; to name a few. Robin is a member of International Travel Writers and Publishers Alliance (ITWPA) and Boating Writers International.

Robin's also the author of "Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat". This interview series of 11 marine industry experts walk you through everything you need to know from buying a boat to selling it. Plus, making a living as a professional sailor.

It is available in both print and Kindle at:

<https://tinyurl.com/rbxomek>

or on her website <https://TheNauticalLifestyle.com>

911 for In-Shore Recreational Boating



By: **Bruce Buckley**
USCG Auxiliary

We are all familiar with the 911 Service that has helped millions of people since it's inception 50+ years ago. Each year, approximately 240 million calls are made to 911 service centers nationwide. A time tested service that saves lives and makes us and our families safer. So, the real "head scratcher" is why only 17% of recreational boat owners subscribe to the maritime equivalent of 911.

Digital Selective Calling (DSC), Automatic Tracking System (AIS) or Maritime Mobile Service Identity (MMSI) are often used to describe the marine 911 equivalent. The nomenclature is not mission critical but an understanding of how these technologies improve maritime safety is. Today, all marine VHF radios are designed to include a red "emergency" button on the front panel of the unit. For a lack of a better term this is your "911" button

The good news is that by simply pressing that button you can automatically transmit to the USCG's Rescue

21 System a description of your vessel and your LAT/LON position.



Red DSC Button

This message will be received by the nearest USCG Rescue 21 Communications Center which has state of the art functionality to expedite maritime emergencies.

So, if your VHF radio has the functionality needed to activate a distress call to the USCG, the next steps are:

1. Get your MMSI and enter your boat's description into the system database. Both Sea Tow and Boat US can help you with that process as a complementary service as both are dedicated to safety at sea.
2. Connect your VHF radio to your GPS, so when activating a distress message from your VHF radio the distress message to the USCG will have your LAT/LON position in real time. In most cases this is simply installing a special cable to the appropriate connectors on your radio and your GPS. Consult your User Guide for each unit. If you use a dock side electronics supplier, they can help you or complete the installation.

The USCG Auxiliary teaches a safe boat class called "Suddenly In Command". The premise of the class is that the captain is not able to be at the helm (accident/medical emergency) and the "second mate" needs to assume command. Depending on the severity of the situation, weather and your position this can be a very frightening experience for most. Being able to immediately press a single button and declare an emergency to the USCG Communications Center and send you position does not eliminate the stress and potential panic BUT it certainly helps.

Be safe!

Bruce F. Buckley

USCG Auxiliary

bruce.buckley@yahoo.com

Ocean Racing: S/V Pinnacle

By: Peter Torosian



S/V Pinnacle is a 2005 Tartan 4100, Hull #88, with a carbon fiber mast, that we bought new in 2005. We currently homeport "Pinnacle" in Portsmouth, NH where we have sailed her in her home waters since the 2005 boating season. We have also cruised her extensively throughout New England from Connecticut to Down East Maine and many ports in between.

Additionally, we have cruised as far south at Key West, FL; been into the Gulf of Mexico to Sarasota, FL and in 2013 I double handed the return trip from Sarasota to Newburyport, MA in seven days (about 2000 nm).

I have also single-handed Pinnacle on many occasions with the longest solo trip being from New Bern, NC to Jacksonville, FL.

As you might suspect by now, I am adventurous/competitive person and I really enjoy offshore sailing. So, distance ocean races appealed to me as a great way to continue with offshore passages while racing against other boats.

With a performance cruising boat like a Tartan 4100, we have been very competitive. The 4100 is a "performance cruiser" having a moderate build weight and carbon rig to keep down the weight aloft. Additionally, the T4100 sports a robust sail area that helps us keep the boat moving in light air. However, unlike some of the real fast sleds, the Tartan 4100 is comfortable in a "seaway". Several members of my race team crew on "J" boats and they all (without exception) come off the trip with us, saying that they never knew Tartans were so fast!



We started on the offshore racing circuit in 2017 racing in the Marion- Bermuda Race. We finished 4th

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in our class and only about 12 minutes out of a podium finish. As you might imagine with these results I was hooked on offshore racing.

A number of sailors have asked me what makes offshore racing more of a challenge than buoy racing?

Well, you need good navigation, you need precision driving, trimming and a couple of young foredeck crew members to perform sail changes (sometimes in heavy weather). Learning to read the Gulf Stream and wind shifts on the racecourse is always a challenge and getting good at it is necessary if you want to win your class. Also, it takes a little bit of good luck to choose the right (fastest) routing to your destination - in a nutshell it is amazingly challenging and rewarding.

In 2019 Pinnacle raced in two premier offshore events: the Marion to Bermuda race as well as the Marblehead to Halifax race.

Both these races are well known for many obstacles. The Marion to Bermuda race, of course, forces you to deal with the Gulf Stream with its cold and warm eddies as well as its adverse currents. To make matters more interesting sometimes low-pressure systems with cold fronts and accompanying high winds will pay a visit to the racecourse. Then there are the high-pressure ridges with their light to no wind areas arriving as you close in on Bermuda with other competitors breathing down your neck.



Not to be outdone the Halifax Race added fog and no wind in the vicinity of the mouth of the “Bay of Fundy” as an additional challenge. We learned that if you are crossing this area with light or “no wind” with a flood tide you can get sucked right into the “Bay of Fundy” with no way back out until you get an ebb tide back the other way. These are some of the many circumstances that challenge offshore sailors and keep them coming back for more.

So how did we do in these challenging races? I am proud to say that 2019 was a very successful year for the “Pinnacle” Racing Team.

In this years’ Marion Bermuda Race, we finished decisively in First Place in Class C. We were also recognized for being one of the 14 boats that competed in the Celestial Navigation Division. This year I also earned the 2019 Bermuda Ocean Cruising Yacht Trophy. This was presented for the best performance by a Captain in two consecutive Bermuda races: the 2018 Newport - Bermuda Race and the 2019 Marion - Bermuda Race.

In this years’ Marblehead to Halifax Race we finished third in class. For 2019 the race featured high pressure and very light wind for much of the race. In fact, about 25% of the fleet did not make the finish line before it closed. Several of my crew members told me after we completed the race, that they were as elated as if we had won! Given the conditions, we, as a crew, performed multiple sail changes, constant trimming, looking for wind and persevering - not throwing in the towel even when the weather forecast suggested that we would never make the finish in time!

Finally, one last challenge with offshore racing is that once the race is over, you have to sail the boat back home. In our case about 900 nm back to New Hampshire from Bermuda and about 360 nm from Halifax. Of course, the weather conditions on the return trip are always worse than during the race itself. I have been lucky to have my wife Mary Beth crew on these deliveries each time. In fact, we celebrated our thirty-seventh wedding anniversary out at sea in the middle of the North Atlantic - no better place to celebrate an anniversary than out at sea!

Future plans:

For 2020 we are already entered and plan to race the 2020 Stamford around Block Island Race and the 2020 Newport to Bermuda race again.

Additionally, I am also contemplating Bermuda 1, 2 & Marblehead to Halifax for 2021.

But for now, I am knee deep into winter projects to get “Pinnacle” ready for another (hopefully) fast thrash to the Onion Patch!

See Pinnacle in the Marblehead - Halifax Race

<https://vimeo.com/348212456>

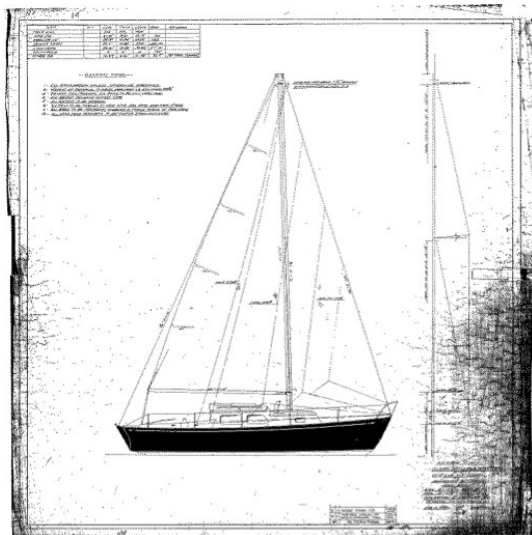
Tartan Musings

By: Tim Jackett, Chief Operating Officer/Designer, TLC Yachts, LLC



Celebrating 60 years of Tartan Yachts begins this spring

The years 2020 and 2021 mark significant milestones in Tartan's history. The conception and first design drawings of the venerable Tartan 27 were done in the summer of 1960 with the tooling project and the build of T27 01 commencing in the fall of 1960 and construction of Tartan 27 01 completed in early 1961.



*Original Sparkman & Stephens Sail Plan
Drawing date: August 3, 1960*

The 27 was one of the very first production fiberglass auxiliary sailboats and Tartan's founder, Charlie Britton had a modest goal for her. "Company folklore" has it that he felt if he could sell and build 10 boats he would be happy and re-coup his investment in the project. Of course, that first 27 turned out to be such a great boat that it went on to launch over 700 hulls and with that the Tartan brand was born. As we approach 60 years of Tartan, we look forward to celebrating this incredible anniversary.

*Tartan 27 01 on display at the 2005
Cleveland Mid-America Boat Show*



*Tartan 27 Hull 01 sailing off Fairport Harbor, Ohio, in 1961.
Charlie Britton is trimming the jib and Olin Stephens
is doing pull ups with the tiller. (She may have been a bit
overpowered with that 170% genoa.)*

And what better way to celebrate than to put that very first Tartan back in sailing condition for a re-launch. Tartan 27 01 made her way back to Ohio in 2004 and an exterior cosmetic face lift was completed. The boat was put on display at the January 2005 Cleveland Boat Show, celebrating 45 years of Tartan.



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While she looked good on the surface, it was clear that a full restoration was needed. Like many boat projects, it was starts and stops and ultimately, T27 01 took up residence in the back lot and restoration efforts came to an end.



Fast forward to 2019 and she is back in the shop for that much needed restoration. While her solid glass hull remains in good shape, the deck is in need of major work. The outside fiberglass skin has been removed, giving access to the deck coring. The core was found to be an interesting mix of balsa, timber and even some foam, all of which needed to be removed. It seems those early adapters to fiberglass were experimenting with a wide range of materials in the quest to perfect the best composites to produce the ever elusive goal of stronger, lighter, faster.

Next up will be decisions about whether or not we do a restoration that returns the boat to as close to original as possible or if we re-imagine the 27 and fit her with gear and equipment that was not available to Charlie and Douglas and McLeod in 1960. A re-imagined classic 27 would include things like a carbon mast, Harken deck gear, electric propulsion, headsail furling etc....

Once complete, T27 01 will hit the water and participate in a number of events commemorating the 60th anniversary. The re-launch site will be Mentor Harbor Yacht Club, a local club that is closely entwined in Tartan history. Later in the summer, we plan to have T27 01 compete in the Falcon Cup. The Falcon Cup is sailed each year from Cleveland Yachting Club to Mentor Harbor Yacht Club and the T27 has won it several times in its long history. The planned crew includes Pat Black and Tim Britton. Pat and Charlie sailed Snipes against each other growing up in and around Mentor Harbor. After college and stints in the Navy for both, Charlie and Pat returned to the Cleveland area, ultimately working together on Tartan 27 01. In fact, Pat lays claim to being employee number 2 with Charlie being number 1.

This past summer, the 40th Tartan Ten North American Championship was hosted by Mentor Harbor. Shortly before the event I had a call from Tim Britton who was bringing his Tartan Ten to the event from his home in Vermont. Tim's "T Ten" was Charlie's last Ten, "Troll". We've spent the last several months getting reacquainted. Tim is Charlie's youngest son and the thought of sailing on the first Tartan that Charlie built is a wonderful way to close the loop on 60 years of Tartan.

TONE 2020 Planned Events

We have three on-the-water and one off-the-water events planned for 2020:

February 22, 2020 - Winter Dinner at the Latitude 41° Restaurant, Mystic Seaport Museum, Mystic, CT

Dinner registration can be made on the TONE website home page until February 15, 2020.

July 18, 2020 - On the water at Shelter Island, NY. Final dinner plans not set. More to follow.

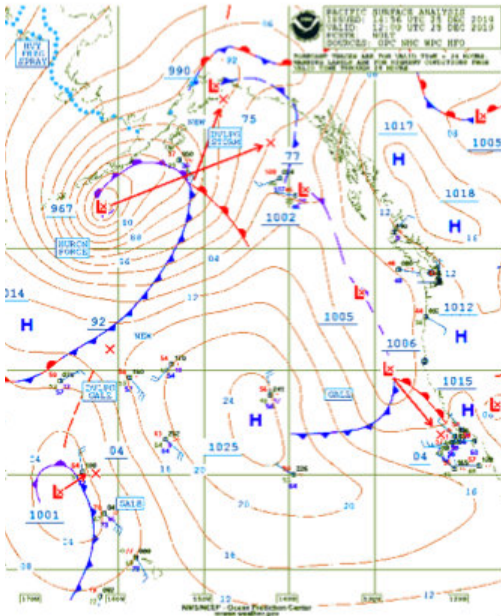
Mid-July, 2020 - There are somewhat open plans for a Maine Cruise in mid-July into August. We know a bunch of members are going up but the exact timing is not set yet. More details will follow on the website as they develop. This will be an informal cruise but we plan to let all members know who'll be where

when to facilitate meet-ups. There is always somebody to follow or join for social time.

August 8, 2020 - Scituate Harbor, MA. An on-the-water event with a dinner at one of the fine local restaurants. More details to follow.

Watching the Glass: Weather Models

By: W. Frank Bohlen Bohlen@uconn.edu



The majority of mariners today, and many routing programs, rely on computer model derived forecasts of weather and sea state. These GRIB (gridded binary) products are based solely on a selected computer numerical model such as the U.S. National Weather Service's GFS or the so-called EURO model developed by the European Center for Medium Range Weather Forecasts (ECMWF).

They receive no human review by experienced analysts. The results are readily available in a number of computer applications (apps) including (e.g.) PredictWind or ZYGrib. They provide forecasts out to at least seven days, and often ten or more. The availability and color presentations makes these products very attractive. Adding to this the fact that they are so often right makes it easy to forget the complexity of the weather forecast process and the multiplicity of factors affecting forecast accuracy including complications due to the nature of turbulent flows.

As a result the mariner is at least surprised if not more seriously affected when the model forecast fails. Failure typically results when the assumed dominant west to east movement of the atmosphere is interrupted leaving a low pressure system "cutoff"

from the upper level steering winds. The resulting system, spinning at the surface, may intensify and trace an irregular trajectory similar to that of a spinning top simply influenced by surface roughness.

The life history of the cutoff system can vary substantially in response to local air-sea temperature gradients and the associated exchange of water vapor making forecasting often beyond available model capabilities particularly in the vicinity of ocean current boundaries like the inshore edge of the Gulf Stream.

The accuracy of the model based forecast relative to the weather we experience is also sometimes affected by the dimensions of the spatial grid used in the computer numerical formulation. Typically an individual grid element is approximately 20-40nm on a side for which the model presents a single forecast value (wind speed, direction, wave heights, precipitation etc.). There are many situations in which such a model result may deviate significantly from the winds occurring over the 50ft patch of ocean that most of us care about. This situation is particularly likely close to shore in areas with prominent topography that might block or channel winds or offshore in the vicinity of the warm water features such as the Gulf Stream and/or associated warm core rings.

Assessment of the variety of potential model errors is the principal role of National Weather Service (NWS) meteorologists on the staff of the Ocean Prediction Center. These analysts produce the text and graphic forecast products (<https://ocean.weather.gov/>) distributed up to four times each day. These products benefit from the analyst's experience and the multiplicity of direct observations available to him and represent the single most accurate forecast of large area (synoptic) conditions out to 120hrs.

Comparisons of the OPC maps to the GRIBS is the best way to determine the possibility of error in the model products. Today we also have high resolution satellite images provided by the GOES 16 system providing results that may be useful in the

verifications of the short term (~24hr) model forecasts (<https://rammb-slider.cira.colostate.edu/>).

This geostationary satellite directed at the U.S. east coast provides full disk images four (4) times each hour with spatial resolution of 0.5-2 Km (0.27-1.08nm).

The water vapor band (Band 10) is often of particular value to the sailor. In addition, this satellite was the first geostationary satellite to fly a lightning mapper useful in the assessment of the intensity of thunderstorms. Comparisons using this variety of

tools is considered routine by all experienced offshore navigators. They often contribute directly to enhanced personal confidence in the marine forecast and the model being used as well as a safe and enjoyable time afloat.

Frank Bohlen is a physical oceanographer and Professor Emeritus in the Department of Marine Sciences at the University of Connecticut. Past Commodore of the Off Soundings Club he's an experienced offshore racer/cruiser having participated in 19 Newport Bermuda Races and five transatlantic sails. He regularly participates in Safety at Sea Seminars discussing weather and ocean currents and the associated effects on passage making.

Making the Better Windlass

By: Alan Benet



Anchored with 100' of Chain and Windlass Not Functioning?

It is so easy to get into big trouble sailing!

I probably sail too defensively. However, I feel safer questioning the what if's, such as:

- My sails are furled and I am motoring in a narrow channel – what do I do if the engine stops?
- Am I anchored with enough swing room to my stern and will I have enough room if the wind switches 180 degrees while we are asleep? Etc., etc

So far, my “what if” thinking has kept me safe and enjoying trouble free sailing.

Last summer we were anchored in Block Island in about 15' of water with less than 100' of chain rode deployed. Ready to leave, I started the engine, motored slowly ahead until the bow was over the anchor, pushed the up switch on the windlass – nothing! I calmly thought what the potential problems could be and quickly retrieved my multimeter to begin the investigation. Luckily it did not take too long to discover a faulty butt connection

in the bow. Once the connector was replaced the windlass now worked and up came the anchor.

After leaving Block Island, while enjoying a beautiful broad reach sail to Cuttyhunk, I mentally tried to determine how I would retrieve the anchor if I had all of the rode (125') plus 50-100' of chain deployed, as well. I challenge you to find an easy solution – I could not.

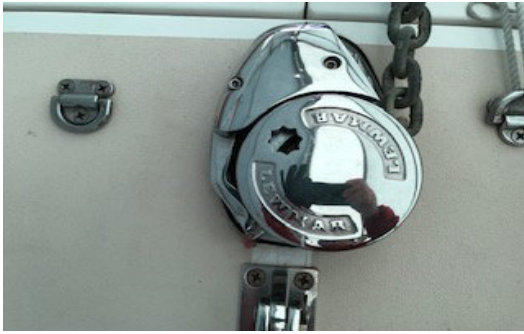
When Laurel and I attend the boat show each year I always have a list of questions to ask vendors. The top question this year was – retrieving the anchor with chain out and a windlass not working.

Fortunately, at the Lewmar booth I found the answer. Lewmar makes a “Manual Upgrade Kit”, which later that week I purchased from Defender.



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The system is simple to use. Remove the cap on the windlass,



Windlass before



Underside, new cap

replace the cap with the new cap supplied in the kit (aligning the pegs to insert into the holes) and tighten.

If the windlass fails to respond and the problem cannot be solved easily – go manual! Obtain one of your winch handles and insert it into the windlass with the new top (see sketches) and use your muscles to retrieve the anchor.



Removing cover



Cover off



Completed modification

If you have a windlass that does not have a manual lock preventing the line/chain from feeding out when not secure, the line/chain should be secured prior to removing the cap.

Frankly, I do not know why Lewmar does not sell this with the windlass or does not advertise this item. It is a must!

Now, I have one less “what if” to think about. Tartan Tips

Tartan Tips:

By: Dick Jerauld



Editor's Note:

With this edition of Nor'easter we're starting a Tartan Owner's section focused on sharing your ideas, knowledge, expertise, and boat projects that make life aboard your Tartan easier and more efficient. Tartan Owners are a great resource to share ideas and knowledge via this section and we solicit your ideas and projects to be featured in future issues. Send any "Tartan Tips" you'd like to share with other Tartan owners to me along with photos (at samswoyer@comcast.net).

To kick things off for this section, I've asked Dick Jerauld a Tartan/C&C115 owner and regular contributor to outline some "Tartan Tips". We know most Tartan owners have done similar type of projects on their boats and have some great tips. Let's share this great knowledge!

Sam Swoyer, Editor Nor'easter

Dick Jerauld
2006 Tartan/C&C 115 "Infinite Jest"

Freshwater System

The water system on our Tartan built C&C 115 is comprised of Whale's "Quick Connect Plumbing System" using 15mm plastic piping with various quick-connect fittings and valves. This LEGO-like system is simple to implement and maintain. If your older Tartan does not have Whale piping, you should consider converting to this very efficient system. Whale fittings and piping are readily available at most marine stores, including Amazon, and requires no specialized tools other than a good pipe cutter. A great resource to have is Whale's catalog that profiles their various fittings, pumps, filters, and specialized water-related products.

Piping: On newer Tartan's, Whale's Aqua colored 15mm pipes identify fresh water from the water tank(s) to the water selection manifold which then feeds the primary water filter and water pressure pump. Blue piping is used to identify pressurized cold water from the water pump to the faucets, showers, possibly head, and the boat's water heater tank's "In

Port". Red piping is used to identify hot water from the heater's "Out Port" to faucets and showers.

The 15mm piping is complemented with various "Quick Connect" fittings comprised of Tee's, Elbows, Straight Connectors, and On-Off Valves that make up the fresh water system to create a unique set up for your boat's fresh water needs.



15mm Piping & Quick-Connect Fittings

Whale's Installation Instructions:

Step 1: Cut pipework to length by making a straight clean cut using a pipe cutter. **Tip:** I use a pipe cutter from Home Depot that works great. Avoid using a saw or cutter that leaves a rough cut and will cause leaks.

Step 2: Simply push the pipework into the Quick Connect Fitting to the second internal stop. **Tip:** Keep pushing on pipe to connect until you feel a distinct first and then second click as it hits the internal stop. If you don't get to the pipe to the second stop you will get leaks! Keep Pushing!!



15mm Piping & Cutter

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Step 3: To release piping simply push the connector's grey collet (grey ring) into the connector or fitting. Hold in the grey collet and pull out the colored piping. **Tip:** Practice inserting and releasing using a small piece of spare piping and various fittings several times. Practice makes perfect here!

Ease of Access: Most boat's water tank selection manifold and small primary filter are very difficult to access. Tartan typically locates them under the galley sink which means hands and knees required. On our boat, I relocated the water manifold and added features for ease of access and maintenance. Read on.

Filtering: Our water pump's single pre-filter had a course mesh screen and when clogged, the entire water system shut down. **Tip:** I replaced this single filter with individual Whale "Inlet Strainers, #AK1319" on each water tank's water line.

I also put one on the inlet to our manual Whale foot



Whale Inlet Strainer, #AK1319

pump. These are nice in-line filters with fine screen mesh that are easy to install and quickly clean. If one filter gets clogged, simply switch tanks to keep the water system working while you clean the clogged filter.

Draining Water Tanks: In the spring we flush our water tanks several times and in the fall we drain the tanks for winterization. There was no simple means to do this other than disconnecting piping from the tank – a difficult task. **Tip:** We solved this by adding a Quick Connect "Tee, #WX1502B" to each water tank's piping at its lowest point near the bilge area. Then we inserted a "Brass End Plug, #WX1508B" into one of the Tee's open ports. Now to drain or flush a water tank, you only have to press in the grey collet and pull out the Brass End Plug. **Tip:** Make sure your bilge pumps are standing by when you do this!



Whale Equal Tee, #WX1502B & Brass End Plug #WX1508B (Plug in)



Whale Equal Tee, #WX1502B & Brass End Plug (Plug out)

Shower and Ice Box Grey Water: Our Tartan came with a big, open top grey water collection box taking up valuable bilge space needed for a second bilge pump. You most likely have a similar set-up. **Tip:** To solve this problem, we used Whale's sealed and very compact "Automatic Grey Waste System, #WM8284" and connected the shower drain and icebox drain to the small (yellow) collection box that mounts in the bilge. A water level sensor cable then connects to the grey water pump mounted in unused space, typically back aft. The pump output then simply connects to the previous discharge line. This is a very nice product that works well for us.



Whale Automatic Grey Waste System (WX8284)

Spares: We carry a complement of extra Whale Fittings and Piping 'just in case'. Interestingly, we tend to lend these spares to other boaters who are in need of water system help.

Comments and Feedback are welcome!

Galley Notes

Favorite Recipes & Tips

By: Jan Chapin

Chocolate Oatmeal No Bake Cookies



Sometimes you just need to have something chocolate. This is an easy recipe to make with typical pantry items. Prep time is 7 minutes, cook time is 3 minutes and you can satisfy that chocolate craving!

Ingredients:

- 2 tbsp Peanut butter, creamy or crunchy
- 1/4 cup Cocoa powder
- 1 cup Sugar
- 1/4 cup Butter or margarine or canola oil or vegetable oil
- 1/4 cup Milk or evaporated milk or prepared powdered milk or soy milk or water
- 1 1/2 cups Oatmeal (instant or quick cooking are best, but you can use old fashioned) or corn flakes or rice krispies or similar cereal

Directions:

1. Mix all ingredients EXCEPT oatmeal in saucepan.
2. Bring to boil, stirring constantly.
3. Boil for 3 minutes exactly
4. Remove from fire and stir in oatmeal.
5. For “cookies” - drop onto waxed paper or aluminum foil coated with Pam.
6. For “bars” - line a pan (I use an 7” frying pan) with aluminum foil and spray with cooking spray. Put mixture into the pan and press it down. Cut into bars when cool.
7. You can eat them as soon as they’re cool enough to handle!

Courtesy of the Boat Galley

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 - *Rollicking*, a Tartan 4100 belonging to Sam & Joanne Swoyer frolics off Fishers Island.

Photo: Gordon Lohr, S/V Lone Star, Noank, CT

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.