

Nor'easter

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



Tartan 37C *Desna* Dashes to the Start: Newport - Bermuda Race

Spring 2023

Letter from The President

By: Gary Van Voorhis



TONE first formed in 1996 as a loose Tartan dealer social group. Since then we've been doing our best to bring Tartan owners and people with an interest in Tartans together on the water and off. Our primary focus was on sailing related events like the biennial rendezvous and cruises to Maine.

But times have changed and so have the desires of Tartan owners and TONE members. We're at another one of those inflection points for the club.

We currently have nearly 100 dues paying members, a number that has been pretty stable over the last few years. Within that membership a small group of people have filled the leadership positions for over ten years and would now like to pass the torch to some good new folks.

Recently we created a member survey that sought to determine what members wanted from TONE going forward and asking for volunteers to fill the primary leadership jobs.

We had a ready volunteer to take over the treasurer position and a couple of folks willing to take on functions like communications and events.

So what do we do? We don't want to snuff out the candle that is TONE but we really can't keep going without some designated senior leaders accepting the responsibility for running the club. Tricia Johnson, our Revitalization Coordinator, is reviewing various leadership approaches with the TONE board that will allow TONE to keep functioning.

Our goal is to continue to provide those services which members say they very much want to continue. The TONE website, the Nor'easter Newsletter, the tartanownerslist on groups.io, and the Winter Dinner, are all well regarded and regularly supported components of TONE. We'll keep them going.

The board, including myself, will continue to develop and implement options that will allow TONE to meet its members' needs.

We will do our best to keep you up to date on all aspects of the proposed changes. You can expect emails from the Club Express platform as well as news posted on the TONE website.

I want to end with recognition to all of you who have contributed your time and effort over the years - founders, supporters, Past Presidents, board members, early office holders, etc. - to make TONE and its events top flight. We have always done this with great Tartan fellowship. We've had fun. It's been great.

Most Sincerely,

Gary Van Voorhis



USCG Complimentary Vessel Inspections



By: Bruce Buckley
USCG Auxiliary

It's that time of year when each day brings us closer to being the water again. Before the enjoyment comes a long list of "TO DO's": Removing tarps or shrink wrap, engine tune ups, "wax on wax off".....we are all familiar with the annual drill. One very important item to add to that list is to schedule a complimentary vessel safety exam with your local USCG Auxiliary (AUX).

The AUX is a force multiplier for the Coast Guard and together with the CG Reserve we are Team Coast Guard. Of the 11 missions the USCG is mandated to perform by Congress, the AUX has the authority to support 7 of these missions.

One of the most important being Recreational Boat Safety (RBS). The AUX RBS Program is instrumental in advancing a "culture of safety". Working with local businesses and other RBS Program Partners, in our communities, we can effectively educate the boating community with safe boating best practices, educational outreach and vessel safety checks, all focused encourage on develop an focus and attitude of safety.

Vessel Safety Checks (VSC) are performed at your boat – ranging in locations from in the water, at the marina in the winter storage or in your driveway. A vessel safety check usually takes 20 to 30 minutes. Vessels passing safety checks are awarded a U.S. Coast Guard / Auxiliary Decal that informs:

- Coast Guard / Auxiliary
- Harbor Patrol
- Sheriff's & Police Departments
- Other boating law-enforcement & safety agencies



The decal indicates your boat was in full compliance with all Federal and State boating laws during a safety check for that year. Best of all, every complementary Vessel Safety Check is 100% Free of charge!

If your boat does not pass, no citation is issued. Instead, you are provided a written report on how to correct any deficiencies found. Another vessel inspection can be scheduled with the Auxiliary.

For most, getting our boats ready for the season is hectic and some years checking all safety items may fall to the bottom of the list. Making an appointment with a qualified AUX Vessel Examiner can become a Best Practice that guarantees peace of mind that your boat meets federal safety standards and that in an emergency you will have all the necessary equipment to summon help and in some cases save lives.

In many cases boating insurance agencies offer discounts for vessels which undergo a Vessel Safety Check every year.

What Type of Items Are Checked?

- Life Jackets
- Registration and numbering
- Navigation lights
- Ventilation
- Fire extinguishers
- Distress signals (flares, horn, etc.)
- Battery cover and connections

All of these items are currently required by state and federal laws and if missing or non-operating, can result in a citation/fine if your vessel is boarded and inspected by the Coast Guard.

If you decide to buy an electronic visual distress signal device make sure it is one that is US Coast Guard approved. Also, this device is best for night time use and other day time visual distress alternatives, like smoke flares should be considered.



Also, if you often travel off shore solas aerial flares are recommended as many are rated for 50 mile because of their height of travel.

Find an Examiner

https://wow.uscgaux.info/i_want_a_vsc/index.php

It is also important to have frequent “crew members” familiar with items and location of safety items. Also, having these crew members knowledgeable on the operation of your boat and basic boating knowledge is also something you may want to consider. Below is a web site that offers training on a myriad of areas that may be of interest:

<https://boatoncourse.com/safety-videos/>



From experience as a qualified AUX vessel examiner, the deficiency found most often are flares that have expired and need to be replaced. Today, an addition you may want to consider to augment your visual distress signal capabilities are electronic visual distress signal devices (eVDSD)

Tartan Musings

By: Tim Jackett



When Sam Swoyer contacted me looking for an article for the TONE 2023 spring newsletter it reminded me of the passion that Tartan owners have for their boats. It's one of the real strengths of the brand and solidifies my belief in the importance of supporting Tartans, from the original T27 to the most recent models.

As I'm sure most of you know, Seattle Yachts acquired Tartan about three years ago. It's been good for Tartan and with their support our manufacturing operations have settled in to our "new to us" facility with nice additions such as new energy efficient heating, LED lighting and a very cool collapsible spray booth. These additions allow our build crews to be more efficient and deliver high quality Tartans.

During the first couple of years with the Seattle team, my focus was on design. We developed the Tartan 365 and saw one of the first of the new 365's make it to the Annapolis Boat Show last fall and subsequently rewarded with a Cruising World *Boat of the Year* award. It was nice to see a Tartan at the head of the pack once again.

Additionally, the new 455 design work needed to be finished up. With the design focus and not much responsibility for operational management, it seemed like a good opportunity to look at rearranging my life a bit. A year ago, my wife and I decided that it would be nice to live closer to my daughter and her husband and most importantly our granddaughters, now age one and five.

We moved to Erie, Pa and I adjusted to a blended work schedule, 50/50 between remote and at the office. That program was working well until the end of last summer when Peter Whiting, the managing partner of Seattle Yachts asked if I would like to take over operational management of Tartan again. I told him no and reminded him that I had moved to Erie, PA, but ultimately the opportunity to guide Tartan once again was too much to resist.

So, my new schedule consists of rising at 5:00 AM so I can be at the shop when work starts at 7:00. That's been a transition, but we are creatures of habit and at this point, I don't need an alarm clock.

What does all of this have to do with my comment about the passion of Tartan owners and the importance of nurturing that passion. Once again given the Tartan reins, one of the first things that we did was put a more concerted effort into our customer service efforts.

Many of you may have had the chance to work with my son, Brenden. We moved him into customer service last August and as a proud father, I think that he did a good job of responding as quickly as possible to owner questions and processing orders for replacement parts for Tartans of all ages. I knew that this was a short-term staffing solution and that at some point, Brenden would be offered a job in his chose field. He moved to New York in early March to work for the NYPD as a crime analyst. It was bittersweet, he finally was starting down his career path, but we were losing a good member of the Tartan team.

But I had a back up plan and offered the position to Dino Montagna. Dino is my son-in-law and while he doesn't come to the position with a lot of sailing background, he does bring a great "can do" approach to the customer service position and he has a natural interest in helping people and solving problems.

Tartan owners have the added benefit of the fact that Dino sits nearby and has quick access to Tartan archive information as well as the ability to say, "Hey, Tim...insert Tartan question here...." When he's not coaching high school track or cross country, we also have some drive time opportunities to answer Tartan questions.

In addition to our customer service efforts, we have also launched a new Tartan re-fit program. Chris Ranney is heading up the team and in a short amount of time we have a nice backlog of projects. From a Legacy 42 project to a complete re-fit on a Tartan 37c that was damaged this past fall in hurricane Ian, our re-fit team will be busy updating older or damaged Tartans.

We've found that our mid-West sensibilities allow us to be a cost-effective solution, even allowing for the cost of transportation to our facility. If a re-fit of your Tartan is in your plans, contact Chris and he can help guide you through it.

Owning a Tartan is unique, whether new or a classic. So many North American brands are no longer around, and owners of those brands do not have the luxury of being able to contact the company that has the archive information, boat files, engineering files etc...for their boat. I think that is one of the reasons that Tartan owners are passionate about their boats, after 63 years, we're still here to support them.

We hope you all have a great 2023 sailing season, and if you need our help please reach out.

Suddenly in Command:

Getting Ready for the New Season

By: Robin G. Coles



It's raining again. That means it is one day closer to putting the boat in the water. After all, April and May showers bring a new boating season. Are you ready?

Personal Gear

One topic rarely mentioned is your personal gear. Now is the time to put together a check list or pull-out last year's (if you have one) and go through all the safety gear on your boat or in storage. Check for mold, working batteries, expiration dates. You will also want to check your foul weather gear. Does it still fit? Any holes, can it last another season, or should you replace it now? What about your deck shoes or sneakers? Do the soles still have tread on them or are they worn down? The last thing you need is to be on deck while heeling and slide off while attempting to deal with a sail. If you sail with a spouse or significant other, you will need to check their shoes and gear also.

What type of life jacket do you own? Is it up to US Coast Guard standards? Is it clean, functional, good fit or too tight? If it has a cartridge, has it expired? Do you have enough for every person on your boat? Are they out of the plastic bag and mold free? A great

addition to your life jacket is a whistle and a personal locator beacon (PLB). Check the PLB's expiry date and test regularly.

Peace of Mind





Check with your crew to make sure they are ready for another season. Hold a meeting to review procedures and any hand signals you may use during your sail. We forget it's not easy to hear one yelling out commands. Nor is there always time to manage a walkie-talkie. Last, but not least, make sure you update any software you have onboard. Plus, does your VHF have your MMSI number programmed into the radio.

For even more peace of mind have your vessel go through a voluntary safety inspection. In under 30-minutes you can find out your status with a free vessel safety check through the US Power Squadron.

Read the prior article by Bruce Buckley about the U.S. Coast Guard Complimentary Vessel Inspections.

Using either service you are better prepared and your loved ones have peace of mind should the need arise.

USCG Vessel Safety Gear Requirements Checklist

| | | |
|-------------------------------|---|--------------------------|
| A. Fire Extinguisher |  | <input type="checkbox"/> |
| B. Personal Flotation Devices |  | <input type="checkbox"/> |
| C. Sound Producing Device |  | <input type="checkbox"/> |
| D. Visual Distress Signal |  | <input type="checkbox"/> |
| E. Navigation Lights |  | <input type="checkbox"/> |
| F. Registration & Numbering | ABC123 | <input type="checkbox"/> |

According to U.S. Power Squadron and America's Boating Club the top 3 reasons boaters fail inspections are:

1. Navigation lights – 19%
2. Fire extinguishers – 18%
3. Distress signals – 16%.

To learn more about these check out BoatUS Release on April 4, 2023: <https://bit.ly/3HsAY8p>

Finally, the Coast Guard has new regulations. Do you know what they are?

About the author

Robin is a freelance writer who 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. Her articles and books can be found at www.RobinGColes.com

Tartan News - Racing

Tartan 34 Classic Wins Class in Tough Annapolis to Newport

In a triumph of grit and determination, Tartan 34C *Iris* took class honors in an incredibly tough 2023 Annapolis to Newport Race.

With a crew of five operating under the direction of owner/tactician Hattie Warwick-Smith *Iris* persisted in the face of the worst weather in memory for the big eastern ocean race. If you just look at Yachtscoring it doesn't seem like much, as all the other boats in *Iris*' ORC Cruiser class retired from the race. But, and it's a huge but, all those competitors were part of a mass retirement of racers when faced with what was described as "horrendous" open Atlantic conditions.

The forecast was for winds up to 30 knots and wave heights of 10 feet. The wind direction also meant that boats would be into the wind for the whole 30 hours required to get from the Chesapeake to Newport. Everything after exiting the Bay was going to be relentless pounding. *Iris* kept going.

Iris operates out of Lewes Yacht Club in Lewes, Delaware.

TONE congratulates this hardy crew for a hard won victory!

Preseason Planning Man Overboard



By: Sam Swoyer

As we approach the new season of sailing, it is a important to remember that the Captain's principal responsibility is to keep crew safe at all times.

Mastery of "Man Overboard" procedures must be known and practiced by the crew. While there are several approaches to man overboard situations TONE is providing several techniques which will serve as a starting point for further study by the captain.

Falling in the water is very dangerous especially in the early season when hypothermia can be a significant problem. We ask all shippers to spend some time in preseason:

1. Determine which method of maneuver you will employ.
2. Describe the key elements of the procedure so that it can be easily explained to the crew.
3. Identify safety and recovery equipment and how/when it is to be employed, including MOB button on GPS.

4. Identify crew responsibilities – spotter, MOB/ GPS input, helmsman, sail handlers, other.
5. Practice your procedure in the early season on a day with calm conditions. Remember, the best way to avoid a MOB situation is to point out the possible dangers and keep the crew aboard.

Here are a few YouTube videos that you can start with if you are new to sailing or as a refresher.

<https://youtu.be/wc0UnFNMFSY>

or another

<https://youtu.be/KE4aWTtL8K4>

or another

<https://youtu.be/jqoSwG0Rfn4>

From Snoozer Cruiser To Full-on Racer: Redux

About our cover: Our Spring 2021 Nor'easter featured an article about Tartan 37C Hull # 321 which began TONE life as the cruiser Recess but was taken over by Adam Van Voorhis and re-christened Desna. At the time of the article she was being kitted out to campaign in the 2022 Newport to Bermuda Race.

Fast forward to June of 2022 and our cover photo shows Desna slashing through haze and rough seas to cross the start line of the race in Newport, RI.

Nor'easter is proud to report that about four and a half days later Desna crossed the finish line and despite blowing out her spinnaker on day two, achieved 4th place in her class.

The Bermuda race rewards performance up to fourth place so the proud skipper and crew were feted to a trophy plaque at the Governor's House after-race party.

Next on the Desna racing agenda is tackling the Marblehead to Halifax Race scheduled to start on July 9, 2023.

TONE wishes Desna and her crew the fairest of fair winds and following seas for the next big ocean race.

Nor'easter will report on how she does in the next edition.

National Coast Guard Museum: Progress



By: Bruce Buckley
USCG Auxiliary

The area around the National Coast Guard Museum's construction office in New London, Connecticut's Coast Guard City, is bustling with activity. At the construction site equipment is at the ready, men and women are hard at work, the crane is lifting and moving concrete, and the site is beginning to take shape—the National Coast Guard Museum is underway!

Generous private donations, strong partnerships with the State of Connecticut and the City of New London coupled with tremendous support of the Connecticut Congressional delegation have enabled the construction of the Museum to move from the design phase and to its building construction and exhibit fabrication stages. To date, \$135 million has been committed to the project and the National Coast Guard Museum continues to move closer to its goal of \$150 million for building construction and additional funding for post-occupancy operations.

On a bright August day, more than 500 people gathered on New London City Pier Plaza near the Museum site and took part in a historic moment—the Museum's Keel Laying Ceremony. While presiding over the ceremony, Coast Guard Commandant ADM Linda Fagan said, "For 232 years, the Coast Guard has protected the United States maritime safety, security, and economic prosperity. We haven't had a place to share our stories with the American public that we serve."

That is about to change with Museum construction expected to conclude in spring of 2025 and soon after the museum will be open to the public.

"Beginning construction is a huge accomplishment, and we want to set this time aside to celebrate that," said Drew Forster, National Coast Guard Museum Association's director of communication and public relations. "This is an exciting time for the service to have a national museum to educate, engage, and inspire people about the Coast Guard."



The museum will have three key themes: safety, security, and stewardship. Exhibits will revolve around five storylines:

- Defenders of our nation
- Enforcers on the seas
- Lifesavers around the globe
- Champions of commerce
- Protectors of the environment.

Immersive and interactive stories are at the heart of the future museum and will enable visitors to experience the world of the Coast Guard at every stage of its history.

"This museum will share the Coast Guard's missions and history with the public like never before," said Elizabeth Varner, director of the National Coast Guard Museum. "We're proud and excited to display the service's many accomplishments to the American people."

Tartan Tip:

By: Dick Jerauld



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

Sam Swoyer, Editor

We Need Fresh Water!

When we cruise on our Tartan-built C&C115 we use about 10-12 gallons of fresh water daily. Our boat has two 35-gallon fresh water tanks that supply our sinks, showers (one on the stern and one in the head) and electric head. We start with the forward tank to get rid of the excessive bow weight and then shift to the starboard tank as our normal supply.

A weekend on the Vineyard is not typically a problem for our fresh water needs. However, staying an extended time on a mooring or at anchor quickly presents the situation where "we need to get fresh water". And this means temporarily dropping off the mooring or pulling up the anchor and heading to the water barge (or water pier) only to find several other boats ahead of us. It can be a long wait just to get tied up and as you know, involves dock lines, fenders, hoses, etc. After experiencing this situation too many times, I looked for a practical solution that did not involve a trip to the water barge with the boat.

Here's how we now deal with "we need get fresh water" without moving the boat. We switched to using our dinghy to get to a fresh water source and putting the water in portable 5-gallon water tanks. We then pump the fresh water in the dinghy into our boat's water tanks as needed. After some trial and error, we settled on the below process which works well for us.

First, we purchased two foldable 5-gallon water tanks but found these are very impractical to handle when filled with water. We then investigated the many types of water tanks available including bladder type tanks (the ideal way to go but very expensive). We settled on three 5-gallon blue portable water tanks from West Marine, Defender, etc.



While these tanks take up storage space, they are more practical to handle when filled with fresh water weighing in at 40+ lbs. each. Except for lifting each 40lb fresh water tank from the dinghy up to the deck fills. We found this requires two people to get them on deck and it was very difficult to pour each heavy water tank into the boat's deck fills.

We quickly realized we needed a simple fresh water pump so the portable water tanks could stay in the dinghy when full. I looked at various kinds of water pumps but most needed a 12VDC boat power source. A trip to Harbor Freight solved the pump issue for us.



Spring 2023

This Bauer battery-powered portable pump has key features as shown below. It uses a 20VDC battery (purchased separately) that fits all Bauer portable tools of which I have several including a heat gun and flood light for the boat. Note: *They often have a Bauer Sale with discounts for purchasing the optional Battery + Charger Kit and a Carry/Storage Bag.*



Bauer Pump Kit



Flex Hose

I then purchased two stainless flex hoses from Amazon: one is 3' to place into the water jug in the dinghy and the other is 10' to reach the deck fills.

The battery lasts a long time and allows for multiple trips to the water barge if needed. The only downside of this pump is perhaps the noise it makes. Kind of a high-pitched tone but it's manageable.



Using the Pump

This past year in Edgartown, we met up with our TONE friends, Robert and Tricia Johnson on Spirit, a Tartan 37 that moored near us. When Robert mentioned they needed to go "get fresh water" I offered my water transfer kit for them to test out.

Here's Robert using it to fill up Spirit:



Keep it simple: When it comes to filling your water tank(s) at the water source it's best to leave the tanks in the dinghy and use the provided hose. I bring a low cost shut-off valve to place on the hose end so I can easily control the water flow into each tank in the dinghy. I also bring a small hose just in case no hose is provided. This also provides access to other fresh water sources typically available on other piers, in the event the water barge has a long wait.



Basic Water Shut-Off Valve

Other uses: If our boat is salt covered after a rough passage and we're on a mooring, I fill 1-2 tanks from a water source and then use the Bauer pump to rinse off the boat. Works great! And I admit, have used the pump to empty the dinghy after 24-hours of rain.

There are many water-fill solutions available. The ideal solution is probably a 25-gallon bladder and high-capacity pump... but this is a very expensive approach. I suggest starting small (e.g., one-two tanks) and find what works best for you.

Dick Jerauld & Sandy Taylor
S/V Infinite Jest
Tartan C&C115

Galley Notes Recipes & Tips

By: Jan Chapin “Based upon a favorite recipe of Giada De Laurentic, Food Network”



Chicken Cacciatore

Serves: 4

Prep time: 15 minutes

Cook time: 40 minutes

A favorite and very easy to make at home or on board. Enjoy!

Ingredients:

- 4 chicken thighs
- 2 chicken breasts with skin and backbone, halved crosswise
- 2 teaspoons salt, plus more to taste
- 1 teaspoon freshly ground black pepper, plus more to taste
- 1/2 cup all purpose flour, for dredging
- 3 tablespoons olive oil
- 1 large red bell pepper, chopped
- 1 onion, chopped
- 3 garlic cloves, finely chopped
- 3/4 cup dry white wine
- 1 (28-ounce) can diced tomatoes with juice
- 3/4 cup reduced-sodium chicken broth
- 3 tablespoons drained capers
- 1 1/2 teaspoons dried oregano leaves
- 1/4 cup coarsely chopped fresh basil leaves

Instructions

Sprinkle the chicken pieces with 1 teaspoon of each salt and pepper. Dredge the chicken pieces in the flour to coat lightly.

In a large heavy saute pan, heat the oil over a medium-high flame. Add the chicken pieces to the pan and saute just until brown, about 5 minutes per side. If all the chicken does not fit in the pan, saute it in 2 batches. Transfer the chicken to a plate and set aside. Add the bell pepper, onion and garlic to the same pan and saute over medium heat until the onion is tender, about 5 minutes. Season with salt and pepper. Add the wine and simmer until reduced by half, about 3 minutes. Add the tomatoes with their juice, broth, capers and oregano. Return the chicken pieces to the pan and turn them to coat in the sauce. Bring the sauce to a simmer. Continue simmering over medium-low heat until the chicken is just cooked through, about 30 minutes for the breast pieces, and 20 minutes for the thighs.

Using tongs, transfer the chicken to a platter. If necessary, boil the sauce until it thickens slightly, about 3 minutes. Spoon off any excess fat from atop the sauce. Spoon the sauce over the chicken, then sprinkle with the basil and serve.

Spring 2023

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 - Tartan 37C Desna at the start of the 2022 Newport to Bermuda Race.
Photo by Gary Van Voorhis

Legal

Tartan Owners Northeast, Inc. d/b/a TONE

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Sam Swoyer

TONE Board
Of Directors

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.

Our Mission