Tartans Moored at Tenant’s Harbor
2018 TONE Maine Cruise

Winter / Spring 2019
Letter from The President

By: Gary Van Voorhis

Numbers.

I’ve never been good at math, but even I fall under the spell of some numbers.

Ten. This year was the tenth annual TONE Winter Dinner. We went back to the Winthrop Yacht Club where it all started in 2009. Once again in cold mid-February we met to celebrate our links as sailors, Tartan owners, and, most important of all, friends. We drank, we ate, we hugged. We saw people we haven’t seen in months, or years, and re-connected.

Twenty-three. It’s an odd number but TONE is 23 years old this year. Founded as an informal way for New London area Tartan owners to get together with their boats in 1996 we now boast members from across the country and Canada. During that long history we’ve always been about the same thing: Helping Tartan owners explore new sailing adventures and meet wonderful new people. Some of what are now my best friends, and closest relationships, have resulted from meeting people at TONE events.

Sixty. We’re not quite there yet, but in 2020 Tartan Yachts will have been in business for 60 years! Consider how remarkable this is for any business, no less the builder of as ephemeral a product as sailboats. They’ve had different corporate names, but there is still someone answering the phone in Grand River saying “Good Morning, Tartan.” This is a fantastic thing for us as owners.

Three. It looks like a small number compared to the others, but it actually very critical to TONE. With this newsletter I am pleased to introduce three individuals who have accepted invitations to become the newest members of TONE’s Board of Directors. As an all volunteer organization TONE thrives or fades away based on the energy and commitment of it’s leadership team of officers and Board. Please welcome:

Richard (Dick) DeBenedetto – Dick is a Tartan 33 owner (On a Reach) who home ports from the Stamford Yacht Club in Western Long Island Sound. He’s owned sailboats since 1979 and came over to the Tartan side in 2017. Dick is a very experienced ocean racer with his most recent blue water adventure being a 2016 Newport to Bermuda run (earning 3rd place in his boat Varuna). Dick is a hands-on guy who loves to tinker and improve his boats. He’s doing and extensive refit on his boat this winter.

Adam Friedlander – Adam drives a nearly brand new (2018) Tartan 4000, Davali. Before joining the Clan he skippered a catamaran sailing from France, where she was built, to the U.S. in a well documented blue water voyage. A skilled social media veteran, he started and moderates the Facebook Tartan Sailboat Owners group. He has accepted the role of Membership Director as a Board member and we look forward to great energy in extending TONE fellowship to existing Tartan owners who haven’t found TONE yet.

Richard (Dick) Jerauld – Dick skippers a Tartan built C&C 115, Infinite Jest, out of Cataumet (MA). Dick’s story of thinking about a Tartan and then deciding to put his money on a go fast C&C was featured in Nor’easter, the TONE newsletter. He has since been a regular contributor to the newsletter and been in regular contact with various Board members. He was a natural when we started thinking about smart and energetic people we could invite to help us move forward.

We are heartened and honored that all three of these sailors have accepted the call to serve in leadership roles for TONE. We expect great things going forward and we offer our thanks to each.
One. Our one for this issue is the one person who has volunteered to be nominated for President of TONE at our election meeting this summer: Peter Crawford. Peter is the current Vice President and has agreed to pick up the baton going forward.

Peter was one of the founding Board members of TONE in the 2008 incorporation and has probably been to every event the club has sponsored since it began. He is truly a plank owner of TONE. His talent and experience will continue to provide us with the kind of leadership needed to keep TONE growing and moving forward.

The Summer Plan

Since this is an odd numbered year, tradition dictates rendezvous events. We looked at how successful our 2015 offering of local mini-events turned out and decided to do it again. We are planning to hold three “regional” on the water get togethers:

June 27 / 28
Greenport, NY
Mitchell Park Marina

July 13 /14
East Greenwich, RI
Prime Marina East Greenwich

July 19 /20
Edgartown, MA
Edgartown Harbor

Please note that these are our “working dates” for each of these events. We wanted to let members know our plans early so people could consider these dates as they make their summer plans. We may need to jigger the final dates by a day or two either way if we discover impacting news. (Like you don’t want to schedule your TONE event in the same harbor, at the same time, as the Cruising Club of America brings in 40 boats. Don’t ask me how I know this.)

Each of these events will feature some type of dinner for attendees. We expect to find a good local restaurant in Greenport or Shelter Island to host the sit down dinner. Our current plans for East Greenwich include an outdoor BBQ dinner. We are looking to book the Edgartown Yacht Club as the location for the dinner there. (We did this once before and were warmly welcomed for a delightful dinner experience.)

So these are the numbers for TONE as we move forward into the 2019 sailing season.

We have big historic numbers for Tartan and TONE, as well as smaller, but important, numbers for us. Three new Board Members to revitalize the leadership team, three wonderful on-the-water events for members to come out and enjoy their Tartan sailboats, and one wonderful candidate for TONE President.

It all adds up to fun for me; I hope it does for you as well. Stay tuned for more information as we flesh out and finalize these plans.

See you on the water,

Gary Van Voorhis
Editor’s Request

Nor’easter is one of the finest newsletters of its type and a great deal of the credit goes to our contributors, most of whom are TONE members. You can tell that Nor’easter is a whole lot more than club news and upcoming events. We work hard to keep the newsletter relevant to our membership. As editor, it is my role to keep the ideas flowing and to recruit people who are willing to develop and compose articles that are relevant to the TONE membership. Some of the topics that are mainstays of Nor’easter are: safety, fixing things that break, upgrades and projects, sailing tips – how to make the Tartan go fast, favorite gunk holes, organizing the below decks, etc.

The purpose of this article is to recruit a few, new, interested TONE members to the writing team as Nor’easter contributors. You can do as much or as little as your time and interests permits. I am available to assist with topic selection if required and I will make sure that your message is clear once you have compiled an article. The articles are 500 to 600 words augmented with JPEG pictures. Nor’easter is published twice a year – once in the early spring and another edition in the early summer – we will not conflict with sailing season.

In conclusion, being a contributor isn’t difficult and seeing your ideas in publication is a real high. So give it some thought. Drop me a note at:

samswoyer@comcast.net

and I will be happy to answer any questions or reservations that you might have. Thank you for your consideration.

Hunt for the “Bear”

By: Bruce Buckley
USCG Auxiliary

In the entire maritime history of the United States, few ships have been routinely identified as “iconic” and “legendary”, and none more historically-significant than the US Revenue Cutter BEAR.

Largely associated with polar exploration, and particularly its Arctic service, the ship’s history is a series of compelling stories of bravery in the face of peril, dedication to duty, and legendary exploits.

Built in Scotland in 1874 and purchased by the US Government in 1880, it was put into service by the US Navy as part of the rescue fleet for the Greely Expedition to the Arctic in 1884, and first came to world-wide acclaim as the vessel that rescued the few survivors of that disastrous expedition.

In 1885, the BEAR became part of the Revenue Cutter Service which later in 1915 merged with the Life Saving Service to form the US Coast Guard. For an unprecedented 41 years, the Bear ably patrolled the Arctic, saving lives and dispensing justice in this remote and often challenging region. Between 1886-1895, the captain of the BEAR was the legendary "Hell Roaring Mike" Healy, the first person of African-American descent to command a ship of the US Government.

The CG Cutter HEALY, commissioned in 1999 and routinely operating in Alaska, was named in his honor.

A Particularly notable mission of The Bear was the so-called “Overland Rescue of 1897.” Discovering that eight whaling ships were trapped in the ice off Barrow (AK), the BEAR dispatched a small team from Nelson Island near the Bering Strait to drive a
herd of 450 reindeer, 1,600 miles in driving snow and perilous conditions to Barrow to provide food to the 275 men from the whaling ships stranded onshore.

To this day, the US Coast Guard’s highest honor for bravery is named for the leader of that expedition, Lt. David Jarvis.

The Bear remained in meritorious service in the Arctic until 1917, when she was transferred back to the Navy during WWI, and after the war remained on patrol in Arctic waters.

Fast forward to 1963 when the Bear, now decommissioned, was purchased to become a museum and restaurant near Philadelphia, Pennsylvania. While being towed from Nova Scotia to her new berth she foundered in a gale and sank.

Her final resting place lies, according to the position recorded at the time of the sinking, some 260 miles off Boston, approximately 90 miles South of Cape Sable, Nova Scotia. Some might characterize this was an ignominious end to such a storied ship that served so long and had such an extraordinary career.

While the general location of where the BEAR was lost was documented by the tug, IRVING BIRCH, the precise location of the wreck is still unknown. There is an ongoing collaboration between NOAA and the USCG continuing the search for the final resting place of the BEAR.

As part of this collaboration, work is in progress on refining potential search areas using existing data, as well as potentially employing NOAA’s exploration vessel the OKEANOS EXPLORER to visit these identified high probability target sites using advanced technologies.

The “Hunt for the Bear” continues to this day and hopes are high that her final resting place will be discovered, explored and memorialized. Hollywood producers have purchased the movie rights to the book Captain "Hell Roaring" Mike Healy: From American Slave to Arctic Hero and a film is rumored to be in the making.

Authors: Bruce Buckley CG Auxiliary and Brad Barr, PhD NOAA/ONMS Maritime Heritage Program

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**Suddenly in Command:**

**Check Your Emergency Equipment**

By: Robin G. Coles

Woohoo! Sailing season is right around the corner. That means it’s time to check your emergency (safety) equipment. There’s nothing worse than being out on the water when an emergency strikes.

Your loved one or friend becomes suddenly-in-command. They can’t find your equipment. Or, worse yet, it is old, falling apart or missing.

According to the Chapman’s Piloting book there are seven items the US Coast Guard inspects on a boat.

My list below has eight. Other items include Life raft, bilge pump, boat hook, alarms, charts, and sails for heavy weather; to name a few.

1. **Flotation Devices (PFD)** – life jackets, life slings, throwable ring or square.

   Family size and friends may vary from year to year. Before you set sail this year think about who will be sailing with you. Make sure you have enough life jackets for each person.

   If you’ll have little ones or pets onboard, make sure you have life jackets for them also. Check that they are out of the wrapper, clean and free from mold. Does each life jacket have a whistle, personal location beacon (PLB), light and active cartridge?

   If you’re going off shore, how many life jackets have life rings on them to easily attach a jack
stay? Speaking of jack stays, how many do you have and are they in good condition?

2. **Visual Distress Signals (VDS)** - Red Signal Flares, strobe light, signal mirror, flashlight, lantern, and red or orange flags.

3. **Fire Extinguishers** - If your boat is:

<table>
<thead>
<tr>
<th>Boat Size</th>
<th>Type System</th>
<th>Type Fire Extinguisher</th>
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<tr>
<td>26’ - 39’</td>
<td>Fixed</td>
<td>One B-1</td>
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<tr>
<td></td>
<td>Non-Fixed</td>
<td>Two B-1 Or One B-2</td>
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<tr>
<td>40’+</td>
<td>Fixed</td>
<td>Two B-1 Or One B-2</td>
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<td>Non-Fixed</td>
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They need to be accessible and checked that the needle points in the green area on the valve window.

4. **Backfire Flame Control** - If you’re using gasoline powered motors, you’ll need an approved backfire flame control device.

5. **Sound Producing Devices** – To comply with navigation rules you’ll need a whistle, horn, siren and bell on board.

6. **Navigation lights** – Make sure your lights are all in working order. If you have switched to LED lights be aware there have been safety concerns around them. They pick up interference from other electronic devices.

   If you see your TV gets fuzzy or other electronics flickering or hear noise/static on your VHF radio, get an electrician out to check your wiring.

   Beware. LED lights don’t burn like incandescent or florescent lights do. You won’t notice when they are burning low.

7. **First Aid Kit** - You’ll want to check your first aid kit to make sure it’s complete according to American Red Cross. That nothing has expired. Plus, that it’s easily accessible.

8. **EPIRB (Emergency Position Indicating Radio Beacon)** - It is used for search and rescue. Works once it lands in the water. Alerts the Coast Guard and other services there’s an emergency. Plus, gives them your location at the time. Check to make sure your EPIRB is registered; with your correct information.

   There’s a new product on the market called *Lifecell*. It holds a lot of your emergency equipment and has an EPIRB on the bottom as well.

   Remember to check with your state to learn what their guidelines are. Don’t get caught in a tangled web with the Coast Guard, police and your insurance company.

   Be safe!

Robin G. Coles is the author of the *Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat* series. She writes for IT companies and about both recreational and commercial boating. You can read her articles on her two blogs:

TheNauticalLifestyle.com/TransientTalk and RobinGColes.com/blog/marineindustry.
I’ve often been asked about the design process and how a new model becomes a reality. There are several ways that a new Tartan first becomes an idea, a concept and from there the steps that bring that idea to fruition. For us the first seeds for a new Tartan fall into one of the following categories;

1. Through the model aging process, a current successful model at a popular size range for Tartan reaches the end of it product life cycle and it’s time to replace it with a new model.

2. We have a concept that we believe can expand the Tartan line into other sizes or design types.

3. A customer approaches us with a concept and importantly, is serious about building a new boat to that concept.

Through the history of Tartan, inspiration number one has been the replacement of aging models with newer models that embrace new technologies and ideas.

During most of Tartan’s existence, its greatest production run successes have been in the 30 to the mid-40 foot range. The outlier in this is, of course, the original Tartan 27, which experienced a 20 year production run between the 27 C and the 27 II.

The 30 foot range began with the original Tartan 30 and was followed by the Tartan 3000 (the first of the 4 digit models in the early 80’s), although not 30 feet in length, the 28 was every bit a 30 footer, next up was the Tartan 31 in the mid 80’s. The low 30’s have been a challenging place for a premium builder and Tartan has been absent from this size range since the conclusion of the 31’s run.

One of the most fertile and consistent size ranges has been the mid 30’s. Starting with the 34 C and subsequently, the 33/33R/34 II, the 3500, 3400/345, combined, over 1,200 Tartan’s have been produced in this size range.

Of course, 37/38 feet has been a mainstay for Tartan beginning with the Blackwatch 37 (this was before all Tartans would be named simply “Tartan”). When the Blackwatch 37 tooling was lost in the fire of 1971, its replacement would be the enormously successful Tartan 37 C.

On the heels of the 37 C was the 372/3800 and from there the 3700/3700 CCR each a success in their own right.

The upper end of Tartan’s sweet spot has been the lower 40’s. First, the IOR race inspired Tartan 41/43/44 series in the early 70’s, from there on to the Tartan 42 (a performance cruiser using the 41’s hull mold), Tartan 40 and its sister the 412 were next followed by the 4100 (which went on to become the most successful model in this size range in Tartan’s history).

The 4300 was then developed, having built over 100 4100’s and armed with owner input and experience in this size range. While the 4000 was not a replacement of the 4300 it represented an additional offering in the 40 foot size range. Developing new models in common size ranges for models that simply age out has produced the greatest number of Tartans.

The second source of a new Tartan model is one where we have identified a concept or size range that we believe the market will support. Models that fit this description are mostly outside of Tartan’s most popular size range of 30-43 feet.

In more recent years the 5300, 4600, 4400 and Fantail fit this description. While each of these models has enjoyed successful production runs, none have matched the popularity of the “heart of the order” models.

One model that bucked this trend was the Tartan Ten. It also falls into this category and was perhaps Charley Britton’s most daring new model development. The Ten was developed as the first North American, modern era Offshore One Design
sailboat (something that led to its induction into the American Sailboat Hall of Fame). The TTen was the result of a growing dissatisfaction with the pre-
dominate rating rule of the day, the IOR. The TTen found a market ready to embrace the concept and to
this day continues to provide an exciting opportunity for affordable, competitive amateur sailboat racing.

There have been many ideas researched in this
category, but ultimately only a small number become
new Tartan models.

The final category is one that is driven by a specific
customer coming to Tartan with a concept of what
they are looking for in their next boat. Like those that
are conceptualized internally, many are researched,
with few becoming reality.

The 4700 was a result of this along with variations of
existing models that became the new “standard”
version. Some that currently fit this description are the
Deckhouse boats that we have been studying such as
the 37 foot Deckhouse, 55 foot Deckhouse and more
recently a 50 foot version. None have made it to
reality yet, but interest remains strong and we are
hopeful that we will get to introduce a Tartan into the
growing Deckhouse category.

Once a design direction or concept is selected, the
design process kicks in. For me, it all starts with a
long series of conceptual profile studies. Good looks
form the foundation for any new Tartan. Design
performance and general specifications are set; ones
that fit Tartan’s build history and processes. There is
little sense in designing a 12,000 lb. 40 foot Tartan
performance cruiser when we know that if we include
all that makes a Tartan a Tartan it will weigh 20,000
lbs.

With CAD 3D hull design, a set of preliminary hull
lines can now be developed. When needed, the CAD
process allows easy hull shape manipulation later in
the design process. With each variation the CAD
program provides quick hydrostatic and performance
data to be reviewed and honed to meet the require-
ments of the new boat. Next, concept general
arrangement plans and deck plans are developed.

New concepts are reviewed internally, and with
potential customers, past and present as well as with
trusted dealers. From here, it’s on to final plan
drawings, hull lines, sail plan, deck geometry, deck
plan, general arrangement plan, construction plans,
keels/rudders, and weights and balance calculations.
While these plans represent a good deal of work, the
details are yet to come, mechanical, electrical,
plumbing, laminate plans, carbon mast and boom
build details, bills of materials etc…

We’ve also been asked how many design hours are
spent on a new model, and although we’ve never
tracked it closely, typically I spend about half of my
time for a year on a new model and others, in the past
Rick Lannoch and now Keith Ransom and Tim
Young, work out the myriad of details and spend a
comparable amount of time. So if I were to hazard a
guess, I would put our design work at 2000 hours for
a new Tartan model.

It is a long process, but at the end of the road comes
the first launch and sailing day, and nothing has ever
quite matched the satisfaction of the culmination of
the process quite like that first sail.

So with all of this, you may ask what is in the works
for Tartan now? New model development is an all the
time thing for a successful builder and now is no
different.

Having made a successful re-launch of the Tartan
3400 as the 345 and with the completion of the
introduction of the 395, we have a couple of projects
in the works. The first is the Tartan 365. Hull number
one is in process and will be completed over the next
several months. Full information on this exciting new
performance cruiser will be released shortly, but as a
sneak preview here are the basic plan drawings;

![Tartan 365 General Arrangement Plan](image)
In addition to the 365, we have an interesting small boat project in the works. The project was brought to us by a former C&C 99 owner who also had a sailing school.

After selling his sailing school several years ago, he has been unable to shed the sailing industry bug that afflicts all of us in this business. This time around he is interested in developing a great small, cozy cabin sailboat that can be a fun knock about boat for private ownership and a boat that can also be tailored for sailing and team training programs as well as for adaptive sailing programs that bring sailing to those with special needs.

The as yet unnamed boat is 24 feet long and is ready to begin the tooling process. The target is a 2019 launch with several sailing school programs already expressing a high level of interest in the project. As with the 365, full information on the 24 footer will be available soon, and as with the 365, I hope you enjoy a TONE sneak preview;

The new 24 footer

When working on the Blue Jacket 40 with Bob Johnson of Island Packet, he described the design and development process as the “candy store” of our profession, I couldn’t agree more.
Encore Caribbean Cruise for s/v Argon

By: Captain Linda Perry Riera

Argon, T4000 hull# 18, departed Newport, RI, in late October for her second trip to the Caribbean! We are currently exploring the mountainous island of St. Lucia way down at latitude 14…and the furthest southern point we have traveled to date.

What’s Different This Time Around?

Our first trip was the culmination of a 3 Year Plan and included a multi tab spreadsheet to guide our preparations. This time around, with fewer unknowns and an off shore, extended cruising ready boat, our lead time for departure was much less (decided about 10 months prior) and although we still had a spreadsheet, it had fewer tabs and lines.

Our route would be the same at the onset…. Off shore to Bermuda, then to Antigua, then continue further south. However, there are a few differences compared to our 2016/17 trip such as:

➢ Departed from Newport, RI vs. Hampton, VA

  o There are several advantages to the Hampton jump off point including warmer temps, Gulf Stream crossing earlier in the trip, and more likely to have behind the beam conditions; but logistics kept us in Newport until end of hurricane season this time.

➢ Improved anchor tackle

  o Previously had 100 feet 3/8 chain, now have 160 feet (also 3/8).

➢ Bit more solar

  o Added a 50W panel to our bimini bringing the total theoretical wattage to almost 400. (We do not have wind nor a generator.)

➢ Well performing autopilot from the onset and we are not shy to use it.

➢ Land house to manage remotely with winter renters

  o Last trip we had sold our home 18 months prior and enjoying a very much simplified / scaled back lifestyle. It is nice to have a home waiting to return to, but definitely presents more logistics and financial considerations.

➢ We are both exploiting the ultimate in flexible work arrangements this trip

  o Last trip only Bob was employed. Bob manages to fit in ~30 hours most weeks; Linda is juggling only 10. But my added work commitments is the main reason we have been so remiss in regular blogging this time around.

➢ Better at figuring out how to secure reliable data across different countries.

  o Our data requirements are much more than the average cruiser (mainly because of our work obligations); using a restaurants WiFi for an hour here or there to send some e mails and pay some bills most definitely does not meet our needs.

➢ Last trip we went as far as Dominica and found that we relished the ruggedness and deep Caribbean culture of the West Indie islands more so than the more Americanized BVI’s and TCI. Thus this time we aimed to sail deeper south to Grenada.

➢ We have much more experience this time around!
Highlights of Our Journey Thus Far

Off Shore Newport to Bermuda - Rig Damage

We departed Newport 29 October after waiting for a relatively good weather window. Conditions the first couple of days were robust as expected.

We encountered very confused seas on the far side of the Gulf Stream when the attachment plate for our outer stay (we have a solent rig) tore from the mast. The halyard kept the stay from crashing down but it was nearly impossible to get the genoa furled in and the flailing stay taunted our nerves for the remainder of the trip to Bermuda. Our 2-3 day planned stay in Bermuda extended to 3 weeks to address partial repairs to set us up for continuing on to Antigua.

Antigua - A Comfortable Extended Stay

We were able to get connected with a very reputable rigger in Antigua (Stan Pearson of Antigua Rigging) to work with us and Tartan (including lots of helpful communications with Tim Jackett) to figure out the best way to address the remaining repairs. The hitch was that there would be a several week wait until the work could commence. Thus our 2 weeks planned stay extended to about 7 weeks. But Antigua is one of our favorite islands and enjoyed being stranded there. And, importantly, we are very happy with the rig repairs.

Off Shore Bermuda to Antigua - Slow Going and Not Enough Fuel

We were happy to have a relatively easy weather window laying before us as we departed Bermuda for Antigua as this would be our longest double handed passage and our first post the harrowing recent off shore experience. However, the wind proved to be just a bit more on the nose or a bit lighter than forecasted resulting in continuing to chase the easterlies but not catching them until only 50 nm from our destination.

The conditions had us choosing way too often between motoring, sailing slowly, or sailing in the wrong direction... we did not bring enough auxiliary diesel to just motor thus we often sailed slowly, or in the wrong direction. What should have been a 6-day passage took 9 days!! But at least the conditions were mostly calm… it was the first time I had ever been able to read a book while sailing off shore.

Cruising and Island Hopping Resumed

It is great to be underway again exploring islands and harbors. Over the last few weeks we have enjoyed Guadeloupe, Marie Galante, Les Saintes, Dominica, Martinique, and St. Lucia.
After much discussion on the pros and cons and risks, we have decided to still sail to Grenada, as originally planned. And so that we can explore these islands more leisurely, we will keep Argon in Grenada for the summer (which is south of the hurricane belt) hauled out at a reputable boat yard.

It will certainly be strange to not have a sailboat in New England this summer, especially living in the intense sailing community of Newport. We will just have to sail with friends this summer I think! And, importantly, we will look forward to resuming our cruising in November/December 2019!

Captain Linda

There is more about Argon’s travels and lots of boat projects on our blog, YouTube channel and Instagram.

Check out: ArgonSailing.com

Fixing Elan

By: Mike Musen

The Boat

ELAN is our 2001 Tartan 3700, hull #17. I believe that ELAN is one of the last two stick built 3700s before Tartan starting using a fiberglass pan. The 3700 won recognition as a boat of the year from a major publication and is in my opinion a beautiful, well conceived yacht that has given my family almost twenty years of enjoyment.

We have taken her from our home port in East Greenwich, RI, to Maine many times, to Shelter Island and Greenport, and to our favorite destination Block Island at least once nearly every year. The five foot draft has given us access to Lake Tashmoo and Westerly. A strong rig gives us confidence when the wind pipes up and she sails beautifully under reef.

The Problem

The one persistent problem has been water ingress into the V-Berth. I believe that from the beginning wires and hoses led back from the anchor locker were inadequately sealed. Initially this happened when we were beating into a sea. Eventually, in the last few years water began to come in whenever there was a heavy rain. By the end of 2016 one could feel the obvious rot beneath the forward bulkhead plastic.
Early fix attempts

I tried all of the usual remedies. Insulating foam was sprayed into the openings. Attempts to add fiberglass and epoxy were made. Small improvements were temporarily achieved but were never completely successful. Following a 2016-2017 trip down the ICW it was time to seek professional help.

Mold Discovered

Search for a Solution/Vendor

Narragansett Bay is home to fine craftsmen and boat builders. In order to get their interest I had increased the scope of work to include a full topside paint job and replacement of my bow anchor roller. I had increased my anchor from a 35-pound CQR to a 45-pound Mantus and the strain was showing on the welding.

I had serious conversations with Bristol Marine and Jamestown Boat Yard. They both gave me excellent proposals but some elements were uncertain or missing. In the meantime Tartan had given a presentation where they described the restoration of classic Tartans. In conversation they suggested that I should give them an opportunity to do the work.

After a full review Tartan gave me a proposal that covered all the work as well as transportation to and from the factory. The cost was less than the local yards had provided. Clinching the deal was the obvious fact that they knew the boat having built it, that they had a ready-made bow fitting, and a schedule that worked for me.

Tartan Factory Solution

Tartan arranged transportation arrived in November, 2017. By the end of the year they had completed the pint job, replaced the bow roller, rebbed the bow pulpit and sealed the forward bulkhead. Interior repairs were completed and ELAN was ready to come home. At the last minute I requested that they install an electric winch for my main halyard and during the 2018 season that turned out to be one of my best decisions.

The Result

ELAN now looks like a new boat. One change initiated by Tartan was to redraw the waterline to compensate for the fact that the rear of the boat tended to squat low in the water. Their new line turned out to be perfect. Once I corrected the wiring on my windlass I was good to go. No more wet V berth.

Better than new Vee Berth

Ready to go Home

Elan on the Truck
Play in the Helm

By: Alan Benet

For about 10 years I have had play in the helm. There are four bolts that hold the helm to a bracket. As a quick fix I would tighten the bolts, replace the bolts with larger bolts, use Locktite. However, after a short time, the helm would loosen up.

This winter I decided to pull the binacle in order to determine the cause of the problem. After disassembly and upon inspection, I observed that the circular part of the top bearing housing was cracked in half (see photo for detail).

Just today I received Practical Sailor. The editor wrote an article "Steering Equipment Inspection". I quote "Rack and Pinion Steering - Check the mounting bracket and fasteners for the pinion gear where the steering loads are carried". Lewmar's mounting bracket is called the top bearing housing.

Without a fix to this problem, the play could lead to broken teeth in the gears and, worst case, loosing steerage. The fix was not that difficult - if you know what to do. Fortunately, my yard, Norwalk Cove in Stamford, Ct, had the solution.

Consulting with Lewmar, I was told that the gear quadrant on top could not be removed. Nevertheless, it looked like extracting the pins and pulling the quadrant up could remove it. However, I did not have the tools to do this operation. The Lewmar solution was to cut the tube at the bottom and pull it up to remove the top bearing housing. After replacing the housing the tube would have to be welded.

I am fortunate that my boat is in a fabulous yard, Norwalk Cove Marina. As you can see from the photo, they were able to remove the pins and remove the top bearing housing.
housing appeared to be more substantial than the original (see side by side pictures below).

Without testing for fit, it appeared that it would be a suitable replacement with some minor modifications that could be made by a machine shop.

I called Lewmar to determine if the part that they sent was the correct part. They replied that it was not the correct part, but that the top bearing housing sent to me was a special design made for another pedestal. However, they thought with some minor modifications, it would fit. They offered to send the correct part. I asked them if the correct part was the same as the original - their reply was, yes! Given my experience with the defective part, I declined their offer.

The jury is still out as to whether we can modify the new top bearing housing to fit the components in the pedestal. Like all boating repair stories - more to come!

Next page shows full diagram of the Lewmar pedestal for visual context of the parts in question.
We usually only think of summer comfort in terms of air conditioning. But, those of us who sail in New England, particularly if you anchor or pick up a mooring, know that the evening often brings cool temps and dampness.

Sailing with the availability of heat, and not being dependent upon 110V power tethered to a dock, brings immense comfort to the crew. In addition, on those days where we have fog or rain, heat quickly dries out the interior of the boat. During the winter, within a half hour the interior of the boat is heated.

My heater of choice is an Espar unit. (See picture in headline) It is a small furnace fueled by diesel and the hot air is piped throughout the boat with 4” and 3” tubing. The heat is forced through the ducts with a fan within the Espar unit. It is quiet, uses little electric power and is miserly on fuel. This unit had been on my 2006 T4100 since it was new but never serviced.

Over the past 2 or 3 years I have noticed that the heater oftentimes would not power up immediately. Additionally, it would shut off, as it should when reaching the desired interior temperature, but not power on again as the temperature dropped.

Obviously a furnace, large or small, needs maintenance from time to time. Just like your oil burner at home, the fuel/air mixture is injected into the burner where it is ignited in the combustion chamber.

While I am “hands-on” for most upgrades or repairs on La Retreat, maintenance on a small furnace without proper training and experience can be a recipe for disaster.

A fellow sailor on my dock steered me away from having the Espar maintenance done by a local marine dealer who had originally installed the unit. Since the Espars are primarily used in trucks and buses he suggested sending the unit to Thermoking in Spokane, Washington.

Thermoking asked me to send the furnace, all of the electric controls, and the fuel pump so that they could clean the unit and change whatever was needed before testing the entire system.

In about a half hour I was able to remove the Espar with all of the controls.

The unit was sent to Thermoking and was returned to me within one month. It is now sitting on my workbench, waiting for some moderate winter weather to install back on La Retreat.
Sail Trim
A Pre-Season Refresher

By: Sam Swoyer

After every winter season it seems as if I regress in my sailing abilities and it is almost like I have to relearn how to make the boat go fast thru the water. Those rediscovered sailing principles typically guide me thru the sailing season and help me keep s/v Rollicking moving along very efficiently. One year I got the bright idea of recording these principles on a card and keeping it in the “nav” station so I can refer to it in those early season sailing days. It really helps, so over the years I added to the list, refined it. These principles/tips are the subject of this article.

Most of these techniques are well known by experienced sailors – there is nothing new here. Nevertheless, after a long winter away from sailing, even seasoned sailors need a review of techniques for making the boat sail fast. These techniques are from multiple sources (numerous articles, pointers from experts, etc.) recorded over time. Most importantly these principles work great as a guide if reviewed from time to time and with a little customization to your boat and sail plan should help your boat sail faster. I hope that you find them useful.

Upwind Sailing - Beating to Windward:

The Jib

- Place visual marks on the sheets as a “base setting” that you can return to when sheeting in the jib when tacking.

- In lite air the jib halyard should not be tight (wrinkles in the jib) – heavy air the halyard is tight.

- Position your jib car forward if the air is lite and aft if the air is heavy (so the top of the sail will spill air) – adjust the car until all telltales (top, middle, lower) break at approximately the same time.

- Always trim the jib (first) before the main sail, as the jib will affect the mainsail trim.

- In light air do not over trim the jib.

The Main

- In lite air the traveler should be to windward of the centerline so that the boom is on the boat’s centerline (as the main sheet is eased). As the wind increases the traveler is eased below the boat’s centerline while the main sheet is tightened – to balance the boat.

- Look at the top of the leech – the top telltale should be streaming 80% of the time, if it is not ease the mainsheet.

- Use the mainsheet to control twist in the top of the sail.

Steering

- Once the sails are properly trimmed, steer the boat by looking ahead in a straight line.

- Look at the angle of heel and try to maintain it.

- Steer the boat to apparent wind.

- Check the telltales 10% of the time, boat speed 10% and use the combination to determine the best course, but keep your sight predominately straight ahead.

- Keep wheel adjustments to a minimum – the rudder acts as a brake.

Reaching:

The Jib

- Install a block outboard on the rail and lead the jib sheet thru this outboard block. This will make the shape of the jib more uniform bottom to top. It opens the slot between the jib and main and can increase the boat speed by a full knot.
Running Downwind (without a whisker pole or spinnaker)

- Ease the jib out to keep the middle of the sail working.
- Ease the main all the way to the rig (if necessary).
- Keep the boom vang firm in order to hold the top batten parallel with the boom.
- If sailing in strong following seas – rig a preventer.

Steering

- Steer downwind until the leach of the jib begins to curl, and then steer to windward until the curl disappears.

"Jack the Cat" Went AWOL!

By: Dick Jerauld

When cruising for more than a few days we bring our two pets with us (a bird and a cat) on the boat vs having them sitting at home alone with day-care. In the past, we just took our small bird. This year we started bringing “Jack-The-Cat”, our female orange tabby-cat with an apparent Viking sailing heritage, with us on Infinite Jest our Tartan-built C&C 115. Jack typically takes over the v-berth for the duration except when it gets rough sailing. Then she heads for the quarter berth and hides behind the many pillows. Sometimes I wish I could do the same. In contrast, “Larry Bird” our cockatiel, rides out the rough spots in his securely tied-off cage.

In the evening when we’re sitting in the cockpit, Jack will venture out on deck once it gets dark to check out what’s happening topside. She’s been known to go up the starboard side out of sight, and sometimes up on dodger. When Sandy heads forward to find her, Jack will typically run down the port side back into the cockpit leaving Sandy wondering where she is.
Fun stuff for an on-board cat. On one occasion she got under the hatch screen cover into the cockpit while we were asleep. It took me a while to find Jack that time. She was just watching the water lap the hull. After that adventure we secured the screen cover with a lower hatch board in place before heading off to sleep in the quarter-berth.

This past Labor Day we headed to Edgartown with Jack on board to meet up with TONE members Robert and Tricia Johnson, on “Spirit” a Tartan 37, who were returning home from their recent TONE Maine cruise. We spend two days in Edgartown where Tricia and Robert got to meet Jack. Then the Johnson’s headed south to Block Island on Spirit and we headed to Menemsha on Infinite Jest. Two days later, we headed to Block Island and again met up with Tricia and Robert, sharing a mooring with them.

All was well as Sandy, Tricia and Robert headed out to have dinner with TONE members Larry Jones and Carol Larson on “Fair Winds”, a Tartan 3500 who were moored a distance away in the Great Salt Pond. Being tired and needing sleep after a long trip to Block, I stayed on Infinite Jest. All was well as night fell. Jack and I were alone on Infinite Jest rafted up to Spirit. That was until I fell asleep and Jack went ‘roaming in the dark’. I woke up and Jack was not to be found. A quick trip topside with my light found Jack just hanging out on deck. OK. Everyone below and back to sleep. Hatch screen secured and in place.

About an hour later I woke up again and Jack was not to be found below or topside! “Where are you, Jack?” My first thoughts were ‘overboard’ until I turned my light towards Spirit’s cockpit. There sat “Jack-The-Cat” enjoying her new environment. Repeated verbal attempts to get Jack back on board were futile. I just will not go on anyone’s boat without their knowledge and permission unless it was sinking. So, there I sat on Infinite Jest and Jack on Spirit. She was not moving, nor was I. Frustration…Jack had gone AWOL!

Then the drone of an outboard approaching came closer… Sandy, Tricia and Robert were close. Jack must have heard the same sound as she headed below on Spirit! “Jack… don’t do that” I yelled to no avail. Jack was below on Spirit and now the owners were here. I was so apologetic and embarrassed. Simply… “Our Cat… is on your boat!” So sorry.

Thankfully, Tricia really likes cats as she quickly went below with Sandy to retrieve our AWOL cat Jack. Apparently, Jack got into some of their butter left on the counter… but Tricia and Robert were laughing at the situation.

Me, I was so embarrassed. This just goes to show how great TONE members and Tartan owners are! Tricia and Robert… We Thank You!

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**TONE 2018 Maine Cruise**

TONE has a long tradition of sponsoring a Maine Cruise in the even numbered years. The 2018 cruise fleet formed up at Constitution Marina in Boston on July 28 and started the cruise with a dinner at Fillipo Ristorante in Boston’s fabled North End. On the 29th the fleet headed out with mixed destinations; some boats headed directly for Isles of Shoals off Portsmouth, NH, while others stopped first at Gloucester, MA. Regardless of route, 22 skippers and crew met up again Boothbay Harbor, ME, for a dinner at the Mine Oyster restaurant on Boothbay’s downtown waterfront.

The next day the pack moved out to differing ports of call. There were 14 boats in the fleet, which included a number of the larger 44 and 53 foot Tartans. Some of our destination harbors were so small that if we all arrived at the same time we wouldn't fit! The end result was that we split up with cruise co-ordinators Peter Crawford and Gary Van Voorhis leading contingents to different harbors. Criss crossing our paths, we visited Maple Juice Cove, Tenants Harbor (our cover photo), Pulpit Harbor, Seal Bay, Winter Harbor, Belfast, Castine, and ended up in Camden for a farewell dinner at the Rhumbline Restaurant on the Lyman-Morse dock. After Camden all the boats were on there own with some continuing to cruise the Maine coast and others headed back to home ports in Southern New England. Everybody reported that it was great fun!
Cooking Challenges - When Things Don’t Work

By: Tricia Johnson

Winter / Spring 2019

My husband Robert and I spend a lot of time cruising aboard our Tartan 37 sailboat, Spirit. Typically we spend 4 to 6 weeks each year cruising from our port in the Thimble Islands in Long Island Sound up the coast to Maine and back. I do a lot of cooking aboard because we like to stay on the boat and it’s less expensive than eating out all of the time. I’m a pretty good cook who’s husband likes the things I make, and we can stay out in more remote places without having to rely on cereal and peanut butter and jelly sandwiches for sustenance.

There are a couple of things that make cooking aboard Spirit a little challenging. One is that my oven stopped working a couple of years ago and we are unable to find the necessary replacement parts. The stovetop works just fine. You are probably asking yourself “why don’t they just replace the stove?”

Well, to do that would involve a bunch of money and a conversion to Propane fuel because of the second challenge. Our boat uses CNG (Compressed Natural Gas) instead of Propane, and it is getting harder to find suppliers while we cruise. While we are able to keep two CNG tanks (they look like small scuba tanks) aboard, if we run out it can be quite difficult to get more fuel. To deal with these two problems, I have come up with some alternative ways to do a bit of “oven-type” cooking and ways of cooking that preserve our CNG supply.

Obviously, we could just grill a lot of our food, but Robert dislikes mounting and dismounting our grill (we don’t have room on the transom to keep it mounted permanently), and our grill only seems to have two speeds – burn the #@!#$% out of the food and OFF. We could also use electrical cooking gear (Instapot, toaster oven, induction burner, etc.) but that would imply that we have an adequate inverter (we don’t) or that we can charge our batteries adequately enough with our solar panels to operate both the refrigerator and the electric device. We can keep the refrigerator running well, but the electric gadgets would put too much of a drain on the system when we are on the hook for several days and we prefer not to have to run the engine just to charge the batteries.

So… to work around these challenges we have come up the following solutions:

- A stovetop “oven” called the Omnia Stovetop Oven
- A stand alone Butane burner
- Occasional use of the grill (see previous paragraph for why this is only occasional)

When I discovered our oven wasn’t working it was around the time we were planning a big fall journey down through the Chesapeake and on to Hilton Head through the Intracoastal Waterway. It would likely be cold along the way, and there’s nothing that beats the cold better than a nice casserole or stew or hot muffins or warm apple crisp. I started researching stovetop ovens as I knew we weren’t going to get into the project of replacing the oven before we left on our trip. There are a few different ovens out there, but I came across the Omnia and it looked as if it would fill the bill quite nicely.

The oven comes from Sweden, http://omniasweden.com/en/home/, and can be quite versatile. You can bake a meatloaf or bread or a casserole quite easily. Some of the things I have made are enchiladas, eggplant Parmesan, Pillsbury cinnamon rolls, blueberry and apple crisps and chocolate cake. It has been a nice way to get some of the oven-type cooking without having an actual oven. There are many recipes (including ones for making bread) posted online both from the company and from users.
The oven works using the heat from the stovetop burner to produce convection heat that is passed up through the Omnia’s central “chimney” and sent back to surround the food. It’s not fool proof, I have burnt some things on the bottom, but I experimented with it a bit at home on our gas stovetop before bringing it aboard. It solves two problems; one, I can bake and two, I can use the stovetop to do it. Of course, this leads to our other problem of conserving CNG fuel.

Robert did some research and found the GasOne portable butane burner. It is a single burner unit that many chefs and catering outfits use to provide a portable cooking surface. It comes in its own carrying case. This device enables us to cook or heat up water for coffee without having to use up our CNG supply. The Butane fuel comes in easy to obtain canisters that screw in and are locked into the unit. The unit operates just like your stove-top burner, and the heat it produces is more than adequate for boiling, sautéing, and frying. It can even be used to operate the Omnia! We were able to easily supplement our CNG supply by using this burner. It enabled us to make it from the Chesapeake to Hilton Head and back to the Chesapeake without totally exhausting our supply of CNG.

The Butane burner comes in its own carrying case that is quite compact and easily stored. The Omnia comes in its own storage bag, and the parts nest in the bag making this appliance quite compact as well. AND, if I was really short of storage space I could always store them in my defunct oven!

So, if you are reluctant to use your on-board oven, if there is a problem with your stove, if you want a portable cooking unit that you could take off the boat for picnics or barbecues, or are just looking to preserve your CNG supply, perhaps one or both of these tools would be of help to you. They have certainly been valuable to our life aboard.
Remember fondue? You don’t need to find that pot in the back of the closet, it’s easy to do on the boat using a pot on the stove. It’s quick to make and everyone loves it.

**Ingredients:**

- 2 cups shredded sharp cheddar cheese (or any favorite flavor)
- 1 tablespoon all-purpose flour
- ¾ cup beer
- 1 tablespoon minced garlic
- 2 teaspoons Worcestershire sauce
- 1.5 teaspoons mustard powder

**Suggestions For Dipping:**

Cubed hard bead, pickles, apples, crackers  
Vegetables: broccoli, carrots, cauliflower  
Meats: sausage, kielbasa, meatballs

**Directions:**

1. Mix Cheddar cheese and flour together in a bowl.

2. Bring beer to a light boil in a pot; add garlic, Worcestershire sauce, and mustard powder and stir. Gradually stir cheese mixture into beer mixture. Reduce heat to low; cook and stir mixture until cheese is melted, about 5 minutes.

Serve directly out of the pot with a favorite wine.
Winter / Spring 2019

**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

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

147 Hancock Street
Auburndale, MA 02466

Officers of Tartan Owners Northeast, Inc.

President: Gary Van Voorhis
Vice President: Peter Crawford
Treasurer/Clerk: Michael Musen

Directors of TONE

Alan Benet
Matt Bud
Leo G. Corsetti, Jr.
John A. Harvey
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**TONE's Mission**

To provide forums for all Tartan owners to exchange information, enjoy boating and social events together, and create a sense of fellowship in order to enhance our ownership experiences.