



Nor'easter

The Newsletter of TONE
Tartan Owners Northeast, Inc.



Winter Edition 2015

Letter from the President

By: Alan Benet



I am sure you have been impressed, as I have, by the quality and quantity of articles in our TONE publication. Just when we think that the recent edition is the best publication produced by TONE, the next issue arrives and surpasses all of our expectations.

I subscribe to so many sailing magazines. As I read articles, the ones I use for future reference are scanned and placed into folders on my computer. Now the Nor'Easter is in the same league (without the ads) as other sailing magazines and most articles get the same treatment scanned and saved.

The Nor'Easter has been evolutionary process, nurtured, guided, edited through many hours by Sam Swoyer, Gary Van Voorhis and Jan Chapin. Thank you from all of us.

This President's letter was written, under stress and duress, by me when my computer was not cooperating. I forwarded my draft to Sam who politely asked if he could edit it - it really needed a rewrite. Thank you Sam for being my ghost writer!!!!

Now, on to giving you a glimpse of our plans for 2015.

Most of you will remember that in early 2014 we asked you to participate in a TONE membership survey. We published the full results of the survey in the Summer 2014 edition of Nor'Easter with all the breakdowns.

In the survey we asked the following question - Have you participated in TONE events? If not, please indicate the principal reason. We heard a great deal about how time, family, other commitments,

busy schedules, distance to the event, etc ... were all reasons why participation was difficult. In other words - LIFE and important commitments often take priority over TONE events. Time is a scarce commodity in today's life.

Well, we heard you and in 2015 we are going to try something different. Over the years, the sailing routine for TONE has been on even years (like 2014) we sail to Maine and during odd years, we plan and hold a major rendezvous for a weekend (like the 2013 Rendezvous in Essex, CT). So, as a result of your survey input, we are going to try something new in 2015.

We are going to bring TONE events to a location near you. TONE will plan and conduct five local get-togethers, beginning early in the season in New Jersey and culminating late in July in Boston. We have placed these events in strategic locations from south to north with the timing of the events planned for the best days of the summer. Additionally, we are hoping that those of you who do have a little extra time will turn these destinations into a float plan and join us for several events.

To be fair this is not a completely new dimension for TONE. We have conducted local events in western and eastern Long Island Sound in the recent past and those events were very well received. We hope this format will enable more members to participate in TONE events; they are a wonderful way to meet like-minded fellow Tartan owners while visiting their boats and looking at various changes they have successfully completed. Detailed information will be emailed to members and posted on the TONE website in January/February.

Winter 2015

Here is an abbreviated version of the locations and dates:

June 19-21 Atlantic Highlands Yacht Club.

Carl Bergeron has arranged this event and he tells us that there are six Tartans in the club. Initial plans are to have dinner together Saturday night. On Friday evening the Club is opened for dinner and the town, which hosts several restaurants, is a short walk.

June 26-28 Stamford Yacht Club.

Ove Haxthausen, board member of TONE, is an active member of SYC and has planned this event. SYC is one of the most beautiful clubs on Long Island Sound. The view is spectacular. An added attraction is the pool and some wonderful food.

July 10-12 Shelter Island Yacht Club.

Lee Andrews, board member of TONE, arranged for this wonderful venue. The club is in Dering Harbor. Shelter Island is a delightful place to walk or bike. It also is a quick ferry ride to Greenport.

July 17-19 Bristol Yacht Club.

David Cochran is a member of BYC and has arranged for TONE to be guests at his club. The Bristol Yacht Club is located on the west side of Bristol Harbor in the upper end of Narragansett Bay. The town of Bristol is a short dink ride across to the eastern shore.

July 24-26 - Constitution Marina, Charlestown, Mass.

Leo Corsetti, board member of TONE, looked at various clubs and marinas and chose Constitution. It is a short walk to the North End. The marina has a pool and grills. It also has a tent where we can host a cocktail party. Leo has reserved a private dining area for a Saturday night dinner in his favorite restaurant in the North End (within easy walking distance of the marina).

At each of these locations there will be a group luncheon and/or dinner on Saturday evening including a short program for selected sites.

Participants can arrive early if they choose to make a weekend of it.

Mid-Winter Get-together

Finally, our midwinter get-together has been planned for **March 7-8**. If all goes well we will have a special daytime program at the **Massachusetts Maritime Academy**.

TONE board members Roy Mayne and Gary Van Voorhis have planned an interesting event where half the attendees will have participate in a container ship bridge simulator session while the other half tours the training ship Kennedy.

In the evening a traditional TONE Winter Dinner buffet is planned for Salerno's in Onset, MA. Rooms for event participants have also been blocked at The Inn on Onset Bay, a charming victorian style hostelry.

I hope to greet each of you personally at each of these TONE events.



Educational Opportunities for TONE Members

By: John E. Allen

With this issue of the Nor'easter, the TONE board is pleased to introduce a new initiative that we hope will benefit all of our members - an organized maritime education program that takes advantage of existing professionally administered offerings.

Every good sailor - like Tartan skippers and crews - knows that there's always more to learn. None of us will ever complete his nautical education, but for the well-being of ourselves, our boats, our mates, our crews and others on the water, we should resolve to never stop learning. It's a process that should include both shoreside and underway components.

Underway, each day's experience should be seen as a source of lessons learned (I advise my beginning sailing students that they should - no matter how much time they've accumulated underway - ask themselves after every day on the water, "What did I learn today?"). But many dedicated learning experiences are also available to us on shore all year round, and TONE has resolved to help its members find these opportunities and take advantage of them.

In past odd-numbered years, when TONE held a multiple-day rendezvous with comprehensive planned programs, attendees were treated to stimulating training seminars given by experts in fields such as safety, sail selection and trim, distress communications, marine insurance - even gourmet cooking in small boats. As we transition to a new approach that offers more modest but more easily accessible gatherings in multiple locations, as described in Alan Benet's article in this issue, we feel that the previous but infrequent tailored-for-TONE seminars can be effectively replaced by taking advantage of the many training opportunities that are already offered by other organizations, and which welcome a wide audience of sailors looking to improve their knowledge and skills.

This will be only a brief introduction; we will provide frequent updates on the tartanowners.org website and in future issues of the Nor'easter.

Several top-level marine organizations maintain ongoing training and education programs that should be of interest to Tartan sailors. Among them are these:

- **US Sailing:**

US Sailing conducts regular Safety at Sea Seminars. These are presented at several levels (Coastal, Offshore and ISAF-Compliant) and at various locations around the country. They're moderated and taught by experienced lifelong sailors (such as Ron Trossbach, who has done two much-acclaimed presentations at past TONE rendezvous), and have a US Sailing-certified curriculum that gives special attention to conditions and challenges of the host organization's sailing area. More than 1,000 sailors attend these seminars around North America every year, and many bring families and crews.

The next US Sailing Safety at Sea Seminar in our geographic area will be held on Saturday, 21 March 2015 at UMass Boston, and will be moderated by noted sailor and author John Rousmaniere, with expert instructors Gail Greenwald and Bill Biewenga. While this event is located and timed specifically to support next year's Marion-Bermuda and Marblehead-Halifax races, its content is very much applicable to TONE members whether or not they're offshore racers. Members who have attended earlier editions of the seminar found it stimulating and absolutely worthwhile. Registration for the all-day Saturday seminar costs \$130. It would be wonderful to gather a group of TONE sailors for this first-day-of-spring event, for fellowship as well as for some valuable education. You can get further details at the website

www.marionbermuda.com/sas.

- **North U.:**

This North Sails program offers excellent Cruising and Seamanship Seminars. These are all-day affairs that cover a wealth of topics that are important to cruising sailors like us. I'm one of those who made the right decision a few years ago to attend one of these, and can highly recommend that you do likewise if you get the chance. Like the US Sailing safety events, these are led by seasoned sailors who also know how to teach effectively. About half the day focuses on safety, heavy air, and emergency techniques; the other half looks at sailing and seamanship skills that we can all use.

As I write this, all of the scheduled North U. seminars for the next several months are addressing Racing Tactics - no Cruising and Seamanship Sessions yet scheduled. We'll keep in touch with North U. and update you on any developments in the cruising program. Meanwhile, aren't some of you ready to work on your racing tactics? At least four of these seminars are scheduled for Northeast locations in February and March, with prices around \$100. Check for more information check:

www.northu.northsails.com/Seminars

- **Landfall Navigation:**

Landfall, which you may know of as a leading source of navigation and safety equipment, marine clothing, and reference materials, is located in Stamford, Connecticut - deep in the heart of TONE territory. They operate a Marine Training Center that offers a wide range of courses from February through June.

Some are all-day Saturday or Sunday affairs; others meet for three-to-four hour sessions on one or two weeknights. The shorter courses have cost around \$50-100, while the all-day events were closer to \$200.

Past schedules have included such TONE-relevant topics as Diesels; First Aid/CPR/AED; Sail Trim; Anchoring; Coastal Navigation with GPS; and Heavy Weather.

The Center is presently conducting a critical review

of their curriculum, with a stated intent of improving its relevance to the audiences whom they consider to be their principal customers.

This review has delayed publication of their 2015 course schedule - TONE will remain in close touch and will advise you as soon as it's available, along with the details of the registration process.

Meanwhile, you can learn more about Landfall's program as well as an associated on-line program from their partner NauticEd by visiting the website:

www.landfallnavigation.com/mtccourses

And here's one more source well worth a look: the Cruising Club of America (CCA)'s website. While not independently scheduling open-to-the-public seminars and courses like the preceding activities, CCA maintains a wealth of useful, often fascinating information on their site, www.cruisingclub.org.

On that site, I particularly recommend checking out "Resources", and under that, "Safety at Sea". This section in itself amounts to a fascinating, up-to-the-minute course.

Finally, the TONE Board solicits and welcomes your ideas on how we can better exploit these and additional training and education opportunities that may be out there. Every one of us should be personally committed to becoming a better, safer sailor - that commitment will directly enhance the satisfaction our friends and we gain from our love and pursuit of sailing.



Safety Corner

By: Sam Swoyer (Ed.)

The following article is based on United States Coast Guard Safety Equipment Requirements and utilizes "A Boater's Guide to the Federal Requirements for Recreational Boaters" as a reference.

The winter season is a great time to reflect on the past summer and plan for the next season. A thorough review of safety requirements is a great place to start. So, Safety Corner is going to dedicate the Winter and Spring editions of Nor'Easter for the review of U. S. Coast Guard regulations relating to

safety.

An important place to start is on equipment requirements. First of all, The United States Coast Guard sets minimum standards for recreational vessels and associated safety equipment. To meet these standards, required equipment must be U S Coast Guard "approved" or "certified" This means that it meets U S Coast Guard specifications, standards, and regulations for performance, construction, or materials. If it does not carry the

Winter 2015

USCG Approval, then it does not qualify towards the minimum standards. More importantly, USCG Certification indicates that the device in question will stand up and meet the safety needs for which it is designed.

Life Jackets

All recreational vessels must carry one wearable life jacket for each person on board. Any boat 16 feet and longer (except canoes and kayaks) must also carry one throwable (Type IV) device. Life jackets should be worn at all times when the vessel is underway. A life jacket can save your life, but only if you wear it.

Always check and read the manufacturer's information booklet and label provided with all life jackets. They will provide valuable information, including; size, type, intended use and Coast Guard approval information.

Life jackets must be:

- U S Coast Guard-approved (check the label) as mentioned before.
- In good and serviceable condition.
- Appropriate size and type for the intended user.
- Properly stowed.

Some items that are not required but are a good idea to have with your life jacket are a whistle and an emergency light.

Some important clarification on storage requirements:

- Wearable life jackets must be readily accessible.
- You should be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc).
- They should not be stowed in plastic bags, in locked or closed compartments, or have other gear stowed on top of them.
- Throwable devices must be immediately available for use - on the main deck within arm's reach, hanging on a lifeline, or other easily reached locations.

Inflatable Life Jackets

- U S Coast Guard-approved inflatable life jackets are authorized for use by persons 16 years of age and older (check the label)
- Inflatable life jackets require regular maintenance and attention to the condition of the inflator
- They must have a full cylinder and all status indicators on the inflator must be green or the device is not serviceable and does not satisfy the legal requirement for the wearable life jacket carriage requirement
- Inflatable life jackets are more comfortable, encouraging regular use. The best life jackets are ones the user will wear.

Life Jacket Flotation

The five types of life jackets are based on three kinds of flotation and can be characterized as follows:

Inherently Buoyant (Primarily Foam)

- The most reliable
- Come in Adult, Youth, Child, and Infant sizes
- Designed for swimmers and non-swimmers
- Come in wearable and throwable styles
- Special designs available for water sports

Inflatable

- The most compact
- Lightweight and comfortable
- Sized only for adults
- Only recommended for swimmers
- Wearable styles only
- Some have the best in-water performance

Hybrid (Foam and Inflation)

- Reliable
- Provides inherent and inflatable buoyancy
- Adult, Youth, and Child sizes
- For swimmers and non-swimmers
- Wearable styles only
- Some are designed for water sports

Types of Life Jackets

Type I, Off-Shore Life Jacket provides the most buoyancy. It is effective for all waters, especially open, rough, or remote waters where rescue may be delayed. It is designed to turn an unconscious wearer to a face-up position in the water.



Type II, Near-Shore Buoyancy Vest is intended for calm, inland waters or where there is a good

chance of quick rescue. Inherently buoyant. Life jackets of this type will turn some unconscious wearers to a face-up position in the water, but the turning is not as pronounced as with a Type I. This type of inflatable turns as well as a Type I foam jacket.



Type III, Flotation

Aid is good for users in calm, inland waters, or anywhere there is a good chance of quick rescue. The wearer may have to tilt their head back to remain in a face-up position in the water.



The Type III foam vest has the same minimum buoyancy as a Type II. It comes in many styles, colors, and sizes and is generally the most comfortable type for continuous wear. Float coats, fishing vests, and vests designed with features suitable for various sports activities are examples of this type. This type of inflatable turns as well as a Type II foam vest.



Type IV, Throwable Device is intended for use anywhere. It is designed to be thrown to a person in the water and grasped and held by the user until rescued. It is not designed or intended to be worn. Type IV devices include buoyant cushions, ring buoys, and horseshoe buoys

There are no Coast Guard-approved inflatable Type IV devices.



Type V, Special-Use Device is intended for specific activities and may be carried instead of another life jacket only if used according to the condition(s) for which it is approved, as shown on its label. A Type



V provides the performance of a Type I, II, or III (as marked on its label). If the label says the life jacket is “approved only when worn,” the life jacket must be worn (except by persons in enclosed spaces) and used in accordance with the approval label to meet carriage requirements. Some Type V devices provide significant hypothermia protection. Varieties include deck suits, work vests, sailboarding vests, and sailing vests with a safety harness.

Finding the Right Life Jacket for you

Life jackets come in many designs, colors, styles, and materials. Some are made to stand up to rugged water sports, others to protect the wearer from cold-water temperatures. Be sure to choose one that is appropriate for your body size, planned activities, and the water conditions you expect to encounter.

Test the Fit

Start with a life jacket that is U S Coast Guard-approved. Try it on!!

It should fit comfortably snug. Then give it this test: with all straps, zippers, and ties securely fastened, raise your arms over your head.

The jacket should stay in place and not ride up. Next, have someone lift your life jacket straight up at the shoulders. Again, the jacket should stay in place. If the zipper touches your nose or the jacket almost comes off, it is too loose.

Test the Buoyancy of your Life Jacket

In shallow water or a swimming pool, under supervision and with all straps, zippers, and ties fastened, see how the life jacket floats you.

Relax your body and let your head tilt back. Your chin should remain above water so that you can breathe easily. If not, you may need a different size or model, one that provides more buoyancy.

Choosing a Child's Life Jacket

Be sure to choose a child's life jacket that is U S Coast Guard approved.

Check to make sure your child's weight falls within the range shown on the label. While some children in the 30-50 pound weight range who can swim may ask for the extra freedom of movement that a Type III provides, note that most children in this weight range, especially those who cannot swim, should wear a Type II. To check for a good fit, pick the child up by the shoulders of the life jacket. If it fits correctly, the child's chin and ears will not slip through. A child's life jacket should be tested in the water immediately after purchase. Children may panic when they fall into the water suddenly. Float testing not only checks the fit and buoyancy but also provides an important opportunity to teach them to relax in the water.

Be Safe. Wear your Life Jacket.

Most deaths from drowning occur near shore in calm weather, not out at sea during a storm, Nine out of ten drowning fatalities occur in inland waters, most within a few feet of safety. Worse still, many of these victims owned life jackets and may have survived had they been worn.

Wear your life jacket. When you don't, you're risking your life.

Suddenly in Command

By: Robin G. Coles

Boaters will tell you the two most exciting days in their life are: 1) the day they bought their boat, and 2) the day they sold it. An inexperienced boater will say the scariest day for them is when they had to be "Suddenly in Command".

Taking the helm when you least expect it and are not prepared is no joke. It is a lot of responsibility and your life could depend on it. That's why it's important to make sure your "sailing buddy" knows how to handle certain things. This [buddy] could be your spouse, significant other, or friend. These

"things" are: the radio, engine, first aid, man overboard.

Years ago - Luke had a heart attack while sailing in the harbor. The only other person on the boat was his wife, Dani. She had never taken the helm before and was now "Suddenly in Command". According to Dani, she was a nervous wreck. Her husband was sick, the sails were up and her focus was to get back to the marina. She didn't use the radio. She didn't call the Coast Guard, nor other boats they knew passing by. Today, if she had to do it all over again,

Winter 2015

she would alert someone that they were coming in. Last summer a call for help came over the radio. A woman fell overboard and they didn't know how to get her back into the boat. We did not hear where this person was. They just kept asking how to get her back on the boat. A few minutes later we heard a second incident of man overboard. Both times it was clear the person on the radio was not used to using it. Nor could they give a good description of where they were.

In Ray McAllister's curriculum "Suddenly in Command" he writes about the important use of a VHF radio. He goes on to talk about an incidence where a woman took the helm and radioed for help. The problem was that she did not depress the button to allow others to respond back to her. This I'm sure only made matters worse as she felt like no one was listening. Again, the radio is one of the top four things your mate should know how to use on the boat. Teach them these simple procedures: How to turn the radio on (power it up); How to transmit and to remember that they need to RELEASE the microphone button so the Coast Guard can communicate with them.

So remember, when using the radio in a distress situation you simply mention May Day three times. In fact, print off the following instructions, laminate them and place it on your boat where everyone will see it.

May Day May Day May Day, give the name of your boat, number of people on board, where you're located, and the nature of your distress. Always start off saying May Day three times and then the basic information about your situation.

For additional information see Nor'easter 2014 Winter edition pages 3,4 17,18. To get there use following link:

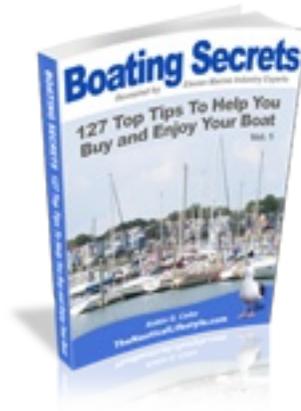
https://s3.amazonaws.com/ClubExpressClubFiles/284925/documents/TONE_Newsletter_Winter_2014.pdf?AWSAccessKeyId=AKIAIB6I23VLJX7E4J7Q&Expires=1417638122&response-content-disposition=inline%3B%20filename%3DTONE_Newsletter_Winter_2014.pdf&Signature=BL5t6%2FPGl8XSe257zl%2F34eagiA%3D

Robin G. Coles is a writer and author of "Boating Secrets" - a tremendous encyclopedia of boating tips, as well as a passionate marine enthusiast and sailor who has visited, interviewed, written about, and photographed hundreds of marine ports in the US and abroad. Additionally, she maintains a fabulous website:

www.thenauticallifestyle.com.

Be sure to check it out.

You might be interested in her book which is available in both softcover and on Amazon Kindle.



Tartan Tech

Working on Our Boats



Giving your Dinghy a 'Lift'

By: Richard Jerauld

After too many unwanted adventures that come with towing a dinghy, I came to the conclusion there had to be a better way. Some sailors put their dinghy on the forward deck, or store a folded-up dinghy below, and some hang their dinghy on davits. Merlin, our Tartan 372, has a baby-stay on the foredeck eliminating on-deck storage and I really don't like fold-up dinghies, so I investigated davits.

I started looking at davit installations noting some davits put the dinghy too high obscuring the rear view and others did not seem to fit the dinghy and/or the boat correctly. In the end I decided my key criteria were: the davits had add a nice look to my Tartan 372, an ability to easily lift and secure our dinghies at the right height, launching with ease, and



quality at a reasonable price.

I narrowed my davit purchase down to two vendors: Kato Marine and Garhauer Marine Hardware. Both vendors offer davit models to handle the various weight requirements of the lifted dinghy and motor. Kato, by far, offers the highest quality with a wide choice of optional accessories, but also has the highest price. Garhauer offers excellent quality at an

affordable price, will customize your davit's vertical and horizontal arm lengths to fit your specific boat and dinghy's weight and size. Garhauer's davit set pricing includes all essential accessories like 6:1 blocks with 60' of nylon line, cam cleats and welded cleats, and rail supports. I ended up going with the Garhauer Marine Davit Set after talking with "Mark" (from Garhauer) and working out the specifications, shipping costs, and pricing.

Key Things to Consider

Dinghy/Dinghies – We have two dinghies: a 9'6" air floor inflatable at 85 lbs. and 5'4" width that uses a 3.5hp outboard weighing 57 lbs. This meant a possible lifting weight of 142-150 lbs. total if we left the outboard on the dinghy underway. Garhauer's 1" tube Davit Set can safely carry 150 lbs. per arm so I estimated a 70% engine end weight to a 30% bow end weight to ensure we had the right sized davit tubes. A larger tube set at 1-1/4" can handle more weight if needed. Next to consider was the inflatable's width of 64" divided by two to determine the horizontal arm's length. I went with 42" to clear my reverse transom and keep the lifted dinghy close to the rail with securing straps while underway.

Our latest addition, a 7'9" Dyer sailing dinghy is about the same weight but smaller width which meant it would sit out from the rail if I just used the lifting blocks. Rather than shortening the end length of horizontal arm I use an additional line to pull the dinghy into the rear rail so we can secure it. This leaves us the flexibility to lift either dinghy we might choose to bring along. However, we found we liked the Dyer sailing and rowing dinghy so much we

never used the inflatable or outboard once in 2014! Line of reverse sight – I wanted to keep the dingy height at a level where I could see everything from the rear when I looked back but not have the dinghy too low to the water. I've seen many lifted dinghies blocking the rear view so this was important to me. Another factor here was where each lower davit arm mount would attach to the sloping transom. Armed with a tape measure I estimated a 42" vertical arm height would work well.

Davit placement

This is a multi-dimensional task and includes determining the width (i.e., span) between the extended davit arms to ensure the lifting blocks fit the dinghy's lifting rings, ensuring the davit arms fit around your rail accessories (e.g., a radar post), and the rear rail-to-davit arm mounting brackets leave the vertical davit arms 'in-plumb' to the waterline. I found the standard 1" rail-to-davit arm brackets left the vertical arms in a 'not plumb' position. A measurement

and call to Mark at Garhauer quickly solved this problem by making me two longer 2-1/2" brackets at no additional cost. I did this critical multi-



dimensional part 'on the hard' armed with a tape measure and some simple templates. This enabled me to determine where the davit arms would mount and where the eventual mounting holes and brackets would be, but only after a few more considerations were investigated.

Rail Supports

Grab your rear rail system at the top where the davit arms will attach and give it a good shake. It will amaze you how much the top rail will move which means you definitely need vertical rail supports to ensure the lifted load will not flex the rear rail.

Depending on your Tartan model, you can mount support rails inside the cockpit or external on the transom which was my choice. The new rail supports stopped the rail flex and also became 'grab-bars' when using the stern ladder. I really liked Garhauer's movable lower rail support mounts that allows flexibility on where to mount the supports.



Garhauer's Davit Set includes three 1" x 8' stainless pipes and fittings to accommodate the various lengths needed for your specific rail support bars and the top davit-to-davit arm span bars.

Transom Boarding

Once you lift the dinghy in place you lose rear boarding capability. I never really thought about this until I lifted the dinghy and started to think about a man overboard situation or someone wanting to come aboard from their dinghy. Now I carry a small side boarding ladder to use when the dinghy is in place. This is not an issue once you launch the dinghy.

Additional Considerations

Other things to consider once you decide Davits might be for you:

- Your stern light and flag staff will typically be blocked by the lifted dinghy. I mounted a new LED stern light and flag staff holder to the top rear span bar along with a small LED night light.
- Winter storage. Adding another 3 feet to my overall length for winter storage was not a goal and my Fairclough cover would have to be modified. My solution was simple. I simply remove my complete davit set for the winter by removing a few mounting bolts and lowering the integrated davit set,



using a 1x3 piece of strapping, onto my dinghy and then put the set in my storage bin. In the spring I reverse the process once Merlin gets back on the mooring. Another option is to have your davit arms swing together once the top span bars are removed. Unfortunately with my rear radar post, this was not possible for me.

- Lastly, don't forget to remove the drain plug when the dinghy is lifted to prevent water accumulating in the dinghy adding unplanned weight, and as we have found on occasion, don't forget to install the plug before launch!

Overall I am very pleased with the Davits and find the many advantages far outweigh any disadvantages.

(You can contact Garhauer here. Ed.)

GARHAUER
1082 West 9th St.
Upland, CA 91786
Phone: 909.985.9993
Fax: 909.946.3913
Email: info@garhauermarine.com

My Experience with "In Boom" Furling

By: Lee Andrews

About three years ago I was sailing with a friend on his Sabre 42 who was showing off his new "Furlboom" installation. The wind was moderate, about 12 knots, and when he set the sails I was very impressed with the immediate acceleration of the boat. I had been somewhat skeptical for some years as to the performance givebacks inherent in some of the new "convenience" developments in sailing equipment, especially those having to do with sails. This experience immediately eliminated that skepticism and allowed me to concentrate on those "convenience" developments that had led my friend to install the Furlboom. As it turned out at the end of the afternoon I was convinced I should get one too.

The reasons I was ready to try this different approach were many but a few of the major ones follow. My wife and I sail our T-3800, First Light, as a couple. We do a lot of day sailing with friends aboard, and also cruise up the New England coast from our homeport in eastern Long Island each August. We are in our late seventies and I no longer have the assurance going forward that I once did.



First Light

The more things I can do to reduce strength requirements (mine) and acrobatics (mine also) the safer we are. I also needed a new main as my then current one was nearing twelve years old and performance was diminishing. I felt we were at a

Winter 2015

critical point where buying an “in boom” furling unit and a new sail to fit it made sense, particularly after the performance I experienced on my friends boat.

I elected to go with Furlboom, as they would sell me the unit direct and give me the wholesale discount. This course was best for me as I have a good friend who is a rigger and was willing to take me on as his assistant to do the installation. I also liked the fact that Furlboom works off the electric winch on the



First Light reaching

smoothly.

I bought the sail from a Connecticut firm that I already dealt with and they coordinated well with the Costa Mesa plant. I will spare you the details of installation but to point out that the boom angle to the mast has to be adjusted carefully and a heavy-duty rigid vang needs to be purchased along with the boom to hold it at that angle. The boom angle is critical to the sail raising and lowering properly without binding.

Once we started sailing with the new unit we were delighted that we had made the change. The convenience was as expected. I no longer have to leave the cockpit to go up and tie down a lowered sail in high wind. I no longer have to carry a large sail cover taking it on and off at the beginning and the end of a sail.

Sailing performance is interesting. In the beginning I noticed that the main allowed me to sail in higher

winds without reefing. I like to sail with the Genoa fully unfurled. With the old sail I double reefed the main once apparent wind reached 20 to 23 knots. With the new sail, which is cut flatter, I regularly exceed that. I have noticed no loss of performance in light air.



Furlboom stowed

with very little pressure. That means heading directly upwind under power is necessary to lower or raise the sail. With my old system I could reef under way with the Genoa pulling. This means the old adage “reef before you have to” takes on increased meaning. When I am sailing locally where I can predict wind strength pretty well I will reef the equivalent of a double as I raise the sail for the first time, if I expect gusts of 25 to 30 knots. I have never found the need to take the equivalent of a flattening reef, as the sail is already flat. I have sailed close hauled in 35 knots with a full main and Genoa for a short time and felt no sense of danger but it was uncomfortable.

Much of the experience recounted in this article most likely applies to other “in boom” furling systems. Unfortunately Furlboom pulled out of the U.S. market a year or two ago, unable to survive the financial crisis. They still serve parts needs out of Costa Mesa.

I remain delighted with the in boom furling experience. I feel the boat sails better and I do too.

Reefing the Furlboom is easy and sail size adjustments are infinite. However new thinking is necessary. The boltrope groove is very small and the sail will bind

The Mantus Anchor Bridle

By: Alan Benet

Every summer, as we make our way up to Maine from Stamford, we usually will do a sail from either Block Island to Vineyard Haven or from Newport to Vineyard Haven.

This past summer, the winds and currents did not cooperate with us. Late in the day La Retreat had just passed Buzzard's Light Tower. I said to Laurel that it is doubtful we would be able to secure a mooring in Cuttyhunk so late in the day, but we will duck in to the harbor for a look. Approaching the outer harbor I was even less optimistic as we saw that every mooring was occupied. The inner harbor was packed.

The last time we visited Cuttyhunk was 17 years ago, when we could anchor in the harbor. Now the harbor has moorings, all perfectly lined up, packed closely together. We motored in the anchor field and were quite happy when we located the last available mooring.

The moorings are a bit unusual in design. There is no line attached, but an eye at the top of a pole that sticks up from the mooring. I secured a bow line to the mooring and was set for the night.

The following morning, the wind picked up – it was time to set the riding sail (as with many Tartans, La Retreat swings in the wind on a mooring or when anchored). The boat next to me (so close that we almost hit) suggested that I run two lines from the mooring, one to the starboard cleat and one to the port cleat. I followed his suggestion and was surprised that the boat swung considerably less, without the riding sail.

During the day, as I motor outside of the mooring field, I noticed a powerboat anchored with a bridle attached to the chain. The owner told me it was a Mantus Bridle, which, he said, not only could be used at anchor, but also attached to a mooring with a large stainless steel carabiner. I was intrigued. As we continued our cruise to Maine, I noticed many Mantus Bridles, used both at anchor and attached to a mooring.

Fast forward to the Newport Boat Show. I immediately visited the Mantus Anchor display. I met a young, affable man, Greg Kutsen, who owns and developed the Mantus anchors, bridles and related products. Greg is an emergency room physician who took off for one year to go sailing in Latin America. On his boat he carried a 45# CQR and a Fortress FY37. Anchoring with either of these anchors oftentimes was difficult. So Gregg, along with Doreen Taylor, who is a structural engineer, designed and tested anchors and launched Mantus in 2012.



I purchased and have used the bridle several times this fall season. In addition to the traditional hook that attaches to the anchor chain, there is a clip that securely fastens the hook to the anchor chain, thus no issues with the hook falling off the chain as the boat swings.

Laurel loves the carabiner for attaching to mooring lines. How often have you picked up a mooring line covered with marine growth, slime and mud? Now we (Laurel does this job) attach the carbiner to the loop(s) on the mooring line and lets it go. Simple and clean. It is a wonderful product, which I highly recommend, both for anchoring with chain and attaching to a mooring

Who needs a Bridle?

By: Greg Kutsen, Mantus Bridle

Any skipper that uses all chain rode, and/or plans to anchor on chain exclusively, needs to consider incorporating a snubbing line or a bridle into the anchoring system to help absorb the shock loads that will result. What are shock loads? When anchored there is a force that the wind and waves exert on the boat, and when there are sudden changes in this load and no system in place to absorb it, shock loads are created.

Cars have collapsible frames to absorb the shock of the collision, thereby absorbing the shock of the collision with the deformation of the frame.

Similarly, anchor chain needs a system to absorb the sudden changes in load it will be exposed to and reduce the impact felt back on on the boat.

Shock loads stress the deck and deck fittings where the deck gear such as cleats and/or windlass are attached. In addition, it increases the likelihood of anchor failure and in extreme cases may cause rode failure. There are two common causes for these shock loads: one is wind gusts, sudden bursts of wind load the rode and it is sudden nature of the event that presents the problem. Another is waves; though generally one prefers to have an anchorage without large waves, in reality this situation sometimes is unavoidable.

I remember one time while visiting, Vieques Puerto Rico on a stormy day, the anchorage was completely exposed to an offshore breeze of 25-30 knots. Four to six foot waves were rolling in with the period of 7 seconds, almost half the boats ended up on the beach. One can easily imagine that if the rode is elastic it can absorb the repeated loading from 6 foot rollers but all chain rode is not elastic and would produce significant shock loads that could, in turn, dislodge an otherwise well set anchor and/or damage the deck or the deck hardware.

So the idea is to create a system that converts these very sudden increases in load from wind gusts and waves into more gradual load changes over time.

To solve this issue we wanted to make a smart product that would be robust, durable and at the same time be a good value for a the cruiser.

Mantus Bridle does all that:



Elasticity: We chose three strand nylon line because this twisted line offers the best elasticity compared to other weaves of nylon rope.

We also made our bridles long enough that they can actually absorb the shock loads expected on a cruising vessel anchored in a storm. The bridles come in lengths 25-35 feet long depending on the size package recommended for your vessel

(www.mantusanchors.com)

Versatility: Mantus bridles were designed to have two legs. One reason for this is to accommodate both catamarans and mono-hulls with one product. There are other advantages of a two legged design, however. It allows the captain to adjust the length of each leg and in-turn change the orientation of the boat to the wind/swell. Further, the Mantus Bridle, if sized appropriately, can double as a sea anchor bridle or as a dinghy towing bridle.

Durability: Mantus bridles come with an extra-long stretch of chafe protection to accommodate most bow setups, and heavy duty thimbles and shackles sized for the expected loads. While the bridle can be used with any chain hook we recommend to use Mantus Locking Hook that is designed to have a positive lock on the chain and yet easy to take off in a pinch. Mantus Hook is the only hook that has the same working load as the high test chain of the same size.

Ease of use: Each bridle comes with a large stainless steel carabiner, designed to attach to a mooring line. This way when arriving to a mooring ball, instead of picking up a dirty line that is covered in seaweeds and barnacles you can simply attach your bridle to the mooring ball with the ease of the carabiner (Now available in two sizes: 1/2 wire and 5/8 inch wire).

Places We Sail

By Gary Van Voorhis



Weathering A Summer Nor'Easter in Castine

The Fall Nor'Easter edition of Places We Sail ended with an account of the TONE New England cruise up to and including Camden. From Camden we planned to continue northward to Belfast and then on to Castine for the final TONE get-together. From Castine we would begin the long trip southward towards home.

After two balmy days in Belfast we woke Wednesday morning (8/13) to wind and chill. Low gray clouds scudded across the sky and occasional rain pelted down. We stopped in the Harbormaster's office to get the local take on the weather and was told that indeed a pretty big nor'easter was moving toward us but that it was expected to be more of a rain than wind event. It wasn't going to be pretty, especially in the mostly unsheltered Belfast Harbor, but we were headed to Castine anyway.

We dropped the mooring and motored off through small chop across the head of the bay to Castine. It's almost a straight 8 nm shot from Belfast to the mouth of the Bagaduce River and Castine. You take a very slight jog to leave Islesboro to starboard but it's almost line of sight sailing. It wasn't the most pleasant of passages but completed in less than two hours and we looked forward to meeting up with the rest of the TONE crew who were gathering at Castine.

We entered the harbor and headed for Eaton's Boatyard, the main commercial dockage and service provider in Castine. We weren't concerned about the approaching weather since we had a confirmed reservation on the dock and we expected to just tie up, get settled, and start looking for our other TONE buddies. Boy, were we wrong!!

As we approached the dock we began to hear VHF radio traffic between Eaton's and other TONE boats about tie up limitations. We proceeded to dock

without incident but we were quickly informed we might not be able to stay on the dock and there was no assurance of a sturdy mooring out in the harbor. The colorful and somewhat eccentric owner, Kenny Eaton, was not on the premises and his daughter was nervously informing us that her dad had told her he didn't trust the structural integrity of the dock and not to allow anybody to tie up.

Unlike the benign prediction we heard in Belfast, folks in Castine were preparing for a major nor'easter with lots of rain and very high winds. They were battening down the hatches for a big blow and were sending us off. Confusion reigned as the quick-witted boaters made fast decisions and motored out to grab the last available trustworthy moorings. Those of us who had come in later looked about nervously for a safe alternative.

Our traveling companions on Ayacucho (who had decided to come to Castine at the last minute and didn't have a reservation) had been informed of the lack of space at Eaton's and had been searching for a place to spend the night. They hailed us on the radio and told us that they had secured a spot on the Castine Town Dock, basically next door to Eaton's, and abutting the Maine Maritime Academy. There was one more space available if we hustled over and signed in.



Castine Town Dock

Winter 2015

The other two alternatives were to simply "grab" a mooring in the Smith Cove field southeast of Castine or go deep into Smith Cove and anchor. (Other TONE members who had secured moorings from Eaton's were reporting numerous unoccupied moorings which appeared to be hefty and in good condition.) The conundrum was whether to gamble on the continued availability of the moorings as the afternoon wore on and possible legitimate owners showed up, coupled with complete ignorance about what was on the bottom and intervening chains and gear, or stick with the known integrity of the town dock.

Given the uncertainty of the situation at Eaton's, and sure knowledge that bad weather was coming soon, we decided to commit to the dock and remove at least one variable in the weather/boat safety equation. Like many decisions made under time pressure and very limited options, it would prove to have interesting consequences.

In the minor chaos of the docking and mooring frenzy the first general casualty was the planned TONE dinner. We had a reservation for the full group at the nearby Dennett's Wharf restaurant but as members peeled off the dock headed for their moorings boat after boat bailed from the dinner plans. Even those folks "lucky" enough to have a mooring not far from the dock realistically came to the conclusion that even a short dinghy ride would be a soaking, if not downright dangerous, exercise once the storm started.

In the end the skippers and crews of four boats, two that were allowed to stay on the Eaton dock and the two of us tied up on the town dock, decided to get together and have dinner at Dennett's. It hadn't



Castine Dinner

started raining when we walked from the boats to the restaurant and there was only a light breeze blowing. It

looked like we had made a solid decision that would allow us to enjoy good food, the company of friends, and then a safe night tied up at the dock.

How wrong that set of assumptions proved to be!!

By the time we had all finished dinner and were getting ready to head back to our boats the storm had begun to lash Castine. As we stepped through the door of the restaurant the wind peeled back the hoods on our foul weather gear and our faces were soaked as we walked into almost horizontal rain. The boats on moorings were dancing maniacally to and fro on their pennants and our boats tied up at the docks were bobbing up and down as short wind driven chop started to build. Unfortunately for us, the docks faced almost due east and the increasing winds began to build waves with the long fetch of the big harbor giving them lots of room to grow.



Building Waves at the Dock

As we walked down the long gangway to the floating docks the tide was at its lowest and the seawall and piers towered above us. The growing waves rocked the docks up and down and since they were attached in articulated segments the whole apparatus slithered like a giant angry snake; the sections of the dock rose and fell in long undulations.

Soaked from the driving rain, rocking from the waves, and exposed to the increasing wind, the footing became treacherous. As you attempted to walk about the dock your balance was challenged and movement became harder and more dangerous.

Not that you could move far. The steep little waves, pushed up by the shallow bottom under the dock, made each boat jump up and then bang into the

Winter 2015

dock. The wind and waves conspired to raise a boat up and then push it to windward creating a circular motion that made the hull want to jump out of the water and on to the dock. This up and down motion also tended to make the fenders "pop" up and out of the way so that with each wave the fenders needed to be actively tended to ensure that they didn't end up uselessly laying on the dock itself and not between dock and boat.

As the storm strengthened the wave height grew and the wind force increased. The two of us with boats on the dock had to exert ever more effort to keep the boats from hammering themselves. It was tedious and exhausting work made more disheartening as NOAA moved the termination of their high wind and storm advisory from its initial 10:00 PM estimate first to 1:00 AM and then 4:00 AM.

One benefit of the location near the maritime academy was a plethora of large sodium lights flooding the waterfront. The conditions were very unpleasant, but at least we weren't working in the dark. As the minutes ticked by and turned into hours the tide rose and the wave motion actually softened a bit since the dock was further off the bottom. But the rain never stopped and the wind velocity kept rising. We had left our anemometer on to chart the wind speed and at the height of the storm we had regular gusts near 45 knots.

It was a long and miserable night. By five A.M. there was light in the sky and the power of the storm started to lessen. I have a Rader Now application on my phone and during the night I would call it up to see how big the storm was and where it was located. By early morning the main body of the nor'easter had moved away from Castine and both the rain and wind were diminishing. We had been at it so long that we had gone through an entire tide cycle. In the morning light we looked up again at the tall pilings and seawall that had greeted us as we returned from the restaurant the night before.

My decision to tie my fenders to the lifelines as I normally do when docking resulted in the one bit of damage to the boat. At one point a fender caught under the lip of the dock and as a wave heaved the boat up the fender line pulled taut and what ended up yielding was my entryway station. It was bent

toward the bow and the lifelines sagged a bit limply, testimony to the overwhelming power of the wind and the waves.



Castine: The Day After

So what was learned? Not much.

If we had known everything before we left Belfast (the storm would pack gale force winds as well as rain, our dock reservation would prove meaningless, there was no assurance of a safe mooring in Castine Harbor) we might have chosen to ask for the strongest mooring in Belfast and toughed it out there. But we didn't know any of those things and, more importantly, we really couldn't have.

Like all sailors we based our decisions on the best information we had at the time. Once past a certain point as events developed we were unalterably committed. You hunker down and work with what you've got.

One thing gained was experience for my 16-year-old grandson who was with us on the cruise. As the night wore on and things got crazier and crazier he questioned me about what we were going to do. We talked it out together. I told him that no matter what happened we were lucky enough to be safe on a dock. We weren't going to be harmed. Everything else was logistics.

Despite his wet and tired misery, I told him he was lucky to be having this experience at age 16. I said I was 65 and this was the first time in my life I had this particular kind of challenge. The next time something like this happened in his life he would know how it felt and that the clock never stops

ticking; the morning light does eventually come and you start a new day. He'll undoubtedly have other long dark nights in his life and this experience will make him more ready to face them.

We weren't alone on that dock. Jeff and Joyce Stoehr had their Tartan 30 tied there too and we fought the storm together. When one boat seemed more challenged than the other we stumbled and slid across the dock to help one another. That was another thing that my grandson already knows but was reinforced: committed teamwork is the key to success.

Much like a dramatic play after the startling climax, the rest of the trip back home was anticlimactic (luckily) and without further major troubles.

With the publication of the Spring Nor'Easter, *Places We Sail* will begin reviewing the locations where the TONE gatherings will take place over the summer months. You can look forward to information on Atlantic Highlands (NJ), Shelter Island (NY), Bristol (RI), and Boston Harbor.



Tartan News

The Carbon Fiber Mast Advantage

By: Tauri Duer, Tartan Yachts

One of the defining reasons that Tartans can outperform the competition is due to their carbon fiber mast. Every Tartan sailboat, excluding the



The Carbon Fiber Mast Aloft

Fantails, comes with a carbon fiber mast as standard. But having a carbon fiber mast is far from "standard." Read on to see how this high tech mast translates into improved speed and handling and adds value to your Tartan.

Everyone knows that lighter equals faster. Not only does a carbon fiber mast weigh around half the weight of a traditional aluminum mast, but the

location of this weight savings has amplified impact. Since the mast extends aloft, far away from the center of gravity of the yacht, a lightweight mast noticeably lowers the center of gravity of the entire boat. This lower center of gravity results in a smoother ride, especially through rough seas or choppy waves, and allows the yacht to carry more sail area. In other words, the lower center of gravity lowers the amount of heel for the same amount of sail area, effectively making a Tartan yacht able to benefit from more sail area. A lightweight mast also has the added advantages of being easier to step and/or remove for storage, shipping, or inspections.

It isn't every day that you find something that increases performance while lowering maintenance, but that's just what a carbon mast does. Carbon fiber does not corrode or weather. This is especially helpful with regards to the severity of the sun and salt, making carbon an obvious choice for the marine environment. In particular, painted carbon fiber requires minimal maintenance. This is why Tartan masts are painted. It would be nice to show off that

carbon fiber appearance, but clear coated carbon doesn't offer the same low-maintenance resilience with regard to its appearance. Paint flaking from carbon fiber is extremely rare, making a painted carbon fiber mast sleek and shiny for time to come.

Part of the appeal of a Tartan is its ability to last through numerous owners and generations (if anyone is willing to give theirs up that is!). This philosophy extends to the carbon fiber mast as well. Building



Forming the Mast is Custom Work

out of carbon is an effective way to stretch the life of the mast, offering increased longevity. Why? Carbon fiber masts are stiffer than aluminum masts. While you may not immediately associate this with increased longevity, the result is that carbon masts do not repeatedly bend and twist as an aluminum mast would. All of that bending and twisting of an aluminum mast adds up to a lot of fatigue over the years. The added stiffness of a carbon mast, exactly where it is needed, results in a substantially lower fatigue rate. Carbon fiber masts are estimated to last, and retain their strength, twice as long as an aluminum mast.

At this point, you may be wondering why every yacht doesn't have a carbon fiber mast. In most cases it boils down to cost. A carbon fiber mast typically costs 40% more than an aluminum mast. However, on Tartans, a carbon fiber mast is included and doesn't cost an extra dime! In addition to being able to enjoy the benefits of a carbon fiber mast, Tartan owners are able to hold their yacht's resale value due to their increased longevity and added

value built into the carbon mast.

So, how does this all add up to increased performance and speed? First, there is the weight savings. Second, there is the lower center of gravity advantage that allows for a smoother, more comfortable ride and for more sail area to be carried. Third, the added stiffness of carbon fiber masts ensures the mast does not bend, twist or vibrate as much. Think of the power available from the wind as a finite amount. All of that extra motion in an aluminum mast is using up the available power. A carbon mast more efficiently transfers the force of the wind directly into boat speed. We design our carbon fiber masts to have this additional stiffness, but still retain enough bend to allow for easy rig tuning. This gives the yacht controllable power. Each of these advantages alone would result in an obvious difference in speed and feel, but we take it one step further. Carbon fiber masts can be engineered, through different fabric weaves, orientations and thicknesses, to behave differently at different sections of the mast. Instead of a uniform cross-section, each mast is custom engineered for optimum performance for that model's sail plan. With the correct techniques, competitive sailors can adjust their rigging, sails, and sail trims to utilize this engineering in conditions from light breezes to heavy gusts. A fully engineered, optimized, carbon fiber mast can truly outperform the competition.

The best advantage of a carbon fiber mast doesn't translate onto paper. It has to be experienced to be understood. Take this opportunity to put this explanation into practice and appreciate all your mast is doing while you are simply enjoying life. Happy Sailing!

New Legacy Yachts at Tartan Marine Company

By: Tauri Duer, Tartan Yachts

The first newly molded Legacy motor yachts are emerging at Tartan Marine Company.

On the heels of Tartan's recent announcement about the launch of Legacy by Tartan, production of the first boats has begun at the factory in Fairport Harbor, Ohio.

The new boats all employ Tartan's resin infusion process, including the use of synthetic structural foam cores and multi-directional e-glass reinforcements, all infused under vacuum. The resulting laminations have optimum glass to resin ratios and are tightly compacted for light weight and high strength.

The process also uses the industry's best modified epoxy vinylester resins throughout the lamination, producing hulls, decks and component parts of uncompromising strength with sensible weight savings.

The company is so confident in the integrity of the products that Tartan is able to offer a hull that boasts a 15 year structural and 15 year blister warranty.

Pictured below is a Legacy 32 hull after infusion, and prior to the structural grid being set in a high strength adhesive.



Legacy 32 after the hull has been infused



Pictured above is the hull being carefully released from the hull mold.

After separating the hull from the mold, the shiny new hull gleams an as yet untouched white.



Legacy 32 fully pulled from the hull mold

The next step is for the assembly crew to begin installation of the engine, onboard systems and interior components.

Winter 2015

Below we see a new Legacy 32 headed to Assembly for installations, note the trademark V sections forward and wide aft chines and centerline flats. The V'd sections offer a great ride in tough conditions and the wide chines and centerline flats allow the hull to get on plane at low speeds.



The Mark Ellis designed Legacy 32 and Legacy 42 are the first boats being brought on line with a new Legacy 36 in the design process that will be available next summer. Legacy is establishing a network of independent dealers with the initial dealers in New England, Mid-Atlantic, Southeastern US/Eastern Florida, Lake Erie and Southern California in place.

For additional information, please visit:

www.legacy.tartanyachts.com

or call (440)392-2628.



The New Legacy 32 Underway

An Offer from Tim Jackett



Before I ever joined Tartan, back in Charlie Britton's day, I carved sailboat models. In fact it was a fully rigged model of a Tartan 41 that was displayed at a tavern near the original Tartan factory in Grand River that caught Charlie's eye. It prompted him to ask the owner of the restaurant who had made it.

Shortly after that Charlie and I met for the first time. One of the reasons Charlie was interested was because at the time, the company was quite guarded about hull designs and hull lines plans and I'm sure he knew that I did not have access to those plans.

You see, I made that Tartan 41 model by eye. Charlie's 41 and several others were kept at a yacht club near where I grew up and I spent the off season studying the shape of the hull out of the water, and the deck layout during the sailing season. From that I created a Tartan 41 model that was accurate enough in detail that Charlie himself thought that I must have somehow had the plans for the boat!

Over the years, I have carved many half hull models of Tartan sailboats, including most of the Tartan models built to my designs and a good number of the classic S&S designed hulls. Many of the original wooden models were used to produce molds to replicate the originals. For a number of years, I continued to make fiberglass half models from those molds for Tartan owners. Eventually, the molds were given to the company and fiberglass half models continue to be available from Tartan.

Now that my house is well adorned with hand carved half hull models of my own, and I still enjoy making them, I thought it might be fun to once again offer up hand carved, wooden originals to Tartan owners. My favorites have always been naturally finished, showing the beauty of the wood, however if you

prefer to have a model that matches the colors of your particular Tartan, that's OK too. I generally like to work in 1/2":1' scale, so a model of a 41' Tartan would be 20 1/2" and mounted on a suitably sized board with a name plaque. I'll sign and date each model and who knows, 100 years from now, maybe they will have some additional value, if nothing else your heirs will have an original.

Different Tartan designs require more or less time to shape, for instance a Tartan 34C is one of the tougher ones because of the integral keel and modified wine glass hull shape, so prices will vary accordingly. Generally speaking they will be \$300-\$500 depending on which Tartan model you have. Drop me an email if you are interested, I'll give you a quote and time frame for producing your model. If you are thinking about a gift for someone, let me know that as well, but plan on 4-6 weeks for delivery.

I hope you enjoyed the story about my first personal encounter with Charlie, it's a bit of Tartan history that until now, few people have known, but a memory that I hold near and dear to my heart.

Regards,

Tim Jackett

trjackett@gmail.com

Galley Notes

By: Jan Chapin



For most of us, the boat has been winterized and now the planning for next season starts. Comfort food is on the agenda. For an easy and hearty soup, try this Cheeseburger Soup recipe. Take it to the boat, or it's easy enough to make on the boat, during the cooler weather.

Enjoy!

Cheeseburger Soup

Ingredients

- 1/2 pound ground beef
- 3/4 cup chopped onion
- 3/4 cup shredded carrots
- 3/4 cup chopped celery
- 1 teaspoon dried basil
- 1 teaspoon dried parsley
- 4 tablespoons butter
- 3 cups chicken broth
- 4 cups cubed potatoes
- 1/4 cup all-purpose flour
- 2 cups cubed Cheddar cheese
- 1 1/2 cups milk
- 1/4 cup sour cream

Directions

1. In a large pot, melt 1 tablespoon butter or margarine over medium heat: cook and stir vegetables and beef, until beef is brown.
2. Stir in basil and parsley. Add broth and potatoes. Bring to a boil, then simmer until potatoes are tender, about 10-12 minutes.
3. Melt the remainder of butter and stir in flour. Add the milk, stirring until smooth
4. Gradually add milk mixture to the soup, stirring constantly. Bring to a boil and reduce heat to simmer. Stir in cheese. When cheese is melted, add sour cream and heat through. Do not boil.

Tartans at Play



"A Snappy Celebration"



First Light



This month's Mystery 4100. This photo was taken on San Francisco Bay on Sunday, October 26, 2014. The photographer (Gary Van Voorhis) was on a tourist cruise and never could see the name of the boat. Is it yours? Let us know.



S/V Snappy



"La Retreat at Rest"

Friends of TONE

TONE very sincerely thanks these companies whose contributions help make our events even more special. Please support these firms when you are making purchases for your boat and mention TONE.



Dax **OneTouch** locking winch handles



Defender®



TONE Website — www.tartanowners.org

The web home of
TONE

The website contains the latest news, membership applications, registration forms, newsletters, special articles and other pertinent material.

TONE Newsletter

The TONE Newsletter is compiled and edited by Sam Swoyer and published by Gary Van Voorhis with generous assistance from members of the TONE Board. All photographs in this newsletter are the property of the authors of the respective articles in which they appear, unless otherwise credited. **Please send articles specific to Tartans such as boat projects, notices from other Tartan groups, announcements, pictures, etc., to samswoyer@comcast.net**

Cover Photo: Sam Swoyer

Rollicking, Sam's Tartan 4100, sits covered for winter at Pilots Point Marina.

Legal

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

147 Hancock Street

Auburndale, MA 02466

Officers of Tartan Owners Northeast, Inc.

President: Alan Benet

Vice President: Gary Van Voorhis

Treasurer/Clerk: Michael Musen

Other Directors of TONE

John E. Allen

Lee Andrews

Matt Bud

Jan Chapin

Leo G. Corsetti, Jr.

Peter Crawford

John A. Harvey

Ove Haxthausen

Roy Mayne

Sam Swoyer

TONE Officers

TONE Board of
Directors

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.