



# The Bay Piper

Volume 25 Issue 7

July 2010

## The Commodore's Corner

### Life in the yard Part two

**W**ell, we are moving right along with boat repairs. My contractor came up to the marina at Bodkin Creek and ground the area at the aft trailing edge of the keel to hull joint, while wearing full body suit and face mask in 90 plus degrees. I just don't know how they do it but they do. It took about four hours, but layer after layer of glass mat and resin went on very carefully until the whole area was covered. We let it cure for two days to set up. It looked very solid.

On a quiet Friday morning we launched the boat, checked for leaks and left Bodkin creek with our



Putting on the glass

life jackets on and our fingers crossed. We had an uneventful five hour motor down the bay to Deale, Md. As we passed under the bay bridge we had a few tense moments as some large cruisers powered by and hit us with three foot wakes. We rolled side to side. I

went below to check for leaks but we were high and dry. No problems. We then pulled into Herrington Harbor North, passed through the stone jetties and called for haul out.

They were expecting us. We were running a little late but they said come on in. Herrington is a large working yard with several travel lifts.



Patch on the keel

We motored north to L dock and pulled into a large  
**(Continued on pg 2: Commodore)**

## CBTSC 2010 Calendar

**Fri. -Sun. July 2-4**  
**Revised Celebration & Cruise**  
*By Peter Kreyling*

**Fri. -Sun. July 16-18**  
**St. Michaels**  
Ned & Becki Lawson

**Sat. Aug. 14th**  
**\*\*\* New Date \*\*\***  
**Annual Crab Feast**  
Bodkin YC  
Bob McFarland  
Ken Vandenburg

**Sat. - Sun. Sept. 4 - 6**  
**CBTSC Regatta**  
Maryland YC  
Bob McFarland

**Fri. - Sun, Sept 10 - 12**  
**Reedville Boat Show & Museum**  
**Reedville, VA**  
Jim & Katie Walker  
Walter Frazer & Mary Keith

*Inside this issue  
Plus more...*

Revised July 4 Celebration & Cruise  
Meet Us in St. Michaels  
Tartan Crab Feast \*\*\*NEW DATE \*\*\*  
Good Old Boat Regatta

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### CBTSC Officers for Year 2010

Commodore                Bob McFarland  
 Vice Commodore        Darlene Forte  
 Secretary/Treasurer    Becki Lawson

Membership     Bob & Donna Lee Cascone  
 Publicity                Grace Holt

Newsletter/Webmaster Tom & June Reddy

Past Commodore        Peter Kreyling

Note: You can now send an email to any of the above from the Officers page on [www.cbtsc.com](http://www.cbtsc.com)

The Bay Piper, the official publication of the Chesapeake Bay Tartan Sailing Club (CBTSC), is published monthly and distributed to it's members. CBTSC annual membership dues are \$35.00 per year (as of Nov. 2010).

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 233 Painted Post Lane, Gaithersburg, MD 20878  
 Please begin email subject line with: "CBTSC", so it gets read.

**Deadline: 15th of each month.**

#### (Commodore: Continued from pg 1)

travel lift and hauled out, power sprayed the bottom and were blocked and jacked outside a large group of buildings in the yard. We were so relieved to have arrived safely. Before I left, I asked what to do if we started to take on water and was told to head for shore and shallow water. Ha Ha.



Now that we were at the shop the repairs

On the lift in Herrington Harbor

could begin. After several days of drilling holes and taking density readings on the hull, we have a game plan for repairs to the stringers and hull. The interior has been taped off with plastic and the water heater and fuel tank removed to allow access to the framework and bilge area to allow the fiberglass work to begin. After careful inspection and testing, we were told that there was less damage than first thought so the new estimate will be less. Our first bit of good news! If everything goes as planned we will be back in the water in early July! I can't wait.

Till then we have been hitching rides to raft ups. It was great seeing everyone at Langford Creek on Memorial day.

Many thanks to Chuck and Sue Gladding for the plastic toy boat gifts with American flags. What a great idea!

See you on the water soon,

Capt. Bob



*the web:*  
**[www.cbtsc.com](http://www.cbtsc.com)**

- ... for important announcements
- ... for impromptu rendezvous
- ... for late breaking changes
- ... for viewing The Bay Piper
- ... for viewing CBTSC pictures
- ... for viewing earlier newsletters





## Memorial Day Cruise to the Chester River

By Chuck & Susan Gladding

**F**or all the inquiring minds, we had seven boats show up for one or more nights on the Chester



River. The sail on Saturday for most of us was light winds, but many of us got in some sailing. Four spent the night in Queens town creek and three tried to race on Sunday. Did we say race? My mistake. Lately when

we say race, the wind will disappear. Yes the wind disappeared and it got hot. Imagine that, a race without wind. Well, those Gladdings (Lady Meadow) started their motor and called the race (said it was too hot and they wanted to get to the raft up and swim). We remember when they were die hard sailors. We have heard that they now have roller furling (what's



the world coming to)?

Six boats spent the night in Langford creek. We swam and ate and talked. We aren't telling what we talked about, but for an assemblage of old people, they talk about sex a lot. If you need to know



more, you need to come out on the cruises, especially if you like to talk about sex or hear other people talk about it.

Monday was a beautiful day with wind, and there is no better place to sail than the Chester River. We watched White Bird sail away from Lady Meadow like she was standing still (the Gladdings sure have lost it,



spending to much time in WV is my guess). We all had a good time. So if you want to have a good time come on a cruise. Or better yet, lead a cruise and get your money worth out of that (Damn Boat) Tartan. And for those who must know, here is list of all who did come and entertained us. White Bird, Debra, Umami, Scot Free, Something Special, Blue Moon, and Lady Meadow. Peggy and Bob McFarland came without a boat but left with one (you'll have to ask them next time you see them).



## Fairlee Frolic Recap

By David & Mary Ina Bourdon

**F**riday, "Celebration" left our slip on the Magothy and motored to Swan Creek, Rock Hall, in light winds. Our anchorage was peaceful and not crowded. On Saturday morning, we again motored to Fairlee Creek in headwinds from the North. Entering the creek was simple and straight forward. As expected, a strong current runs out of Fairlee Creek so we powered up. Upon entering, we found a large crowd of beach goers and lots of boats near the entrance. "Celebration" found a great anchorage in 6.5 - 7 feet of water a little beyond the Great Oak Marina about 3 pm. By night fall, only "Celebration" represented the CBTSC. So the prize for the best decorated boat and patriotic crew outfit went to "Celebration" and crew. The weather was great and no rain, although warm.

Sunday's sail back was uneventful, arriving back mid-day. All in all, the weekend proved to be good weather. Now, we are looking forward to more sailing on our beautiful Tartan.



## Good Sailing DVD

By Brian Lusted

**F**or those of you who haven't seen it "Deep Water" (available on Amazon) is a great sailing DVD. It is about the 1968 solo, non-stop, around the world race sponsored by the Sunday Times in England. I don't want to give anything away but it is truly stranger than fiction!!





## Tartan Yachts' 50<sup>TH</sup> Celebration

July 2-4—REVISED

By Peter Kreyling

### REVISED JULY 4<sup>TH</sup> CELEBRATION AND CRUISE

**A**s many of you are already aware, the plans for Tartan's 50<sup>th</sup> celebration at Port Annapolis Marina have fallen apart, due to events beyond my control. My apologies to those who planned their schedule around the event, but we've put together an alternative White Bird cruise which will be a lot easier on the pocket-book.

**Friday, July 2<sup>nd</sup>** we'll be anchored at the end of the Rhode River in the bight south of Big Island. Watch out for the shoal that used to be High Island as you make your way in. Nice swimming (assuming the nettles haven't made it in yet) and bucolic surroundings, except for the occasional PWC.

**Saturday**, there's a lot of exploring, swimming to do in this beautiful anchorage. Bring a kayak, or use your dinghy. We'll have guests that would like to see Annapolis, so we may sail or drive up there to show them around, and would welcome company.

**Saturday afternoon** head over to West River and anchor/moor. There are several restaurants ashore for those who want to eat out or cook on the boats. Depending on the wind, an outing to Herring Bay might be in the cards to watch the Herrington Harbor South fireworks, though protection for the night is only to the south and west. We can probably see them from the West River.

**Sunday morning (July 4<sup>th</sup>)**, dinghy in to the Portside Restaurant for a great breakfast and Bloody Marys.

**Sunday afternoon** sail up to Lake Ogleton or Whitehall Bay for an "on the boat" cookout and watch the Annapolis Fireworks a little out of the Severn River Madness.

**Monday morning** start for home. Several expected boats will be in cruise mode, and can coordinate on further destinations.

I know this isn't the fancy dinner and music that we'd promoted, but its not too shabby as a consolation cruise, and we can enjoy each other's company and celebrate our country's birthday.

Hope to see some of you there. Feel free to join any part of the weekend, but check with us in case we modify plans "on the fly". We'll monitor VHF16.



## TARTAN Crab Feast \*NEW\* Date — Aug. 14th

By Bob McFarland

**M**ark your calendar!  
Please be advised that the annual crab feast will be held August 14th, Saturday at Bodkin Yacht Club. The change is due to a conflict with a wedding. I have reserved the entire property so we can cook outside as usual but we may eat in the **air-conditioned** hall if we have any hot weather or rain. Looking forward to seeing everyone there. More details later.



## Meet Us in Saint Michaels

July 16-18, 2010

By Ned & Becki Lawson

**S**aint Michaels, Maryland, is a great destination for a weekend whether you arrive by boat or by car. Join S/V Maeve and her crew for a weekend to explore this picturesque waterfront village and share dinner at a local seafood eatery.

The Lawsons plan to arrive on Friday evening and take a slip at the Chesapeake Bay Maritime Museum. Members of the museum can reserve a slip two weeks in advance of arrival. If the CBMM is not available, St. Michael's Marina is a good second choice for a slip. For those who prefer to anchor out, there are possibilities in the cove north of Navy Point, at the mouth of the harbor, or in Long Haul Creek. If you are coming by land, see the town's web site at <http://www.stmichaelsmd.org/> for accommodations.

The cruise will start on Saturday morning with continental breakfast on Maeve from 8:30 to 9:30 AM. You don't need to bring any food for the breakfast. Hail us on VHF 9 if you need a dinghy ride. For the rest of the morning and afternoon, you are free to team up with the McFarlands for a bicycle tour of the area, browse the town, or visit the museum (admission is \$13.00 Adults; \$10.00 Seniors over 62; \$6.00 Kids 6-17; members, free). You might choose a walking trip of historic St. Michaels starting from St. Mary's Square Museum, or taste the wares of St. Michaels Winery, or pick up some fresh produce at the St. Michaels Fresh Farm Market. At 7:00 we will gather at The Crab Claw for dinner. Please RSVP by July 12 so we can reserve enough places.

Maeve will be leaving early Sunday for the long sail back to Middle River. We hope to see many CBTSC friends on this weekend.





## Rubicon Project

By Dean & Grace Holt

**T**his happy helmsman is Jürgen Mohrmann with his wife, Susanna, aboard his Tartan 34 Classic, Rubicon, near their home port on the Elbe River in Hamburg. You may not know him now, but next year this time you will have the chance to greet him as he arrives on our East Coast after crossing the Atlantic.



Rubicon is the first of the Tartan 34 Classics, and dates from 1968. Jürgen bought the boat in Florida and shipped it to Hamburg in 2004. After some intense updating and renovating, he is now ready to embark on the voyage of his dreams: across the Atlantic Ocean for a homecoming in Florida, and then a cruise up to the Chesapeake in the spring of 2011. He will leave Hamburg on July 6th with a “farewell flotilla” of our European T34Cs. Then he sails down the coasts of the Netherlands, England, France and Portugal to the Canary Islands. In November, after the threat of hurricanes is past, he will head for Barbados, his first landfall in the New World.

The members of the Tartan 34 Classic Association are happy to support Jürgen by providing him with a satellite tracker which will include a dedicated interactive web page “mapper” with photos of the boat and updated news clips. Anyone on either side of the Atlantic who wants to keep track of Jürgen’s progress will be able to access his site through our website at [www.t34classic.org](http://www.t34classic.org)

Or [http://charthorizon.com/m/cz/map?vessels=Rubicon&history=2010\\_Transat\\_Crossing&v\\_scope=all](http://charthorizon.com/m/cz/map?vessels=Rubicon&history=2010_Transat_Crossing&v_scope=all) (Scroll over to the green star to view Rubicon’s latest position, nearest city, speed, and time of latest position).

While the technologies for communicating from far away at sea are truly impressive, it all finally comes down to a sailor, his boat and the elements. We wish, Jürgen, Susanna and his international crew the best, and look forward to greeting them on this side of “the pond.”



## Good Old Boat Regatta

Oct. 9 - 10

By Alfred Poor

### Save the Dates!

**N**o, the Sahara’s favorite fruit is not in danger, but if you don’t make plans now you might miss the annual Good Old Boat Regatta. **It is held the same weekend as the Annapolis Boat Show, which is October 9 and 10 this year.**

This is a low-key event that is designed to be friendly for non-racing skippers and their crews. There is one race each day around government marks, followed by a shore party each day up Mill Creek off Whitehall Bay.

The Tartan marque has been well represented in past years, and we need to do our part to keep those rowdy Cal sailors in check. It only takes three boats of the same model to qualify for their own class start (and trophy) so encourage owners of your model to join in the fun. (It looks like we’ll have a class start for the T34C this year; hooray!)

Any good old boat — one where the keel for the first boat of the model was laid in 1975 or earlier — is eligible to enter, though the event is limited to the first 80 entrants. It is hosted by the Shearwater Sailing Club and sponsored by Good Old Boat Magazine.

The entry form should appear soon at <http://www.shearwatersc.net/races>.

If you have any questions, please contact Alfred Poor.





## The Joy of Going Electric

by Wayne Steeves

**T**wo years ago, we overhauled the old reliable Atomic 4 in our Tartan 30, Sequoia, and when done it purred like a kitten. About a month into the season as we were pulling into the slip, I overshot a bit, put the transmission into reverse to compensate and gave the old Atomic 4 some throttle. The old iron genny roared to life spinning the prop and coupled with the excellent S&S design of the hull the response was almost immediate as Sequoia picked up steam in the forward direction.....Wait a minute....I was in reverse..... Momentarily confused by the unusual failure of the engine to slow our forward progress I gave it a bit more throttle with similar unexpected results. Needless to say, it didn't end well for us that day, but we were fortunate to have suffered only damaged ego's rather than damage to our boat, the neighbors boat or the dock itself.

This incident was caused by a failure of the shift cable and after overhauling the engine and realizing just how many ways the internal combustion engine can fail, I grew a strong motivation to simplify the whole thing. Air, dirt, or water in the fuel line, loss of suction, water pump failure, impeller failure, oil pressure loss, ethanol impacts in the fuel, thermostat failure, gasket leaks, points failure, plug wires, damaged spark plugs, air filters, clogged carb jets, a myriad of mechanical failures in the transmission, sensor failures that shut the engine down, alternator failure, coil failure, plug cable corrosion, clogged raw water intake, clogged exhaust/water outtake, corroded water muffler, failed hoses and belts and now of all things a half dozen more things to fail in cables, connectors, pins and quadrants in the cockpit control elements of this propulsion system. I am sure there is nobody out there who doesn't have something to add to this list and to top it all off, nearly all of our available storage space was consumed with spare parts as if the failures would conveniently occur at times where such repairs could easily be undertaken.

Of course, this is never the case as we all know from our own assemblage of stories of times past. Many of us sail for the purity of it all, powered by the wind alone so, as if all that isn't enough, these engines smell of exhaust, deposit oil and grease in our bilges and provide us with a loud rumbling sound during our otherwise nice quiet cruising adventures. It was the docking experience as conveyed above that finally took me over the edge.

So far over the edge that, the next thing I knew, the old Atomic 4 was being hoisted out of the main salon, up the hatch and over the edge to its new place of residence - the garage. In its place is an all electric propulsion solution. Very simple really as once the old was removed, the new was installed in less than an hour consisting of an electronic throttle quadrant, a motor controller, the motor itself and a timing belt reduction drive all weighing in at approximately 85 pounds. Two banks of four 12 volt batteries providing 48 volts and 250 amp hours of power fit nicely in the existing battery compartment as well as where the old fuel tank used to reside.

Spare parts consist of an extra quadrant, spare wire, a belt, fuses and brushes which can all fit in one drawer with ease. Maintenance involves inspection of motor brushes, cables for corrosion and monitoring/filling of battery water. I won't bore you with the details of the installation in this article but the results are nothing short of amazing.

Putting the throttle in forward quietly generates high torque at low RPM's into the prop and almost instantly Sequoia moves forward with no other noise than the swishing sound of the shaft and propeller turning in the stuffing box. Power is plentiful and motoring out to the sailing grounds is no longer a rush to get those sails up to cut the smell of exhaust that is blown back into the cockpit by those infernal engines. It is truly like sailing without sails. It is even pleasurable to apply about 10 amps of power to the prop in very light airs with the sails up to generate your own wind without taking away from the joy of sailing.

All such benefits aside, electric is not for everybody. These engines don't get the range of fossil fuel engines and to achieve the most from these engines you really need to understand at least the basics of how batteries work relative to charge/discharge cycles to maximize life and maintain proper energy densities. I use the motor to sail in and out of a very narrow channel to/from Parrish creek off of the West River. Beyond that we are running under sail alone at which time these motors recharge themselves by way of the prop spinning as the wind pushes the boat through the water. While this is not an adequate method of recharging ones batteries all the time, it is sufficient for house power needs as well as recovery of the small amount consumed coming in and out of the marina. Currently we have a shore power charging unit installed to keep the batteries fresh and continue to look at solar and/or wind options for when we are on the hook.

Many worry about having sufficient power with an all-electric drive for dealing with currents and/or winds. Internal combustion engines (ICE) cannot deliver torque at low RPM's so must have propellers of a balanced diameter and pitch to enable the engine to turn the shaft to optimum RPM, often over 2000, in order to generate speed through the water. Electric motors deliver torque to the shaft evenly at all RPM's thereby allowing you the flexibility of using a larger diameter prop with far greater pitch than most sailboat engines can stand. This gives you substantially more power and control than an equivalent horsepower ICE. In addition, a lot of ICE horsepower is lost in driving all those moving parts

**(Continued on pg 7: Electric)**



**(Electric: Continued from pg 6)**

before the energy is even delivered to the shaft. So my 6 horsepower electric coupled with a high pitch prop is delivering the equivalent or better energy output as converted to forward motion as the old Atomic 4's 30 horsepower rating.

Electric propulsion is here to stay and there is quite a substantial following of boat owners who have converted, are doing their own conversions or giving it consideration. The technology is mature and the only current disadvantage lies in the batteries themselves. The energy stored in a gallon of gasoline or diesel fuel far outpaces the storage capacity of current battery technology. One can always add more batteries at a cost of valuable space and more ballast but there are, of course, limits here as well. Current battery technology needs to be properly cared for or you'll find your investment in electric fuel to be quite inefficient. There are many promising technologies coming along in energy storage. Lithium chemistries are light in weight, high in energy density and far more forgiving when abused by their owners. The cost is much too high for most but we are seeing costs come down with the growing market for electric cars. Fuel cell technology is also coming along, but is not likely a good fit for boats anytime soon.

That visceral feeling we strive for when the sails are perfectly trimmed, the bow is cutting through the waves like a hot knife through butter and all seems in perfect harmonious balance is difficult to convey in words alone. It too is difficult to put into words that feeling when you kick that throttle forward and magically, without having cranked, sputtered, spit and grumbled, you move in silence at least until the next high powered muscle boat zooms by. It is no longer an oxymoron for a sailor to enjoy motoring.....if you go electric.



***Have a Safe & Happy 4th of July***





### For Sale

#### 1979 Tartan 33

(Fractional rig, shoal draft)  
Many Upgrades

Re-powered 28HP diesel

For info contact:

Greg Schoolden at 410-852-8671.

Or

Gary Schoolden at 443-277-6425

### CO-OWNER SOUGHT

to share the joys and  
responsibilities

re: NIRVANA

1971 Tartan 30C

Deale, MD

Call Chris for details

(703) 967-4538

### For Sale

2000 Zodiac Inflatable  
Length: 9 feet  
5 HP Mercury Outboard  
Contact: Wendy Manley  
410-224-3598

### For Sale

#### Tartan 4100 Hull #3 1996- Elegant Solution III

Single original owner, meticulously maintained and loaded with everything.  
Complete inventory list available to serious buyer.

Price negotiable. I am looking for a serious Tartan sailor to take this 4100  
for its next decade or two. **No brokers!**

Charles H. Thornton  
(410) 310 2892

### For Sale

#### PATRONUS: TARTAN 33, '81

Well loved and maintained, new  
GPS/chart plotter, Port holes and  
head last year.

Contact: Jonathan Wilkerson at  
[jpwvmd@verizon.net](mailto:jpwvmd@verizon.net)

### Wanted T-3500

If you'd like to find a buyer for your  
Tartan 3500 contact:  
Bob McManis, Stafford,VA  
email:  
[bmcmanis@comcast.net](mailto:bmcmanis@comcast.net)

### SAILS FOR SALE

We have two hank on sails off our T34c Lady Meadow. One is a  
150% NORTH GENOA in very good condition. A fast sail made of  
NORTH premium NorDac. Lots of life left. We never won a race  
before NORTH made this sail for us. \$550.00 or best offer.

The second sail is a Neilpryde 100% heavy duty working jib. Very  
good condition. This sail will also fit a Tartan 30. \$350 or best offer.  
Make an offer we can live with and one or both can be yours. Chuck  
or Susan Gladding 410-793-4849. [cgladding@cablespeed.com](mailto:cgladding@cablespeed.com)

### For Sale Tartan 37

Tartan 37, good old boat, circumnavigator, '08 full batten mainsail, SSB,  
Radar, Raymarine 6002 autopilot, solar panels, wind generator, fridge, hot  
water, Profurl, inverter, S-L windlass. Missing centerboard, previous owner  
broke off and glassed over, still a sweet sailing Sparkman & Stephens  
design, just doesn't point as high as her sisterships Some soft spots in the  
deck. Good for around the bay or around the world. **For more pictures &  
complete listing please call John @ 301 974 2620**  
(Ed: Please see [www.cbts.com](http://www.cbts.com) for pics).