

# *Nor'easter*

The Newsletter of TONE  
Tartan Owners Northeast, Inc.

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**Twenty Years of TONE**

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Winter / Spring 2016

# Letter from the President

By: Gary Van Voorhis



We are ready for another great season on the water. And that readiness takes many forms.

As any successful athlete will tell you, mental readiness is the first step to success in sport, including sailing. We were reminded of that at TONE's first 2016 event, the Search and Rescue Seminar held at the U.S. Coast Guard Academy on March 5. There, Bruce Buckley of the Coast Guard Auxiliary reminded us that one of the best ways to avoid trouble is to prepare for it in advance.

Bruce reinforced the importance of prior planning in preparing for any kind of distress event on our boats. Do we know what to do, and how to do it, if a skipper or crewmember is stricken on the water? Do we have a plan, and have we practiced it, on how do retrieve a person overboard? Do we have a crib sheet by the radio, in large print, that describes how to place a mayday call to the Coast Guard or activate our VHF radio DSC emergency function?

We were urged to actually perform these preparation steps that might one day save our lives or the lives of loved ones, before the incident so that we may be better prepared to meet adversity and prevail.

On happier note, in the evening of the same day we enjoyed each other's company at the Inn at Mystic's Haley Mansion. A record number of TONE members (and non-members – the Winter Dinner has traditionally been open to all) drank, laughed, ate, and caught up on things boat related and not.

I mentioned in the last President's Letter that we were listening to member desires as expressed in the member survey, and directly during events. One of the proposals that we heard was to enhance our informational or educational activities. The SAR seminar was a concrete action we took to honor that request. Prior to last year's winter dinner we had an open meeting and some attending spouses had talked about exactly the topics that were covered in the seminar content. This was no accident (no pun intended).

We plan to continue offering educational opportunities to members. This newsletter features safety at sea articles, as well as maintenance articles,

and we plan to continue to do so in every issue. We recognize that it's often difficult to attend physical events so we will continue to use every means at our disposal to get the word out to members.

For sailors readiness is also using the chill winter months to plan for the approaching summer and its many on-the-water days. We're with you there, too. This is an "even year" so TONE has a plan for summer cruising.

This issue announces our 2016 New England Cruise, which will find TONE boats putting in to a number of interesting ports in the Buzzards Bay, Cape & Islands, and Boston environs. We have traditionally gone Down East during the even year cruises but members expressed a certain fatigue and asked if we might pick some spots closer to where their boats are already moored.

The answer is a great slow paced, mid-July, cruise plan that puts us into interesting places and, given the usual weather conditions, some predictable wind to get us from port to port without having to motor so much. Such is the plan; we propose and the wind gods dispose. Here's where we plan to go and when:

Day	Date	Harbor
Sat	7/16/2016	transit
Sun	7/17/2016	transit
Mon	7/18/2016	New Bedford
Tues	7/19/2016	New Bedford
Wed	7/20/2016	Hadley Harbor
Thurs	7/21/2016	Edgartown
Fri	7/22/2016	Edgartown
Sat	7/23/2016	Vineyard Haven
Sun	7/24/2016	Kingman/Redbrook
Mon	7/25/2016	Kingman/Redbrook
Tues	7/26/2016	Scituate
Wed	7/27/2016	Boston
Thurs	7/28/2016	Boston

One thing I would urge is that even if you can't bring your boat along on the cruise that you think about joining us at the planned dinners along the way. We haven't firmed up the details this early in the season, but we plan to have a number of get together suppers at restaurants where we land.

Considering that we will be in New Bedford, Scituate, and Boston, even people who are land based could make the drive and join us for dinner. You don't actually have to have a boat in the water to play. I can tell you that everybody who walked out of Phillip's in Boston's North End at last summer's mini-rendezvous was grinning and full. More details will be forthcoming as the cruise draws near. We'll put information on the website and send out e-mails.

So we are listening and planning events to make your TONE membership rewarding and fun. Keep in touch with us and please take advantage of these opportunities to more fully enjoy your Tartans.



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# Suddenly in Command - Engines

By: Robin G. Coles

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Ed.: This article is written for the "First Mate" – if you are frequently out on the water, it is important to know these basic procedures. Use this article to review with your Captain the location of the various buttons and levers as well as the "how to" method for starting your boat's engine. It could save a life someday!

Being suddenly in command while under sail is one thing. It's another when you have to get the engine started to get you home faster. Just keep in mind that once you crank the engine over you have a different set of rules to follow. Look up "Inland Navigation Rules" in your Eldridge Tide and Pilot Book.

Before you turn the key make sure the battery (ies) are on. You'll need to turn the big red button to either "on", "A/B" or "both" position. This is located down below near the engine.



**Main  
Electrical  
Switch**

Below are three types of engines and how to start them up. Plus, any telltales of a problem.

**Beta:**



**Beta Engine**

To start the engine, just turn the key. If the engine is cold, or if the temperature is on the chilly side, turn the switch counter clockwise for 5 seconds to turn heat on (the heat we are talking about here are the engine's glow plugs. They warm the air in the cylinders to make starting easier) then turn the key clockwise to actually start the engine.





**Beta Control Panel**

Once it starts, add just little bit throttle to make sure you're getting water out of the exhaust.

Now unlock the steering wheel, which is the round brake knob on the side of the pedestal. With your wheel unlocked you are ready to put the transmission into Forward and begin motoring. Check your voltmeter. If it looks like the alternator isn't bringing your voltage above 12 volts you may have to kick the engine up a notch to get power the batteries.

### **Volvo diesel:**

The engine coolant valve needs to be open. Start engine by pushing the switch down to get power. Light the glow plugs for 10 seconds then hit the start button. Push the throttle forward.

If you run into problems look for these things: starter, battery power, fuel, fuel filter clogged.

### **Atomic 4 Gas:**



**Atomic 4 Gas Engine**



**Atomic 4 Panel**

Put the transmission in neutral and then turn the key. Exhaust goes out the side of the boat rather than back of the boat. If engine is cold, push the choke back in. Don't leave the key on when not in use. It will cook the coil.

When turning the engine over if it shuts off immediately you have an electrical problem. If it coughs and sputters, you have a problem with the fuel system.

No matter what type of engine you have, it behooves you to have a "Plastic Brain" – with photographs of an open valve, on/off switches, engine coolant, and engine placement (under lazarette or stairwell). Keep the fuel clean and if you need to fuel up – shut the engines off first.

*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 videos about Boat Safety. If you'd like to get involved in these, contact Robin at: robin @ TheNauticalLifestyle*





# Safety Corner

## Rules of the Road

By: Sam Swoyer (Ed.)

### Review of the Rules of the Road - Overtaking Situation

Overtaking situations occur on the water all the time. We sailors are always being passed by faster, more nimble powerboats. This is very familiar territory and we know how to handle it – keep going straight-ahead and get ready for the wakes – enough said.

How about when one sailboat is overtaking another sailboat – what are the rules that govern that situation and is there any etiquette involved?

So, the Navigational Rules state the following:

Rule 13 - Overtaking – (a) “... any vessel overtaking any other shall keep out of the way of the vessel being overtaken. (b) A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the sternlight of that vessel but neither of her sidelights. (c) When a vessel is in any doubt as to whether she is overtaking another, she shall assume that this is the case and act accordingly. (d) Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel within the meaning of these Rules or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.”

The rules above are crystal clear. Any vessel overtaking any other vessel must keep out of the way of the vessel being overtaken. The vessel being overtaken is the “stand-on” or “privileged” vessel and the latter is the “give-way” or “burdened” vessel. This rule applies if the overtaking vessel is propelled by wind, oars or rubber band paddlewheel.

Overtaking on the water is pretty much like overtaking on land: the driver of the faster car is looking forward at the car to be passed and hence is in a better position to plan and execute the maneuver. Should there not be room to pass, the

overtaking vessel always has the option of slowing down; the vessel to be overtaken will often be unable to go any faster.

A vessel is deemed to be overtaking when approaching another vessel from a direction more than **22.5 degrees abaft (behind) her beam**. This is the angle prescribed by the stern light.

At night, the overtaking vessel will see only the white stern light of the vessel being overtaken. If you see either sidelight, it is a crossing situation and different navigational rules may apply.

Rule 8 also applies to overtaking situations and states that - any action taken to avoid collision, must be **positive**, made in **ample time**, and in keeping with **good seamanship**. Any changes in course or speed should be large enough to be readily apparent to the other vessel. This means that you should avoid last second changes in course, and you should avoid a small series of changes. Change direction early and make a large turn.

Signaling is a very good practice. For example, if you plan on passing another boat on its starboard side, you must/should sound one short blast. If the other vessel understands your signal and agrees with it, they should sound one short blast in response (one toot – starboard or two toots – port). The vessel being overtaken has a responsibility to **maintain course and speed** in order to minimize the potential for collision.

Finally, for overtaking situations between sailboats determining which side to pass the vessel being overtaken is where etiquette comes into play. If our courses keep us safely apart, but yet relatively close together, common courtesy instructs us to pass to leeward of the vessel being overtaken. After all, the reason that we are in an overtaking situation is because we are sailing faster, so passing thru the “stand-on” boat's wind shadow is the courteous choice as long as we are able to do so safely. So, let's be safe, smart and courteous out there.



# Off Soundings: An Opportunity

By: Gerry Keeler,  
Commodore - Off Soundings

*TONE is always interested in opportunities for members to enjoy new sailing adventures. In this vein, when we were contacted by Gerry Keeler, Commodore of the Off Soundings Club, to discuss the possibility of TONE members competing in the Spring and Fall Off Soundings races we made a date to talk.*

*Sam Swoyer and Gary Van Voorhis met with Gerry. We explained that although the focus of TONE in the past has been more social than competitive, we didn't rule out that some members might be interested in the Off Soundings races.*

*We gladly offered Gerry the chance to write a piece for Nor'easter detailing the Off Soundings experience and explaining how a TONE member might participate.*

*If you are interested in taking advantage of Gerry's offer please contact Gary Van Voorhis by e-mail: [tone@gjvv.net](mailto:tone@gjvv.net) If we had even a small group of TONE participants we discussed the possibility of a group start or other special status to make the event more fun for TONE folks.*

Recently, one of our Off Soundings board members and myself had the opportunity to meet with representatives from the Tartan Owners Northeast.

The reason for the meeting was to explore common interests between the Off Soundings and TONE and make an attempt to develop them in order to best serve the interests of both organizations. The intent of this overview is to provide enough information to TONE members for them to determine if they would like to participate in any of our annual Off Soundings events.

The Off Soundings Club was established as a regional sailing club in 1933. The mission of the club is "to promote good fellowship among persons actively interested in sailing". The club has about five hundred members and its primary focus is racing, but also includes other functions such as luncheons, presentations and the occasional rendezvous. The club has a rich history and is known for hosting quality events. Although there is no clubhouse, the center of operations could be

considered the Mystic Seaport where annual membership meetings are held and the club's historical archives are stored.

Off Soundings premier events are the spring and fall race series held on a Friday and Saturday in the middle of June at Block Island and a Friday and Saturday in the middle of September at Greenport, Long Island, respectively. Usually about 100-150 boats participate in each series. After each day of racing, the crews convene for a post-race social and awards presentation. The races are open to members and their guests. Guests must be sponsored by a member who also serves as a liaison tasked with acquainting the guest with the event.

The large number of boats participating (with various design and size), dictates that the participants be divided as evenly as possible into about a dozen classes, or divisions, to ensure that the race is conducted as fairly as possible. Rules, safety regulations, and instructions are well documented. Three classes are devoted to non-spinnaker or cruising canvas. They are frequently sailed short-handed and the race is somewhat similar to that of a rally. Other classes are devoted to boats sailing with spinnakers, high performance racing boats, sport boats, multihulls, and Nonsuches. Several Tartans frequently participate in our events.

In preparation for the spring series, many boats spend the Thursday night prior to the race in Stonington, a historic harbor in eastern Connecticut. The harbor is well protected and hosts several marinas and restaurants. On Friday, the race starts off of Watch Hill with Block Island as the destination. On Saturday race starts off of the Salt Pond entrance and typically continues around the island. Post-race ceremonies are held at the Block Island Boat Basin. Boats return home Saturday night or Sunday.

In preparation for the fall series, boats have a choice of staying in New London, or one of the other several harbors in southeastern Connecticut. On Friday, the race starts off of New London with MoA Shelter Island as the destination. On Saturday, the race is conducted in Gardiners Bay, between the



north and south forks of eastern Long Island and between Gardiners, Plum and Shelter Islands. Post-race ceremonies are held in Greenport. Boats return home Saturday night or Sunday.

We are fortunate to sail in an area that has such interesting and scenic destinations. Sailing around Block Island or in Gardiners Bay on a perfect day with fellow sailors is something everyone should have an opportunity to do. Of course, nothing is ever perfect. Sailors need to contend with less than cooperative weather, wind shifts, strong tides, and navigation hazards. All this makes these events that much more challenging and fun. Off Soundings

would like to invite TONE members to consider sailing as our guest. If our mission and events are of interest, we would be delighted to have TONE members consider possibility of becoming an Off Soundings member.

If you need any further information, please visit our website at:

[www.offsoundings.org](http://www.offsoundings.org).

Gerry Keeler

Commodore – Off Soundings

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# Tartan Tech

## Working on Our Boats

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### Bowmar Portlight Repairs

By: Alan Benet

La Retreat, a Tartan 4100, is 10 years old. Last year I noticed some seepage of water coming from under the rim on a couple of the portlights. I thought that it was an obviously easy fix – just replace the rubber gasket between the hinged window and the fixed portlight. How wrong I was!

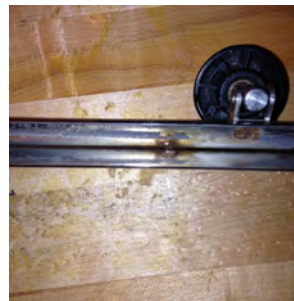


The portlight is a Bomar stainless steel passage series H6553-02. I ordered the rubber gasket from American Marine Customer Service Location, 7712 Cheri Court, Tampa, FL 33634 (813) 885-2182 (speak to a woman named Marty).

The gasket material arrived with no instructions. There is an orange plastic strip on one side covering the adhesive and I did not know whether the adhesive was supposed to adhere to the bottom of the U channel or face the outside of the U channel.

Unfortunately, American Marine was clueless as well (they do not repair portlights, only supply parts).

I began the process of removing the old rubber gasket.



Not so easy. With the combination of a flat screwdriver and alcohol I was able to clean the surface of the U channel. Installing the new gasket: I peeled the orange strip off the gasket, a couple of inches at a time, and forced the gasket into the channel with the sticky part facing out. I started

midway on the top and worked all around and then cut and joined the ends with crazy glue.

Now the test. I dogged the window and realized that I had to turn the screw handles almost to the end to make a seal. That did not seem right since I just installed a new gasket. Yes, it was water tight, but I should not have had to dog down the window so tightly to make a seal.

## Winter / Spring 2016

All of this was done just before the boat show in Newport, RI. My plan was to look at a new portlight at the boat show. Fortunately, in one of the exhibit tents there was a retailer who had on display the identical portlight. Carefully inspecting the portlight, my assumption was correct. I should not have had to dog down the screws so tightly.

So what was the problem? I took a photo of the gasket on the display portlight and I measured the width between the vertical sides of the U shaped channel. Going back to La Retreat I made a comparison of the photo I had taken of the gasket to the gasket which I had just installed. It was obvious that American Marine had sent me the wrong gasket material. Measuring the width of the channel in my portholes I realized it was slightly wider than the new porthole on display in Newport.

Next step - I removed the newly installed gasket and carefully looked at the u shaped channel. The portlight is made up of two pieces spot-welded together.

Problem #1 – the spotwelds on the bottom of the portlight were broken, thus accounting for the greater width.

Problem #2 – comparing the gasket material that I received from American Marine to the gasket at the Newport Boat Show, I confirmed that my new gasket was the wrong gasket for the portlight.

I placed a call to Marty at American Marine and she promised that they would send me the correct gasket (it comes from their warehouse in California). The replacement gasket didn't fit. Again I requested a replacement gasket.

This time the gasket material was correct but I had ordered 15' in one continuous piece. They had pieced together (with crazy glue) 6 pieces to equal 15"! Eventually I did receive the correct gasket material! Hint – American Marine are nice folks but are clueless about matching the correct gasket to a particular model of a portlight.

Now came the difficult part of the job – removing the portlight. Art Averell (Tartan factory Parts Manager - [aaverell@tartanyachts.com](mailto:aaverell@tartanyachts.com)) is the most incredible resource. He told me to heat the portlight from the outside and then just pry it loose. While



heating the portlight with a portable electric heater I unscrewed the bezel on the inside of the boat. I then moved to the outside and with a very thin putty

knife I gently hammered the putty knives between the frame and fiberglass. As I made progress I carefully placed wedges on the inside of the frame as it was loosened from the fiberglass. It was an easy process and in about 15 minutes I was able to remove the portlight. Cleaning the residue from the fiberglass was a slow process. I used a putty knife and alcohol and lots of elbow grease until the surface was like new.



Inspecting the portlight it was obvious why it failed. The spot welds are tiny. Tightening the two knobs on the portlights for the past 10 years caused the welds to fail. I was very fortunate to locate

an expert stainless steel welder, Ray Mangini of Fusion Welding 101 Midland Avenue, Port Chester, NY 10573 (914) 937-8384. The minute he looked at the welds he said they were done in China and were doomed for failure. Ray put new spot welds in three portlights, charging me a total of \$45. He said that the welds would be the strongest part of the portlight!

The next couple of steps to complete the job were not that difficult. Installing the gaskets while working on my workbench at home provided better



conditions than working on the boat. I cut the gasket to a length of 37 3/4". I inserted the gasket into the U shaped channel with the orange tape facing outward (without

removing the orange tape). The thicker part of the gasket sits in the channel. The gasket has to be forced into the channel to fit properly. I then lifted an end (on the top in the middle) grasping the orange tape and was able to pull off the orange tape while continually forcing the gasket into the channel. The fit was perfect. I joined the two ends at the top with crazy glue.

The installation: Art Averell said that the factory uses a Butyl tape called tacky Tape 1/2" X 1/8" X 30' which they place on the inside of the frame. (I ordered





the material from Amazon). The tape was easy to apply. It is placed on the inside of the frame, which adheres to the fiberglass on the outside.



I then placed the portlight in the opening and used two clamps to hold the porthole in place (tip – if this is a winter project make certain the butyl tape is a room temp). I then screwed the bezel from the inside of the boat and attached the window.

Job done!

I have now removed and replaced three portlights – not such a difficult task.

Now that I am an “expert” in the repair of the portlights, if any of the other portlights leak, I have the supplies needed and expertise to do the work the same day.

If you have the same portlights (most Tartans do) I caution you not to do two things with the portlights. Do not overtighten the screws on the inside bezel (stainless steel rim inside of the boat). As you tighten the bezel it will cause the welds to part. Do

not overly tighten the windows. Again, as you put pressure on the windows, causing the spot welds to fail.



Sailing is fun! Yes, I do enjoy the challenge of maintenance, as long as I fix more things than I break!

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## Brightwork Restoration - Part I

By: Terry Cappellieri

This article outlines procedures and materials needed for the restoration of a vessel's brightwork. More information maybe found at [HousatonicBoatWorks.com](http://HousatonicBoatWorks.com). “ Shipwrights Lexicon” a reference guide of preparation tools and techniques

I am a boat owner and in early spring you can find me scraping then sanding peeling, cracked varnish from brightwork. I like talking with my fellow boat owners, and will ask them what they recommend for a particular job. I never get the same answer from two different owners. There are lots of ways to do most jobs, and the number of materials to choose from grows steadily. The owner or shipwright is left with the decision of employing the right combination of preparation tools and techniques to complete the job.

Before sanding or stripping wood protect the adjacent area with masking tape. Bright work that is in fair to good condition will show no signs of checking cracking or peeling. The surface should be

washed first with mild soap or a teak cleaner, then sand with 320-grit paper. Clean your work and the surrounding area with a vacuum. Removing any remaining dust from the surface wiping lightly with tack rag, a lint free rag dampened with solvent will also work. Replace any masking tape that has been damaged by sanding.

You may not be able to tell by looking what type of varnish was used last. Using the wrong type of varnish may cause peeling and blistering of the old varnish. To find out what finish material has been used on the boat, wet a rag with acetone and let it stand on some non-conspicuous area for five to ten minutes. If the finish is two-part epoxy it will remain hard, if the finish has softened you have a single component product.

Bright work showing any discoloration, lifting, cracking or peeling must be removed completely. Here is a way to save some time and money: varnish built up may be softened with a heat gun and removed using a cabinet scraper. Follow up with paint stripper then scrubbing with bronze wool. Sand with 220 then 320-grit papers, clean the area with a vacuum and wipe the surface gently with a tack rag. Replace any masking tape that has been damaged by your work.

Varnish that has penetrated deep into the wood grain can be removed by sanding with 60 or 80 grit paper to remove the initial surface. Then applying a stripper, wrap the area in tinfoil and allowed this to stand in the shade a couple of hours this will slow evaporation. The stripper will pull the varnish up from the wood grain where it may be easily removed. Paint stripper has a tendency to raise the wood grain; so sanding with successively finer grit sandpaper (i.e. 120 then 220 finally 320 grit) will be necessary to restore a smooth surface to the wood.

After completing the stripping and sanding of brightwork, I remove any damaged masking tape and replace it with new tape.

Then clean the area with a vacuum, then tack rag the surface I intend to varnish.

Preparation of the wood surface is important being the foundation on which your skill is revealed.

“It is good to take care in the beginning and the end. If near the end we rush we risk spoiling our careful work of the beginning” Lao-tzu 500 BC.

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## Grateful for Dead Reckoning

By: William H. Shaw, Jr. Partner/Principle - New England Yacht Partners

Using a technique known as wayfinding, the courageous Polynesian seafarers were able to successfully navigate across great expanses of open ocean using their senses, passed-on oral traditions, and songs to guide them on their way. They also observed the motion of the heavens, the gathering and migration habits of marine life, seasonal conditions of the surface of the ocean and observations of the skies and weather. All this stimuli served as their guide without landmarks or aids to navigation.

Before the 18th century introduction of the marine chronometer and the lunar distance method, mariners like Columbus relied on dead reckoning as the primary means for determining position at sea.

At its best dead reckoning is a wild assed guess of where you are, and serves to provide a means to determine where you should be in the future, and at what time. It is based entirely on starting from a known position, and running at a fixed speed over a measured amount of time. Unbeknownst to many of us, we are employing Polynesian like “wayfinding”, when we navigate familiar bodies of water without having to consult our GPS or radar. Granted we have landmarks and aids to navigation within sight, but we still have to employ other senses to find our way home or into that favored anchorage.

The proper dead reckoning technique is the fundamental basis to becoming an accomplished navigator. Without a solid understanding of the DR plot and the associated symbols, one could become virtually lost; this would especially be the case when the lights go out and the GPS no longer functions or provides inaccurate position information.

Maintaining an accurate DR plot, especially in the event of a loss of power or malfunction of an electronic navigation device, is essential. Remember – radar, speed and depth logs, GPS – these are merely aids in the navigator’s tool box and should not replace the fundamentals.

The last time I contributed to the TONE newsletter, I talked about the magnetic compass and the need to keep this device protected and adjusted. I mentioned that while on a voyage from Antarctica to Puget Sound, for much of that voyage we navigated a 615’ oil tanker without using any electronic navigation equipment or marine radar. And, we did this over a three and half week period, thousands of miles, and eventually came within five miles of our final waypoint. What I did not expound upon was that for the duration of the voyage, and over that great a distance, we employed the practice of dead reckoning from the very beginning and until we were on soundings. When the skies were overcast, dead reckoning was all we had until we were able to obtain our next position. This was a valuable learning experience for all involved in the navigation of that particular ship.

Like you, I am easily lulled into the fancy gizmos that are available to the mariner of the 21st century. They comprise an incredible technological advancement from John Harrison’s chronometer for determining longitude, and take a lot less effort than working out a sight reduction. But, I cannot overemphasize the relative importance of keeping those paper charts, or chart booklet, a sharpened pencil, dividers, parallel rule and a good digital watch.

Yes, our GPS can tell us with uncanny precision exactly when we will be abeam of the light house, our course made good, and your ETA to the bar at the marina. But, can you work it out on paper? Can you pre-determine when you should be able to see the loom from that lighthouse given the charted nominal range of the light? Can you figure out your course made good, your set and drift? Are you prepared for the unthinkable?

We have all experienced at one time or another a moment when everything goes pear shaped and this usually occurs at the worst possible time and can have a cascading effect. To avoid these unforeseen

catastrophes it always helps to do some pre-planning. We all take the time to enter in our waypoints into the GPS, and then make up a route, etc. We marvel at our accomplishment and our adept data entry skills. But, should you not be doing the same in your chart kit and working out in your head or on paper when you should be arriving at each waypoint? The simple answer is yes. It may seem like a wasted effort, but when everything becomes unraveled, it will have been a worthy effort. Give my advice some thought. Grab a Duttons, Bowditch or Chapman's and revisit the DR plot. Get

familiar with the correct labeling on the course line, study how to determine set and drift, and maybe even go so far as to learn some special case bearing techniques (like doubling the angle on the bow), or get familiar with performing a running fix. You can purchase an inexpensive hand bearing compass and use this for running fixes; and it comes in handy for collision avoidance and determining if you are sailing faster than that other guy! Challenge yourself and see if you can fix your position as accurately as the GPS. This is a great confidence builder and you will be a better navigator for your efforts.

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# Tartan Musings

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



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This time of year, we begin to get renewed contact from Tartan, and now Legacy owners, and many comment that they have begun thinking of their upcoming boating needs and some begin dreaming of what their next boat might be. In many ways we have some of those same thoughts here at the factory.

A few years ago, I began sketching a concept boat, at the time I was away from Tartan and just putting some thoughts to paper...or I should say computer.

My design company had been contracted to build out a Legacy 32 power boat and having spent a good deal of time on board the boat, I began to consider just how desirable the layout of an express cruising power boat was. It led me to consider if this type of deck and arrangement plan could make sense in a cruising sailboat.

The thought process was pretty straightforward, we are seeing a lot of sailboat owners making the switch to power for various reasons, but it certainly occurred to me that one of the reasons was simply on-board creature comforts. On our sailboats we have cockpits that in their most comfortable configuration, still do not match the comfort of facing forward in an upholstered captain's chair.

Furthermore, we go to great lengths to build canvas enclosures that protect us from wind, rain and sun, so why not make it a permanent structure? From there it was an easy step to provide inside steering from the comfort of really comfortable captain's chairs, in a living space that can be opened up for

natural ventilation, or buttoned up for climate control, be it heating or cooling. The entrance into the "helmdeck" salon could be one small step and from there the entrance into the cabin becomes a reasonably shallow set of stairs as well. Down below, the arrangement plan focuses on a cruising cabin for what has become the norm of a two-person crew (although an optional galley up configuration would provide space for a second guest cabin below).

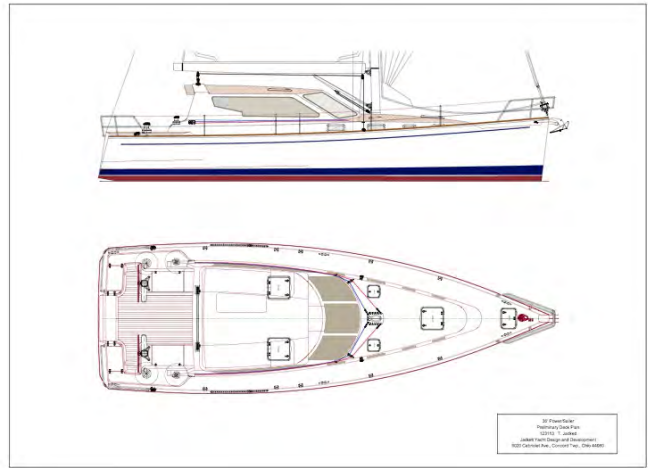
The final design consideration was to provide 10 knots speed under power. To accomplish this, some hull shape considerations get determined, and the use of some lifting tabs aft to get the boat into semi-displacement mode. Although there is a considerable tip of the design scale to performance under power, the boat still needs to be a competent sailboat when the conditions are right. Most cruising sailors know that the "right" conditions can be few and far between, but with this boat, if the opportunity for a "sheets eased reach" presents itself, the boat needs to respond with reasonable performance. She won't be the first boat to the weather mark, but reaching at 6-7 knots should be a reasonable expectation.

The result of these design musings was a boat that I dubbed the Jackett 36 ES (ES for Express Sailor). Now that I'm back at Tartan, a boat like this could be the ideal next boat for many of our owners, and so I thought I'd give the TONE group a sneak preview and enlist the help of our considerable pool of cruising sailors/Tartan owners to offer their feedback

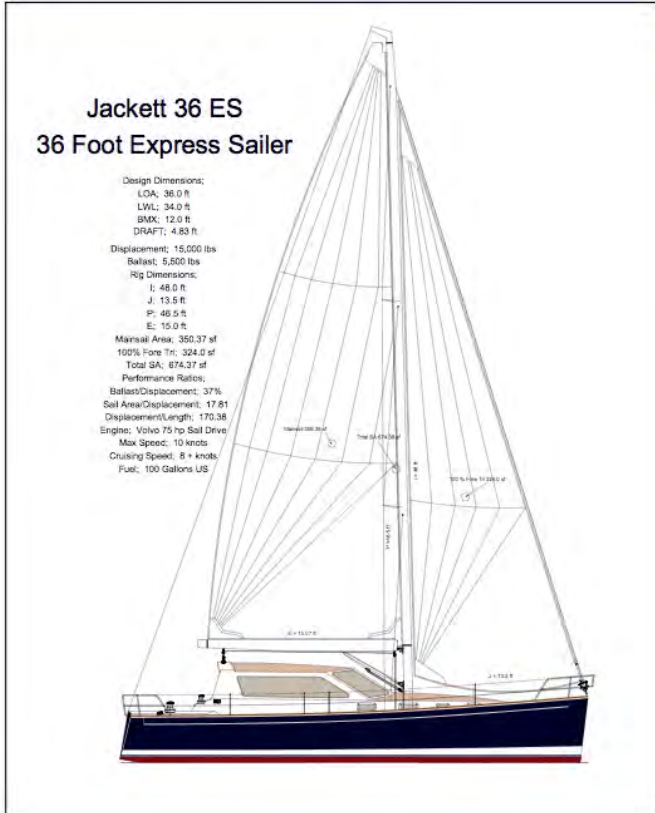


on the concept. I know that some will scream blasphemy, how could a Tartan go this direction, but I want to assure you that we will continue to build some of the finest sailing yachts in the industry. However, this boat would offer many the opportunity to sail on those days when the wind is right and the direction we are going matches up, yet cruise in great comfort and at trawler speeds when they aren't. So enjoy the following drawings, and please flood my email with your thoughts and comments: [tjackett@tartanyachts.com](mailto:tjackett@tartanyachts.com)

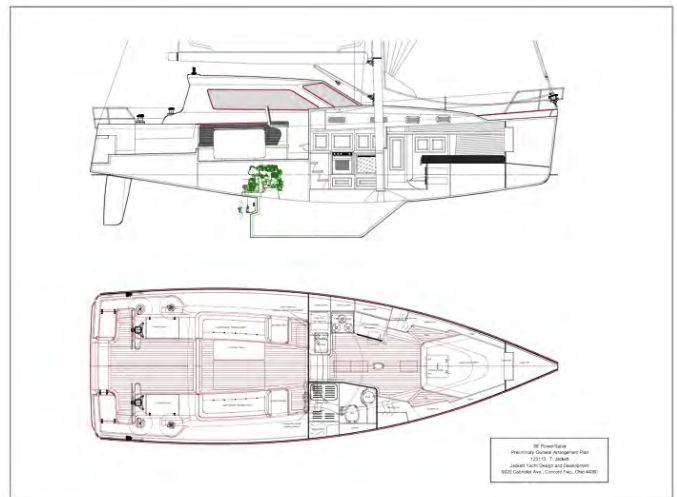
I look forward to hearing from many of you.



Deck Plan



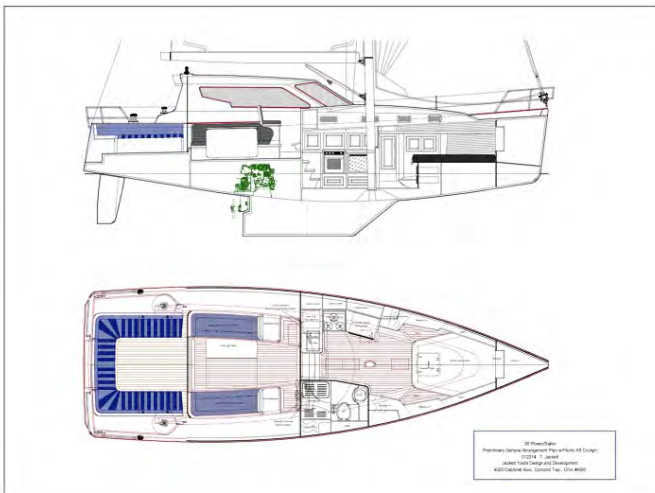
Preliminary Sail Plan



General Arrangement w/ Traditional Aft Cockpit

Editor's Note: These illustrations are only included to whet your appetite. The full sized PDF files are available for review on the Tartan Owners website. Paste the following long URL into your browser:

[www.tartanowners.org/content.aspx?page\\_id=22&club\\_id=284925&module\\_id=204259&actr=4&sl=493051570](http://www.tartanowners.org/content.aspx?page_id=22&club_id=284925&module_id=204259&actr=4&sl=493051570)



General Arrangement w/ Picnic Aft Cockpit



## A personal tribute to Rick Lannoch

When the whole is greater than the sum of its parts, it usually means that some of those parts are truly exceptional. For the past 20 or so years, Tartan has been blessed with such an exceptional talent in Rick Lannoch.

Those that were fortunate enough to have worked with Rick, or were involved in the creation of their special Tartan, know the depth and breadth of his skills.

Rick and I first met in the late 70's, but it took another 15 years or so before we managed to convince him to join Tartan. He began as a crew leader, and in that role he assembled a tight build crew that produced some of the best Tartan 4100's ever. It became obvious that we needed to expand Rick's influence beyond a single build team. He quickly moved into production engineering and design. It was a natural fit, and Rick soon had his finger prints on everything from the creation of a new Tartan to the nitpicking detail of an accurate bill of materials.

Many have heard me comment that I design with a large crayon, and that Rick used an extremely pointy pencil. We collaborated on every new Tartan or C&C since the late 90's, his great skills freed me to be my creative best. Together with other skilled Tartan craftsmen and women, we created a fleet of successful Boat of the Year winners that have been enjoyed by Tartan enthusiasts on oceans and lakes worldwide.

One "Rick" moment that sticks in my mind most clearly; we had completed the design and build of the first Tartan 5300 for Jeff and Linda Lennox and the boat was delivered to Rhode Island for the Newport Boat Show and seatrials. Rick headed up a group of Tartan associates that followed the boat east to get her commissioned and ready for the show.

No small task, the 5300 ships with the keel and rudder uninstalled, and like many boat show deliveries, time was not on our side. Rick guided the crew through the final steps and we pulled the 5300 into the show on the outside wall, on Friday. We had a few beers, but the real fun was yet to come.

The week after the show, we pushed off the dock to sail the largest Tartan ever produced. The boat was as complicated a build as one could imagine, hydraulic furlers, winches, carbon Liesurefurl boom, bow thruster, extensive electronics and electrical

systems and Rick had carefully designed and engineered each detail of the boat.

With some level of trepidation, and with the proud new owners on board, we headed out for the maiden sail. First, we set the main and working headsail, the systems and the boat performed as near perfectly as one could hope. Next we unfurled the large masthead reacher, and the 5300 galloped across Narragansett Bay at 10 knots.

Rick and I wound up on the foredeck together, apart from the others on board, but they may have heard our sigh of relief. Two "lake" sailors from Cleveland and a team of Midwest boat builders and craftspeople had produced one heck of an impressive yacht. This was by far the largest and most complicated boat that Tartan had ever built and "Laura" is a testament to the fact that the whole can be greater than the sum of its parts, as long as some of those parts are like Rick, truly exceptional.

Last week we lost a great friend and an enormously talented member of the Tartan family. A celebration of Rick's life will be held 4 to 8 pm, Thursday, March 10th, at the Brunner Sanden Deitrick Funeral Home, 8466 Mentor Ave., Mentor, Ohio.

In lieu of flowers, the family has requested to please honor Rick's memory by donating in his name to a worthy cause of your choice. Offer condolences at [www.brunner.com](http://www.brunner.com)

Tim Jackett

### President's Note:

Those of us lucky enough to own Tartans and who are members of TONE belong to a remarkable "family." We have had numerous opportunities to meet Tim Jackett, the designer of many of our boats, as well as making the journey to the factory to see our boats being manufactured. We've often met the people who are responsible for the incredible magic we call sailing. Few owners are lucky enough to have this link to their boats and the people who make them.

Many of those who had made the pilgrimage to the factory had the pleasure of meeting and working with Rick Lannoch. We thought it appropriate to publish Tim Jackett's remembrance of this member of the Tartan clan.

# On the Water - "What - You Want a Race Boat???"

By: Richard Jerauld

That was my longtime partner and sailing mate, Sandy Taylor's reaction to my plans to look at a C&C 115 in NY to replace our Tartan 372 "Merlin" which we sold in June. In the end I'm not sure why I listed Merlin for sale but after suffering a herniated disk mid-way through the 2014 sailing season I realized I needed to give sailing a break until I could get my back in better condition. We listed Merlin for sale in early 2015 and in June she was gone. We were now high and dry for the summer focused on house projects! Well, almost.

We went to the Boston TONE meeting in July 'boat-less' and then sailed back to Cataumet with our TONE friends Jay and Noreen on Rhapsody, their Tartan 4100. It was then that 'non-boat reality' started to set in when we realized how much we love the water and sailing. This really hit home when we again sailed with Jay and Noreen, this time from Cataumet to Hyannis, Nantucket, Edgartown and return to Cataumet. Great sailing and a very enjoyable trip.

We both came home knowing we needed to get another boat but just not any old boat. We love Tartan's so we started looking at 3700s' listed for sale. The ones we liked were out of our financial reach so I then started looking at Tartan 3500s'. After three on-board inspections I decided as much as we liked the 3500, this was not the boat model we should get. I wanted something newer in the 37-38' range with more overall performance, yet have the Tartan creature comforts we were used to for our cruising needs.

This eventually led me to the Tartan built, C&C models designed by Tim Jackett. I settled in on the C&C 115 as the target boat. A closer look revealed



View from the deck

a Tartan-like interior we were familiar with and go-fast goodies like a carbon mast, retractable bowsprit, and a LOT of strings to pull. Simply, this is a cool looking go-fast boat, even sitting at the pier.

The first barrier I discovered was the C&C 115, made by Tartan from 2006 thru

2011, came standard with a 6'8" deep keel. That was not going to work for us given we spend considerable time sailing Cape-Cod's shallow waters.



C&C 115 Interior

This was overcome when I located "Infinite Jest" a 2006 C&C 115 with a 5'6" shallow draft keel, apparently

the only one Tartan ever built. I knew there would be trade-offs' in upwind racing performance. However, as a cruiser that was not an issue for us. In addition to the Tartan-like interior complete with air conditioning, Infinite Jest also came with the optional bowsprit and asymmetrical spinnaker, new carbon sails, a full complement of winches, a big 60" wheel, dodger, bimini, and davits to hold our Dyer dinghy. This C&C 115 was the right boat for us! We even decided to keep her previous name, and that's a long story.

And so began a new adventure with our Tartan-C&C 115 "Infinite Jest" in October. Our homeward trip from Greenport NY to Portsmouth RI, took just 9 hours cruising at 7-8-9 knots. We found Infinite Jest likes to be sailed fast but also has a few needed projects! This winter and summer will be spent 'fine-tuning her' to get ready for cruising again with our TONE friends.



At the Helm

Look for more updates in future TONE newsletters. And next time you see someone with a Tartan built C&C talk them into becoming a TONE member!

Dick Jerauld & Sandy Taylor  
C&C 115, Infinite Jest



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# Chesapeake Bay Tartan Sailing Club

By: Grace Holt

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Just when we thought this would be the winter that never came, we got three feet of snow. So, after laughing that one off, we started planning our 2016 sailing season.

Our board met on January 10 to talk things over in preparation for our all-member planning meeting on Feb. 21. This year we hope to involve new members by inviting them to be co-sponsors of the various cruises and events. It's a great way to bring new blood into the life of our club. Plus, there's nothing like working together to create lively camaraderie.

Our snowbird CBTSC members in the Florida Keys had their annual Valentine's Day dinner on Feb. 13th at the Hideaway Cafe at Rainbow Bend Resort. This get-together has been going on for a long, long time. It seems to take the sting out of missing all that gorgeous winter weather on the Chesapeake.

So, that's about it for our winter sailing fun. We wish all our TONE buddies a peaceful end to winter and an early, sweet Spring!



**A hard fought dinghy race during the CBTSC weekend at the Wye Island Conference Center in 2015. We are returning to this beautiful spot again this year.**

Photo courtesy of Darlene Forte

# Galley Notes

By: Jan Chapin

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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](http://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](mailto:samswoyer@comcast.net)**

Cover Photo: The Tartan battle flag flies proudly from the rigging of Something Special, a Maryland based T-41, at the TONE 2007 rendezvous. TONE celebrates it's twentieth anniversary in 2016. Photo: Leo Corsetti

Legal

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

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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.