



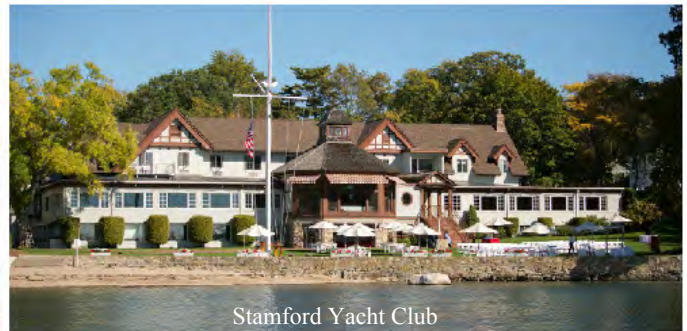
# Nor'easter

The Newsletter of TONE  
Tartan Owners Northeast, Inc.

A Handful of Wonderful TONE  
Destinations Are Planned for This Summer



Atlantic Highlands Yacht Club



Stamford Yacht Club



Shelter Island Yacht Club



Bristol Yacht Club



Constitution Marina

Look Inside to Find the Details!

**Spring 2015**

# Letter from the President

By: Alan Benet



## TONE IS Rockin' and Rollin'

We were on the bridge of a USCG cutter, approaching the Verrazano Narrows Bridge in New York City doing 32.2 knots. There was lots of traffic in the harbor. As the helmsman turned hard to port, we held on tightly to something stable. Just south of Governors Island the cutter nearly collides with the stern of a freighter, missing it by a mere 10 - 20 feet. Minutes later without warning a storm blew in with 15-20 foot seas. The cutter pitched and yawed as we continued to hold on firmly. When the storm passed, I carefully made my way to the wing deck to look at the New York skyline and all of the shipping traffic in the harbor. I was relieved when the seas were flat and the violent motion stopped.

What I just described seemed so real but was an optical illusion. On March 7 the TONE winter gathering took place at Massachusetts Maritime Academy. The highlight of our tour was the bridge simulator. We were greeted by the President of MMA, Rear Admiral Richard Gurnon USMS, a most engaging speaker and sharp of wit. He was so proud to show off their new "green" buildings but most excited to demonstrate the simulator. As we learned from our host, the simulator is used as a training tool to simulate "actual" voyages. The students lay out the courses and rotate through watches. The simulator tests their skills by creating difficult and threatening conditions at sea, such as those that we had just witnessed.

Our second tour was on the training ship (USTS) Kennedy. Captain Thomas Bushy has served as master for 19 years. We got to see the engine room, the bridge and all of the decks in between. The

Kennedy is a most impressive floating classroom. The cadets use the Kennedy as a training ship and it regularly sails to the Caribbean and Europe.

What a day it was! TONE is so grateful to Roy Mayne, who suggested and initiated the contacts with the Massachusetts Maritime Academy. We also have to thank Leo Corsetti and Gary Van Voorhis for arranging lodging and meals.

During our Saturday night dinner at Salerno's in Onset, we had the opportunity to meet friends and greet many new members who came from as far away as Maryland and Maine. We filled the room with 54 people. As the members introduced themselves I asked them to tell us, briefly, what they liked most about sailing. Unfortunately, I did not take notes but I do recall two common themes – friendships formed and the feeling of freedom when you leave your dock or mooring.

Yes, TONE got off to a ROCKIN' AND ROLLIN' start. We plan to "keep the ball rolling" this coming sailing season by bring our gatherings (as we now call them) to you – there will be five across the northeast from the Atlantic Highlands, NJ in early June to Boston, MA at the end of July. Please plan on joining us at some or all of these events – if you can't sail there – come by automobile.

Following are some of the details for each venue:

Atlantic Highlands

Dates – June 19 - 21

Place – Atlantic Highlands Yacht Club

1 Simon Lake Dr, Atlantic Highlands, NJ 07716





## Spring 2015

Coordinator – Carl Bergeron [crlberge@gmail.com](mailto:crlberge@gmail.com)  
732 642-7819

Moorings - Contact Atlantic Highlands YC  
[ahyc.clubexpress.com](http://ahyc.clubexpress.com)

Docks - \$2.75/ft - including electric. Contact:  
[ahhabor@ahnj.com](mailto:ahhabor@ahnj.com)

Club monitors VHF #9

Scheduling includes:

Friday night-cocktails - at AHYC; Dinner on your own in town.

Saturday lunch – at AHYC

Saturday night – dinner at AHYC

Area Attractions - The Town of Atlantic Highlands is located within a short walk (five minutes or less) and the YC personnel will provide vehicle rides to and from the nearby market and convenience stores. Atlantic Highlands Harbor Office can be reached on VHF channel 9 and 732 291-1670. Further information is available at [ahhabor@ahnj.com](mailto:ahhabor@ahnj.com).

AH Harbor is a good place to consider changing crews if that is an option for transients. Seastreak high-speed passenger service is available to New York City and return several times each day. For pricing and the schedule of the Seastreak service, you can reach them at [seastreakusa.com](http://seastreakusa.com).

Boating up the Navesink River is considered not advisable due to the shoaling and depth of the channel. Arrangements could be considered if participants wanted to visit some of the surrounding towns (Sea Bright, Rumson, Fair Haven, Red Bank.)

If you are planning to attend, will be departing from harbors on the eastern end of Long Island Sound, and want to sail in a flotilla of Tartans, here is a tentative plan for departures:

### **Stamford to Atlantic Highlands & Return**

Departing on June 19

Cast off from the Stamford breakwater at 0800 – assuming boat speed of 6 or 7 knots, ETA at Atlantic Highlands will be 16:50.

Departing from Atlantic Highlands to Stamford on June 21

Cast off from Atlantic Highlands at 0900 – assuming

boat speed of 6 or 7 knots, ETA at Stamford breakwater will be 16:29.

Stamford Yacht Club

Dates – June 26-28

Place: Stamford Yacht Club

97 Ocean Drive, West Stamford, CT 06902.

Coordinator – Ove Haxthausen  
[ovehax@hotmail.com](mailto:ovehax@hotmail.com)

The Stamford Yacht Club was organized in 1890. The club's earliest members were active people living in interesting times. The Merritt Parkway is named after the second Commodore of the club. Additionally, Commodore Henry K. McHarg built a railroad town in Texas that is still called Stamford.

Like hundreds of members who followed them, the founders preserved and enhanced the club both for their contemporaries and for generations to come. Today's current SYC members still commemorate its founding legacy with gratitude and remain committed to be faithful stewards between the Club's last century and the next.

Dock or Moorings will be assigned by SYC Dockmaster. – cost - \$50/night

Club monitors VHF # 72

Friday evening dinner – on your own at SYC

Saturday evening dinner – prix fixe SYC with a cash bar

Sunday breakfast – at Stamford YC

Area Attractions – SYC is perhaps one of the most beautiful yacht clubs on Long Island Sound with a picturesque view and excellent food to compliment the beauty of the club.

Shelter Island Yacht Club

Dates – July 10 -12

Place – Shelter Island Yacht Club

Coordinator – Lee Andrews

Moorings - up to 35 ft. is \$65/night; 36-52 ft. is



\$70/night. Mooring reservations must be made in advance through Lee Andrews of TONE. Phone - 631 324-1347 or email - leeandy243@optonline.net SIYC provides launch service.

Club monitors VHF #74

Plans: Attendees must register with the club on arrival and will be given a card which can be used in the bar and restaurant. Payment for the TONE dinner will be made individually using this card. No payment to TONE is necessary.

Friday July 10: Register at SIYC, get acquainted, visit boats, visit Greenport – dinner on your own.

Saturday July 11: Dinner at SIYC is scheduled for 6 P.M.

Area Attractions - Shelter Island is a great place to bike and or walk. It is quite rural and has changed little in the last 50 years. Access to Greenport on the North Fork is easy by using North Ferry, which is in walking distance from the club. No car is necessary in Greenport as the shopping and restaurants are in a compact area. Other very good restaurants on Shelter Island include: Sweet Tomatos, a short walk from SIYC, and The Vine which is a 5 -10 minute taxi ride south road to South Ferry (Rt. 114).

Bristol Yacht Club

Dates – July 17-19

Bristol Yacht Club

180 Poppasquash Road, Bristol, RI 02809

Phone: 401-253-2922 Fax: 401-253-3283

Coordinator – David Cochran

Bristol Yacht Club had a modest birth in 1877 when a group of Brown University students got together and formed the Zephyr Boat Club "for the purpose of mutual interests and the practicing of rowing on our harbor, the principle objective of the club being to have a good time." That same year, the Zephyr Boat Club became the Neptune Boat Club, which in 1899 became the Bristol Yacht Club.

Today BYC sits on the west side of Bristol Harbor in the old Red Crest Estate. The clubhouse has been recently renovated and is located on a very active

waterfront. Over the years BYC has had active racing fleets of Herreshoff 12 1/2s, Herreshoff S boats, International 110s, Thistles, as well as many other classes. The Penguin frostbite fleet is one of the oldest continuously operating frostbite fleets in the country.

Moorings - \$40/night, including BYC launch service

TONE members are responsible for making their own mooring reservation in advance – call 401 253-2922

Club monitors VHF # 68

Schedule for Friday July 17th

No formal event. Arrive at your leisure and explore.

Schedule for Saturday July 18th

Afternoon of July 18th – visit boats, visit town, get acquainted with Bristol Yacht Club facility

5 – 6 PM - Beer and wine at Bristol Yacht Club courtesy of New England Yacht Partners.

Brief welcome and introduction to BYC, review of agenda for the weekend

6 - 9:00 PM - Dinner and Introductory welcome from NEYP sponsors as well as comments from Tim Jackett of Tartan

Sunday Morning - July 19th

8 - 9:30 AM - Continental breakfast from NEYP

11:00 AM - Race down the Bay - conditions permitting

Area Attractions:

The town of Bristol, Rhode Island

The Herreshoff Museum

Constitution Marina (Boston)

Dates – July 24-26

Place – Constitution Marina, Boston, MA

Coordinator –Leo Corsetti and Peter Crawford

Docks – cost \$3 per ft; reserve on website

<http://constitutionmarina.com/visiting-vessels>

Or call 617 241-9640 – including use of the all facilities including the swimming pool



Marina monitors: VHF #69

Schedule of Activities:

Friday - July 24th dinner on your own

Saturday – July 25th – dinner at Filippo’s in Boston’s North End

Area Attractions – Boston, Charlestown and just over the bridge to the North End

Within the next two months, TONE will be sending out details and sign up forms for each location.

Many have expressed an interest in attending multiple gatherings and cruising with other TONE members. We will have rosters available in advance so you can contact other TONE members to make arrangements for cruising together.

I am looking forward to greeting each of you at the five gatherings. Enjoy spring and begin the countdown to splashdown!!!



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## Get Ready for the New Season!

### Man Overboard Retrieval

As we look forward to the 2015 sailing season, one procedure that we should revisit is our man overboard retrieval process. To assist with that review, we are providing two excellent “You Tube” videos links produced by The Sailing Foundation.

Here are the links:

<http://www.youtube.com/watch?v=VnhjOhWD4j0>

<http://www.youtube.com/watch?v=FXMQIBAhFFs>

Now is a good time to plan for a safe boating season in 2015. We hope that these demonstrations will assist you and your ongoing safe boating preparations.

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# Suddenly in Command - First Aid

By: Robin G. Coles

In my last article I mentioned Luke had a heart attack. Dani got stuck at the helm; “Suddenly in Command”. Fortunately for her, Luke was able to give her directions while he was lying down in the cockpit. But, what if some other medical emergency happened?

Emergencies come in different shapes and sizes. Some are man-made. Others are acts of nature. If they happen at sea, they will need quick action taken. In addition to getting hit by the boom, falling overboard, slipping on the deck, and carbon monoxide poisoning can become a major trauma; unless someone on board knows exactly what to do. Education and planning can help you feel more confident. The best way to get this confidence is to take the American Red Cross or US Sailing courses; CPR, First Aid and AED (Automated External Defibrillator).

<http://www.ussailing.org/racing/offshore-big-boats/senior-first-aid-certification/>

Before you leave the dock, here are a few things you can do to prepare yourself for an emergency.

1. Check your VHF Radio to make sure it's working. It should have a red DSC (Digital Selective Calling) button on it. And its MMSI number is registered. (Maritime Mobile Service Identity Number) If not, you can register it here:

<http://www.usps.org/php/mmsi/home.php> (United States Power Squadron)

2. Check your first aid kit and make sure you have supplies in it such as: band-aids, ace bandages, aspirin, hot and cold packs, alcohol, antacids. An up-to-date first aid book also.

3. Have your passengers fill out a form with their medical history on it. This will tell you who their physicians are. Any medications they're taking. Types of allergies they have. And who is their

emergency contact. Then take everyone's forms and put them all together in one spot where everyone on board can find them. A good place might be the chart table.

You might also ask everyone to enter a name in their cell phone under “ICOE” (in case of emergency). This will come in handy when you pass this information onto either the USCG or whoever rescues you.

At sea if you encounter a medical emergency you'll need to: Assess the Scene and Alert others on board. You'll also need to quickly check your surroundings to see if you can get back to shore. Complete a secondary survey for injuries. Ask about symptoms and observe signs for something wrong or out of the ordinary. As soon as you can, start a log of what happened, symptoms and treatments you provided. This should go with the person once help arrives.

The Good Samaritan law protects you if you don't go beyond the scope of your training. To prevent a lawsuit, make sure you only advise and act upon what you've learned. If a person is unconscious and not breathing, you'll have to assume permission is implied. Make sure you explain everything you're doing each step of the way and ask for confirmation. You'll also want to state that you're going to call the next level of care.

About Robin:

*Robin is a published author, passionate marine enthusiast and sailor who has interviewed countless industry experts as well as visited, interviewed personnel at, written about, and photographed hundreds of marine ports in the US and abroad. Robin also works with businesses to help them tell their stories. Articles, customer success stories, and videos are just a few ways she helps her clients. Her current projects include videos about Boat Safety. If you'd like to get involved in these, let Robin know.*



# Safety Corner

By: Sam Swoyer (Ed.)

In the last issue of Nor'easter we reviewed the U.S. Coast Guard regulations relating to safety equipment, specifically the various types of life jackets and floatation devices including their requirements. Many of you will remember that Nor'easter covered the various types of Fire Extinguishers and their use in the Summer 2014 edition. In the Spring edition we are going to concentrate our focus on USCG rules related to Visual Distress Signals. As in the winter edition, we are using "A Boater's Guide to the Federal Requirements for Recreational Boaters" published by the Coast Guard as our reference.

The Requirements:

All vessels operating on U S coastal waters, the Great Lakes, and territorial seas, as well as those waters connected directly (up to a point where the waterway is less than two nautical miles wide) must be equipped with U S Coast Guard-approved visual distress signals (VDS). Additionally, vessels owned in the United States and operating on the high seas must also be equipped with U S Coast Guard-approved visual distress signals.

The following vessels are not required to carry day signals, but must carry night signals when operating from sunset to sunrise:

- Recreational boats less than 16 feet in length.
- Boats participating in organized events, such as races, regattas, or marine parades.
- Open sailboats less than 26 feet in length that are not equipped with propulsion machinery.
- Manually propelled boats.

## Pyrotechnic Devices

Pyrotechnic visual distress signals, such as flares and smoke, must be U S Coast Guard-approved, in serviceable condition, and readily accessible. Each and every season it is a good idea to check the expiration date of on-board VDS devices. Expired signals may be carried as extra equipment, but cannot be counted toward meeting the visual distress signal requirement.

Launchers manufactured before January 1, 1981, and intended for use with approved signals, are not required to be U S Coast Guard approved, as long as, they remain in serviceable condition.

U S Coast Guard-approved pyrotechnic visual distress signals and associated devices include:

- Pyrotechnic red flares, hand-held or aerial (day/night use).



- Pyrotechnic orange smoke, hand-held or floating (day use).







- Launchers for aerial red meteors or parachute flares.

Each of these devices has a different operating/burning time. Check the label to see how long each pyrotechnic device will remain illuminated.

Choose a device best suited to the conditions in the area where your vessel is typically used.

If pyrotechnic devices are selected, minimums of three signals are required for day use and three signals for night use. Some pyrotechnic signals meet both day and night use requirements (such as, combination flares).

Pyrotechnic devices should be stored in a cool, dry place, if possible.

A watertight container painted red or orange and prominently marked:



Flare Canister    Mounting Bracket

“DISTRESS SIGNALS” or “FLARES” is recommended.

## Non-Pyrotechnic Devices

Non-pyrotechnic visual distress signals must be in serviceable condition, readily accessible, and certified by the manufacturer as complying with U S Coast Guard requirements. These signals include:

### -Orange Distress Flag

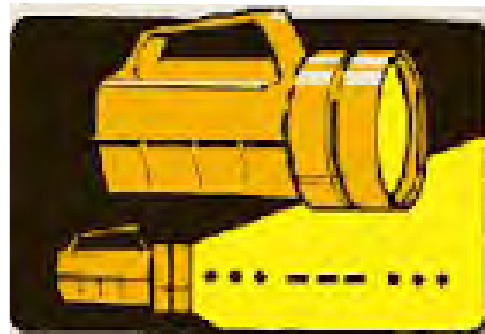
- Used as a day signal only.
- Must be at least 3 x 3 feet with a black square and ball on an orange background.
- Must be marked with an indication that it meets U S Coast Guard requirements in 46 CFR 160 072.



- Most visible when attached and waved on a paddle or boat hook, or flown from a mast.
- May be incorporated into devices designed to attract attention in an emergency, such as balloons, kites, or floating streamer.

### -Electric Distress Light

- Acceptable for night use only.
- Automatically flashes the international SOS distress signal (•••---•••).
- Must be marked with an indication that it meets U S Coast Guard requirements in 46 CFR 161 013.





Under Inland Navigation Rules, a high-intensity white light flashing at regular intervals from 50-70 times per minute is considered a distress signal.

Such devices, however, do not meet the Visual Distress Signal carriage requirement.

Regulations prohibit display of visual distress signals on the water under any circumstances, except where assistance is needed because of immediate or potential danger to persons on board a vessel.

All distress signals have distinct advantages and disadvantages. No single device is ideal under all conditions or suitable for all purposes.

Pyrotechnics are universally recognized as excellent distress signals, but there is potential for injury and property damage if not handled properly. These devices produce a very hot flame with the potential to cause burns and ignite flammable materials.

Pistol-launched and hand-held parachute flares and meteors have many characteristics of a firearm and must be handled with extreme caution. In some states and Canada they may be considered a firearm and prohibited from use. Be sure to check with your state boating agency.



The following are just a few of the many combinations of devices that will meet the USCG requirements:



- 3 hand-held red flares that are approved for day/night use.
- 1 hand-held red flare and 2 parachute flares for day/night use.
- 1 hand-held orange smoke signal and 2 floating orange smoke signals for day, and 1 electric distress light for night.

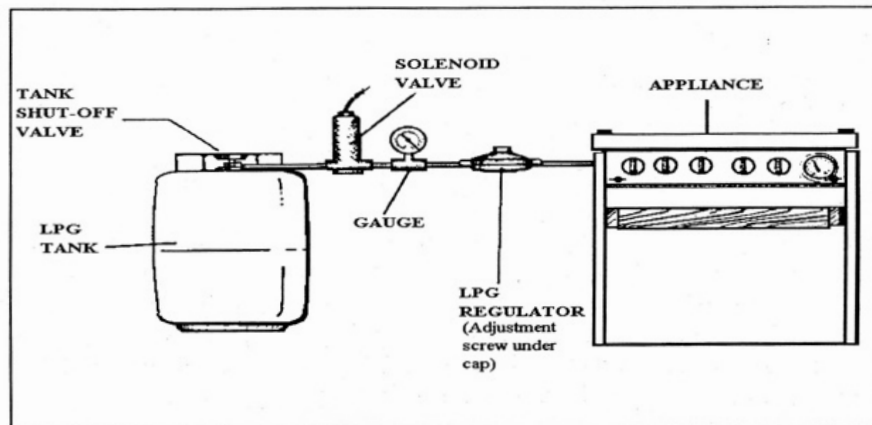
Most importantly, all boaters **should be able** to signal for help. It is incumbent upon each Captain to know how to safely employ the appropriate device when circumstances dictate. If you are not comfortable with the safe operation of your VDS systems, find an opportunity to learn from experts and practice its use before conditions require you to utilize a VDS device.

### Spring Safety Check - Your L.P.G. System

By: Sam Swoyer

As we plan our spring commissioning projects, there is one system on our boats that often goes unattended. It is very important to add the boat's Liquefied Propane Gas (LPG) system to our periodic checklist, as there is no room for

error when it comes to installing, maintaining and repairing liquid propane gas systems used on sailboats.



A conceptual drawing of the system is as follows from left to right – the propane storage tank itself with a manual shut-off valve on top, a solenoid valve, the pressure gauge, the LPG regulator valve

and finally the appliance – note there are also hoses that link the appliance with the other system components.

Our annual maintenance checklist therefore should include a thorough look at the tanks, hoses and appliances associated with this system.

The first place to carefully inspect is the tank itself. The tank(s) are usually installed in a **dedicated** locker. There should be nothing else stored with the tank(s). Tank storage lockers should be located above the static waterline of the boat. The locker



should have a lid that opens from the top; the top should contain a gasket and be capable of being securely latched. The lid to the locker should

open directly into the atmosphere. Additionally, there should be a vent and a drain at the lowest point of the locker; they must not trap water and they must be a minimum of twenty inches away from any opening (vent, port, dorade etc.) on the boat.

The first check is to visually inspect the tank itself – pull it out of the locker and look for signs of corrosion. If you find strong sign of rust, by all means have the tank checked by a professional – preferably ABYC certified. If in doubt, err on the side of caution - do not take chances. Play it safe with gas. Remember LPG is heavier than air and thus if there is a leak the gas can settle in the bilge waiting for a spark to ignite it.

Each tank installation should be equipped with a pressure gauge. The pressure gauge is not used to determine the amount of gas remaining in the tank, as is a



popular misconception. The tank's pressure remains constant until the tank is virtually empty. Instead, the pressure gauge's principle use is to detect leaks. A really good idea is to get into the habit of checking your tank frequently. The following check is so easy that it can be performed before or after each use.

Test your tank using the following procedure - first, close all range burner valves by turning the controls to the off position.

Turn the remote solenoid (assuming there is one) on then open the tank's manual valve for a few seconds. Note the pressure on the tank's gauge, then close the valve on the tank.



The pressure should remain constant for at least ten minutes. If it does not hold steady then gas is leaking from the system. If your tank is leaking,

find the leak by applying a mixture of liquid soap and water to all the connections and any other suspected points by looking for bubbles. Be sure to keep all flames away until repairs are made.

Finally, lines that carry gas from the locker to each appliance should be closely inspected. Each stove, heater or other appliance needs its own continuous line for delivery of the gas.

There are very specific Underwriters Laboratories standards for flexible gas hose as well as annealed hose and copper tubing.

Most importantly, no in-line connections are permitted inside the boat or outside the LPG locker other than where a transition is made between copper tubing and the required length of flexible hose used at a gimbaled stove.

Finally, ensure that the gimbaled mounts for your stove are fully captive. Test this by vigorously pulling up on the stove. If it unships, the mounts are faulty and should be replaced.

# Tartan Tech

## Working on Our Boats



### Alternator Wisdom

By: Martin Waine

This is a short note, which was prompted by on-line discussions about the benefits of large alternators.

On stock boats, the alternator is often a version of an automotive type. The alternators in cars run at fairly high speeds for most of the time that the engine runs. There is plenty of charging time to fully recharge a battery that is in reasonable condition. The same is true of powerboats. Cruising sailors however, want to recharge their batteries quickly, since the engine is not required while sailing. This dilemma frequently leads owners to switch to high-output alternators (with complex pulley systems) in order to provide the high output to minimize battery recharge times.

When batteries are low, as the engine starts and charging begins, the current into the batteries is usually limited by the current capability of the alternator. But that lasts only a few minutes because



the terminal voltage of the batteries being charged rises quickly, and the increasing voltage limits the rate at which the batteries can be charged.

Thereafter, there is no more benefit to an alternator system capable of high amperage. The charge rate depends, among other things, on the difference between the alternator output voltage and the terminal voltage of the battery. But increasing the alternator output voltage would not help because that would cause overheating in the batteries, doing them damage.

High-amperage systems sometimes require modified drive systems with wider pulleys and more belts. But after a few minutes of charging, in most cases,

the stock belt systems will deliver the necessary power.

What is important to minimize recharge time is a voltage regulator that is more sophisticated than the stock automotive type, namely a three-stage regulator.

These are available with most aftermarket alternators, so improved alternator systems generally do work better on cruising boats. Three-stage regulators keep the charging voltage at a pre-programmed level during the charging cycle. They will come with programming profiles appropriate for different types of batteries and will shorten the recharge time considerably.

Three-stage regulators are available to work with almost any alternator, so it is not necessary to buy a high-output system to get the benefit of the better regulator, and it will not greatly shorten the recharge time to increase the alternator output.



On a slightly different topic, even a charging system that includes a three-stage regulator will not get the batteries fully recharged without running for a long time. The last ten percent or so to bring the batteries to full charge happens very slowly, typically a half hour to an hour, or even longer. Long battery life depends on batteries being fully charged most of the time. Boats that live in slips can achieve this with shore power. But boats that are cruising or that live on moorings don't have that option. A solar panel can provide the small charge current over a long period to bring batteries to full charge.



# Compass Musings

By: Bill Shaw

The magnetic compass is one of the oldest of the navigator's instruments. Its origin is not known, however. There is little substantial evidence to support the story that this was a Chinese invention, or that Marco Polo introduced the compass to Italy in the 13th century. One fact does remain true; the magnetic compass is one of the most reliable of aids to assist the modern day navigator, although it is increasingly overlooked with the advancement of GPS and Chart Plotters. It does not rely on electrical power or orbiting satellites and it is the one device that will continue to operate when all else may fail.

DGPS and Chart Plotters are fantastic devices, but they are simply aids in the navigator's toolbox, and need to be treated as such. The Chart Plotter is a nifty device when it is working properly. But, what happens when you lose power?

In 1993 I was fortunate to make a trip to Antarctica on an oil tanker to resupply McMurdo station with diesel and jet fuel. On our return voyage to Seattle, Washington, we navigated from the Antarctic region to a waypoint just outside of the entrance to the Strait of Juan de Fuca by celestial means, and with the magnetic compass.

This was a challenge put to the three deck officers by the ship's master where all electronic equipment (radars, Sat Nav, etc) was switched off.

Of course, during times of reduced visibility or as needed, we were permitted to use the radar, Sat Nav, or depth sounder to avoid collision with another vessel or when on soundings; and we always kept our gyrocompass switched on. However, for all intents and purposes we guided the ship over a voyage lasting many weeks by sun lines, star sights, and dead reckoning (when celestial positions were unobtainable), and by the humble magnetic compass.

In the end we arrived approximately five miles from our intended final waypoint, but well off soundings. For a voyage spanning several thousands of miles, this is a remarkable feat. From this experience, it reinforced the importance of the magnetic compass

and its capabilities over long distances, varying sea conditions and changes in climate. Although not particularly reliable in the Polar Regions the magnetic compass is a vital tool; the importance of which should never be overlooked or ignored.

The point of this brief is to stress to all recreational



yachtsmen the need to put faith back into the magnetic compass and to not place an over-reliance on the latest wiz-bang DGPS or Chart Plotter. The magnetic compass has taken navigators over vast oceans for centuries and its importance on the recreational craft cannot be ignored.

If you are unsure about the accuracy of your own magnetic compass, then contact a qualified compass adjuster to check your compass and create a deviation table. The cost is far less than a new GPS or Chart Plotter and is easily done on a calm day and is money well spent.

Consider this: In the absence of current or wind, one degree of compass error over a one mile distance will result in you being approximately one hundred feet off course at the end of the one mile run (92 feet to be precise); or one mile off course for every sixty miles.

*Bill Shaw is one of the principal owners of New England Yacht Partners – a New England Tartan Dealer. Prior to becoming a broker, Bill spent twenty years on commercial oil tankers, eighteen as ship's officer and the last two as captain of a chemical tanker. He holds a USCG license as master for unlimited tonnage – oceans.*



# TJ's Bits of Tartan History

By Tim Jackett

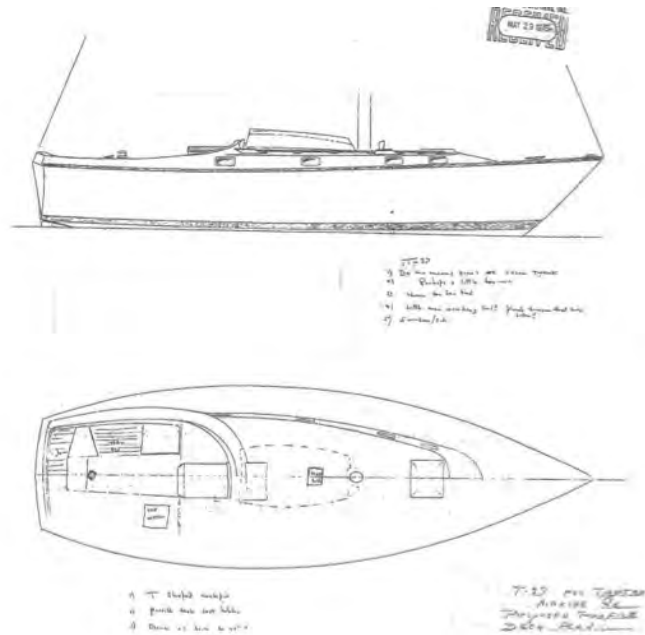


When I think of Tartan, as much as anything I recall the individuals that have contributed to and defined the brand and the product now 55 years in the making. I'm sure it is true of most companies, but somehow I think it is even more so with companies like Tartan. It produces a product that is very personal in nature and a process that runs the full gamut from conception, through development, sales and marketing, manufacturing and on to passionate owners. Of course, for many, myself included, Charlie Britton is the primary "personality" that put his stamp on the business, but in reality it has been many. Through my now, very long association with Tartan I've had the good fortune to know many of the people that guided and influenced Tartan from the 70's to the present.

Of course, my main area of focus throughout my career at Tartan has been on the new model development side of things, so there is no better place for me to start than with some of the highly skilled Tartan designers and engineers that have been instrumental in bringing concepts to reality.

Over the years, Tartan has had several very good in house designers and engineers, I'm sure I am missing some, but these are my personal headliners.

Before I picked up the in house design torch for Tartan there was a gentleman by the name of Art Rand that was handling the task. To my eye, Art's concept work on the T37c was responsible for establishing the distinctive "Tartan" deck styling that I continue to evolve in the work that I do today. Although, Sparkman & Stephens rightly get design credit for the 37c, it would not have been the same trend setting Tartan without Art Rand.

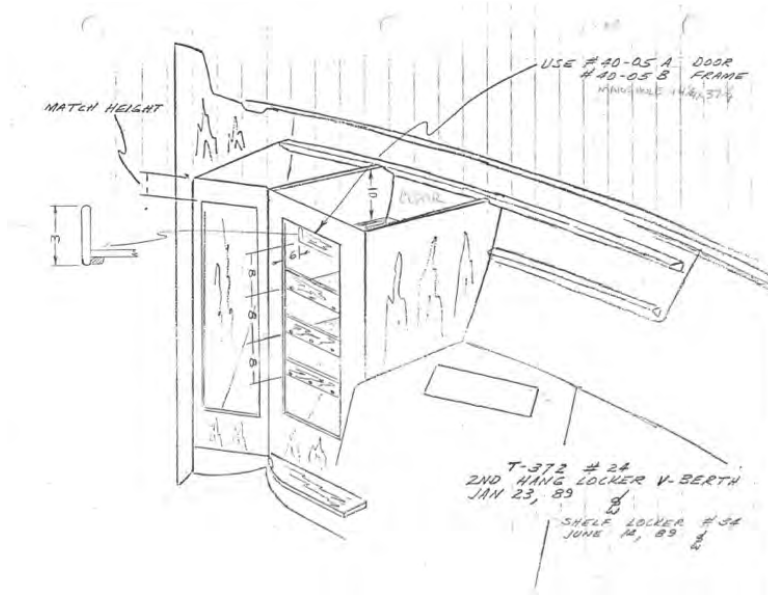


An early Art Rand sketch working out some details on the Tartan 37c

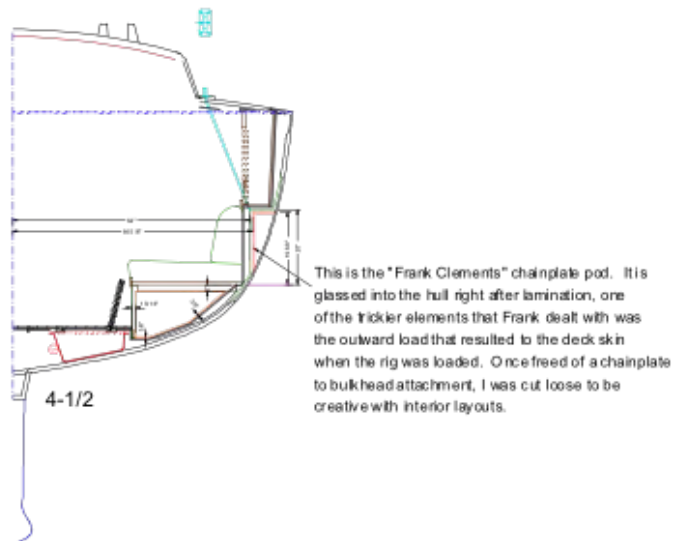
## Spring 2015

Before we had the ability to very precisely detail drawings for patterns, molds and eventually the build details electronically, that work was done by hand. During the 70's and most of the 80's Donald Paul Walker did this better than anyone. Many of you may have copies of Don's work. If you have a sketch from an owner's manual or service inquiry on one of the classics, check for dpw at the bottom of the page. During development and then once in production, Don's hand drawn perspective drawings documented how a Tartan was built. Always on an 8 1/2" x 11" yellow lined legal pad, Don drew everything from a rudder post fabrication to a cabinet trim detail, these drawings became the record and in effect the menu for how to build a particular model.

A dpw sketch showing some detail in the forward cabin on the Tartan 372.



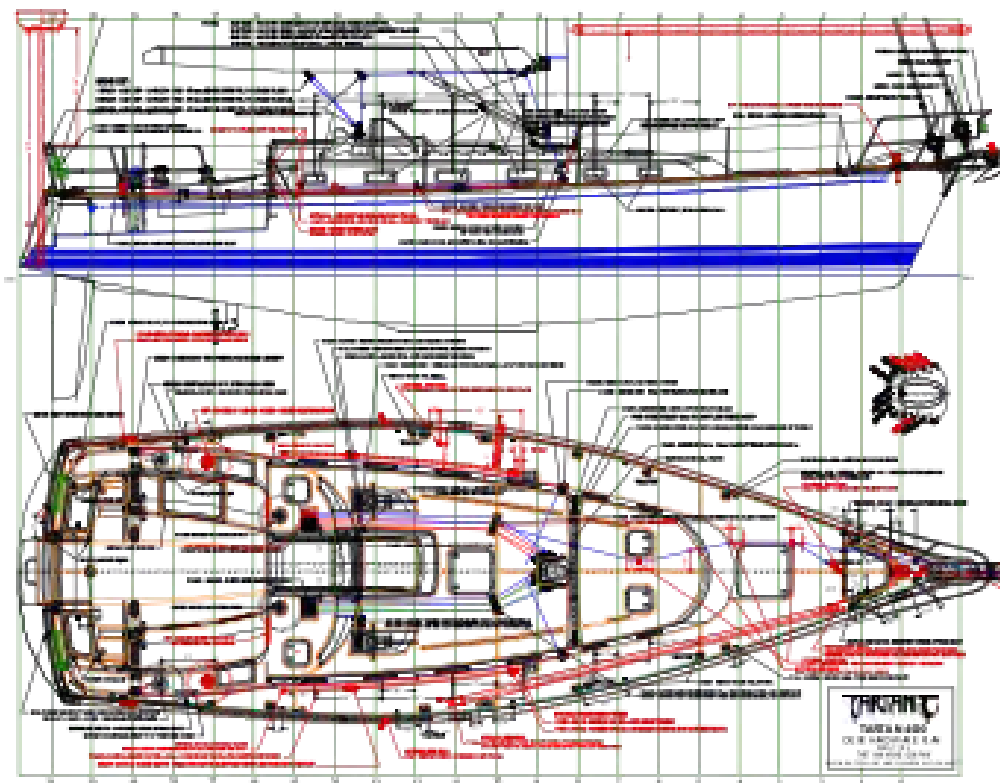
One of the most fertile and inventive engineering minds belonged to Alfred Frank Clements. Frank was the plant and production engineer in the Hamlet, NC facility for all of its 20 years of building Tartans. In fact, the story goes that in the late 60's Charlie spotted one of Frank's boat building projects in Hamlet while driving home to Cleveland from the Britton estate in Georgia. He pulled over and started up a conversation with Frank. Frank could talk, so that conversation lasted up until the spring of 1993, a couple of months before Charlie passed away, during a trip he made to Ohio to see his old boss and friend. Frank would gladly tell you that one of his best innovations was the development of the fiberglass pod, chainplate attachment. And I would have to agree, up until he did his work developing the concept, our yacht interior design was defined by the placement of the chainplate bearing, main cabin bulkhead that always had to be located adjacent to the mast. Everything stacked fore and aft from that placement. Once freed from that constraint, I began moving bulkheads and rooms around, angling bulkheads to maximize space or to create more inviting cabins. Those of you with Tartan 33's have the very first chainplate pods that we used, and every time I speak with Frank, one of his first questions is "are all of them are still intact". To the best of my knowledge, I believe they are. This paragraph



makes me realize, I need to give Frank a call, it's been a while since we last spoke, and he's now well into his 80's.

No discussion of the highly skilled talent that has been involved in the development and build of Tartans would be complete without including our current senior designer, Rick Lannoch. Rick is just flat out phenomenal. While I've known Rick since the late 70's or early 80's he finally came to work at Tartan around 1996. First as a lead builder, then on to a crew leader, his build teams put together some of the best Tartan 4100's produced. It didn't take long to realize that we needed to put Rick in a position to have a positive impact on more than just his individual build crew. So his next stop was production engineering. From that point on, Rick has been honing his skills and has become instrumental in the design and development of every Tartan. He does the most detailed and accurate design work one could imagine, and those of you that have had the pleasure of working with Rick in the creation of your own unique Tartan, you know his skills.

One of Rick's OMG how could you put that much detail into one drawing, drawings?



So that's my personal who's who of Tartan design and engineering through the years. I'm sure there are others that would at least make the honorable mention category, but this group has been instrumental in creating the boats that Tartan enthusiasts love.

# Navigation in the 21st Century

By: Alan Benet

TVMDC – I suspect that every TONE member reading this article knows why this acronym is so important. Yet, I also suspect that most of those new to boating have no idea of the significance of this acronym.

It was 1958 when I enrolled in the Basic US Power Squadron course. At that time, the course was intensive, focusing on teaching navigation and reading charts. I became proficient with the tools of the trade – dividers and parallel rules. That was the beginning of basic navigation.

As I became more knowledgeable, I added other useful tools – Eldridge, a hand bearing compass, a stop watch and a log book.

The routine for my summer cruising was to sit at the chart table each night and layout the proposed course for the next day. In addition, I also projected, days in advance, using Eldridge, to determine times of departure to maximize fair currents.

On a small notepaper I wrote down points of departure, courses, distances and points of arrival. This paper was kept in my pocket as a quick reference as I was sailing or motoring. My dead reckoning positions were noted on a chart and I would often take several bearings during the day to get a fix confirm my DR.

As the years have progressed, the old methods of navigation have been supplemented by Loran, GPS and chart plotters.

While I am not on the cutting edge of technology for navigation, I have added some useful tools that have dramatically improved the planning process and navigating while underway.

Most of us are familiar with the Raymarine software. My C120 chart plotter uses vector base charts (electronic charts) and only performs very basic functions.

For many years I have been crew on a friend's boat doing a delivery, round the clock, from Stamford to Maine. I was impressed with the computer hardware and software that he used and duplicated the same on

La Retreat. I purchased an Argonaut computer (6" x 6" x2")



and an Argonaut screen.



This system is specifically designed for boats. It is a 12 volt system, the computer only draws 4 amps. The navigation software is Time Zero Odyssey by Nobeltec. The screen is mounted in my nav station.

Now that I have a permanently installed on board computer, I have added software –

XM Weatherworks, Microsoft Office, and, of course, a connection to the internet (wifi to Verizon Mobile Hotspot). I have stored, under documents, manuals for systems, articles for sailing magazines, lists for commissioning and winterizing, photos of placement of halyards, photos for by passing the hot water tank for winterizing, etc. All of this information is backed up on a 16MG thumb drive which I always



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keep on the boat (and also on my hard drive at home).

How has my navigation evolved using this new technology? My paper charts for the area I am sailing are still kept on the nav station and I still enter my DR and fix on the charts. My entries into my log book have not changed, either. The major change has been in the planning process.

A course is laid out simply by using a mouse, clicking at the beginning of the course, continually clicking for course changes and then clicking to store the course.



When I lay out this course, at first, I do not plan the details of the courses, ignoring marks, shoals and other obstructions. Next I enlarge the screen, follow my course line and adjust the course, as needed and then store. Once stored, one of the best features of



Time Zero is it will calculate the best time of departure, based upon the estimated speed of the boat. Current arrows are on the chart and you can open the current arrows and determine the current for anytime.

While on course, Time Zero will continually calculate the ETA, as well. While Time Zero can be integrated into the automatic pilot, I will not add that

function. I am still a firm believer of “keeping your head out of the boat”, thus using the autopilot to either steer to a waypoint or steer to apparent wind.

Each time I complete a course, from departure to destination, the courses are stored for future use. Thus, for example, if I am planning to depart Rockland, Maine and sailing to the Isle of Shoals, the courses are all laid out and the only changes that I will make is the date of departure and I may alter my average speed, depending on the weather.

While I may be using technology in the 21st century,

Name	From...	To...	Length	Comments
▼ Annisquam River to Westworth			22.95 NM	
▼ Annisquam River to Vinery			26.55 NM	
▼ Block Is to Vineyard Haven			51.51 NM	
▼ Block Is to Stamford			89.61 NM	
▼ Boothbay to Westworth			68.41 NM	
▼ Boothbay to Rockland			38.51 NM	
▼ Boothbay to Thomaston			27.34 NM	
▼ Boston entrance to Middlehead			12.74 NM	
▼ Boston to Canal			53.66 NM	
▼ Boston to Manchester			21.18 NM	
▼ Boston to Middlehead			14.38 NM	
▼ Boston to Newburyport			44.33 NM	

some of my old routines for navigating still have not changed. I still write down courses and distance and now tape them to the binnacle. I will still note my DR and fixes on the chart as well as making entries in my logbook. Eldridge – I still purchase the “Bible” each year and do quickly verify, based on Eldridge, the current information on Time Zero.

While I do not need to use my original tools of the trade, parallel rules, dividers, hand bearing compass and stopwatch, they are still used on a daily basis while cruising so these basic skills do not go dormant.

By this time we are familiar with Team Vestas Wind, the Volvo 65 that was shipwrecked in November on a reef that was well marked on the charts. Bill Shanen, the editor of Sailing, best summarized the navigator’s error “*This is a negligence of scale that will likely achieve immortality in the annals of misusing technology*”, yet public reactions have been more understanding than condemning”.

We can get too comfortable with electronic navigation, leading to damaging and, unfortunately,

sometime deadly errors. When we lay out a course on a chart, our pencil will move from point of destination to point of arrival. We can see depths, navigation marks, shoals, reefs and other obstructions. Electronic navigation gives us the ability to click on the mouse at the point of departure and click on the mouse at the point of arrive, and, voila, you have a course! It is this “negligence of

scale...” that can lead to disasters.

So yes, while I have partially immersed myself into the 21st century by using sophisticated software and hardware on La Retreat, I still rely on and refer to the basics – a chart, dividers, parallel rules, a stop watch and, yes, Eldridge!

(TVMDC -  
True/Variation/Magnetic/Deviation/Compass)

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# Chesapeake Bay Tartan Sailing Club

## News for Spring 2015

By: Grace Holt

Our Spring 2015 sailing season got off to a good start with our annual Planning Meeting in Galesville. Steve Robertson, our new Vice Commodore, ran the meeting in place of Commodore Greg Shields, who was skiing in Utah at the time. We all agreed that the Shields have a very rough life, with skiing in the winter and sailing the Chesapeake in their new Tartan the rest of the year.

Our first event will be the annual Symposium on March 21st, captained by Darlene Forte. Speakers include Matt Rutherford, who had completed a solo, non-stop circumnavigation of the Americas in 2012, and who has recently returned from a Trans-Pac 63-day study of plastic pollution in the Pacific. Gary Jobson, a world-class sailor, TV commentator and author of eighteen sailing books, is another featured speaker. Chris Oliver, well known to many of our club members as someone who can and will fix whatever ails your Tartan, will also share his experiences with us. In addition, we know to expect some useful and amusing door prizes from local sailing businesses.

Armed with all this pertinent information, on the weekend of April 25th, we'll sail up the Severn to Salt Works Creek for our first on-the-water cruise, a Rum Tasting event hosted by John Juzbasich (juzbasich@msn.com). Following this cruise will be a Memorial Day cruise to Mike Heilman's lovely home on the Magothy (mikeheilman@comcast.net). The next event will be the ever-popular Kid's Cruise led by Tim Critchfield (waviator@earthlink.net) to

the Rhode River on June 6th and 7th. This year we will return to the Wye River Natural Resources Management Area on June 19th-21st, thanks to the planning efforts of Darlene Forte (darleneforte@gmail.com). This spot on the Eastern Shore has trails for hiking or biking plus 30 miles of protected shoreline for kayaks, dinghies and fishing. There is a covered pavilion for dining and a self-service kitchen and outdoor grill. Overnight accommodations are also available in a dormitory-style lodge.

You New Englanders have had a brutal winter, and your Chesapeake Bay comrades wish you a sweet and early spring. We hope to see some of you at our events this year. Please contact the cruise captains to let them know that you plan to attend. Fair winds to all!



CBTSC Tartans raft-up for our visit to the Wye Island Conference Center on Granary Creek in 2013. We're returning this year in June, hoping this February's ice and snow by then will be history.

Photo by Darlene Forte



# Lake Erie Tartan Sailing Club Rendezvous 2014



Pictures taken from the Lake Erie Tartan Sailors 2014 Rendezvous July 18-20th Huron Boat Basin-Huron, Ohio

A good time was had by all!!!

# Tartans at Play



Scouts Marins de Montreal aboard the T34C, Atalante II, get ready for another day of sailing adventures on the Saint Lawrence River. The sailboat was donated nearly ten years ago to the organization, whose leader is Thierry Labonte. Sea Scouting is a great way to introduce young people to the life-sport of sailing.

Photo courtesy of Richard Lariviere



Sapphire, a gorgeous Tartan 4700, sits at "T" Dock in sunny Florida.



Screamin' Green: Elan is unmistakable as she runs toward Richmond Harbor on her way from Isles of Shoals, August, 2014.



Indian Summer sailing on Lake Champlain.



Teela, a Tartan 10 races in a regatta.



# Galley Notes

By: Jan Chapin

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## Beefy Taco Dip

Spring is almost here! Getting the boat ready for launch is a lot of work. This Beefy Taco Dip is great as an appetizer with friends. It also makes a satisfying lunch for those chillier days. It's quick too—just 20 minutes from start to finish. Enjoy!

### Ingredients

- 1 pound ground beef
- 1 tablespoon chili powder
- 2 cups Chunky Salsa
- (1) 8 ounce package cream cheese cut into pieces
- 1 cup shredded cheddar cheese
- Sour cream (optional)
- Tortilla chips or wrap
- Assorted toppings (optional): olives, shredded carrot, lettuce or spinach, scallions, guacamole, peppers are all great to name just a few.

### Directions

1. Cook the beef and chili powder in a 10-inch skillet over medium-high heat until the beef is well browned, stirring often. Pour off any fat.
2. Stir the salsa, cream cheese and Cheddar cheese in the skillet. Cook and stir until the cheese is melted.
3. Sprinkle with the assorted toppings and top with the sour cream, if desired.

# 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.



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TONE Website — [www.tartanowners.org](http://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](mailto:samswoyer@comcast.net)**

Cover Photo: A collage of the various yacht clubs TONE will be visiting during this summer's mini-gatherings.

Legal

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Our Mission

**TONE's Mission**

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