

Nor'easter

**The Newsletter of TONE
Tartan Owners Northeast, Inc.**



Kingman Yacht Center

Home of the TONE Summer 2017 Rendezvous

Summer 2017

Letter from the President

By: Gary Van Voorhis



Let's Get Sailing

The main topic of sailing conversation this spring has been the weather. We (Southern New England) had the warmest April on record followed by a cold and wet May and early June. We've all been delayed in getting started. But now it looks like summer has finally arrived and TONE has a wonderful sailing opportunity for you!

The TONE Summer Rendezvous is scheduled for August 4, 5, & 6, 2017, at Kingman Yacht Center, Red Brook Harbor, MA. If you have any familiarity with TONE at all you know that means a great venue, wonderful food, interesting and informative speakers, and last, but absolutely not least, the chance to again catch up with old TONE friends and meet new Tartan sailors. These events are the heart and soul of TONE; they were the reason TONE was created over twenty years ago.

So what do we have for you this year? Lots. Friday night starts us off with a cocktail hour (or two) followed by a super buffet dinner. Our post dinner speaker is Ron Weiss, co-author of Greenpeace Captain: My Adventures in Protecting the Future of our Planet. Ron will captivate us with the tales of how Rainbow Warrior, Greenpeace's famous direct action ship, cruised the planet's oceans engaging corporations and whole nations in pursuit of environmental justice. This is a gripping tale that "ends" with Rainbow Warrior being bombed at its dock and going to the bottom with one of its crew aboard. This is gripping stuff and the topic affects us all both as sailors and residents of the planet.

Saturday has its own interests and pleasures. The day will start with the traditional hearty catered breakfast. After breakfast there will be two sets of simultaneous seminar/roundtable sessions which will include provisioning our boats for longer journeys, modifying our boats, Peter Torosian, skipper of the Tartan 4100 Pinnacle, discussing his participation in the Marion to Newport Race, and Linda Riera and Bob Damiano discussing their adventures (and mis-adventures) cruising the Caribbean and living aboard Argon, their Tartan 4000.

Saturday evening will feature the requisite social time followed by another great dinner. Post-dinner we plan to hear a brief run down of what's happening at Tartan from Tim Jackett. As Tartan owners, one of our most valuable assets is that the company that produced our boats is still in business. Our rendezvous is a great chance to hear from the chief executive about how the company is doing and what they have planned for the future.

The keynote speaker is Ken McKinley of Locus Weather. Ken is a professional meteorologist and started Locus in 1991 to provide businesses and individuals with specialized forecasts. He has focused on marine weather forecasting and has been the forecaster for numerous racing teams and individuals going offshore. The old saw that everybody complains about the weather, but nobody does anything about it, might be true. But with better knowledge about forecasting we can be better sailors and probably enjoy our sport even more. Ken is going to help us out.

The rendezvous wraps up with a continental breakfast on Sunday morning followed by the TONE annual meeting and officer elections. The officer and director slate will be forwarded to the membership prior to the meeting and the elections, usually a very brief affair.

Details for the rendezvous, as well as a link to register through Club Express, are highlighted on the homepage of our website:

www.tartanowners.org

We really look forward to seeing everyone at the rendezvous. Check your calendar and sign up today!

Safety Corner

Suddenly-in-Command: Murphy's Law!

By: Robin G. Coles

Don't give up your compass, VHF radio or common sense just yet. Both brothers Murray and Murphy are coming for a visit. Murray's the one that everybody loves. Your day out sailing goes smoothly. The in-laws and kids are content. It couldn't get any better.

Murphy, on the other hand is the one you'll encounter when you least expect him. He's the one that puts you Suddenly-in-Command whether you're ready or not. He'll certainly test your patience, or in the case of the boat - your know-how. That's why it's best to prepare in advance.

Below are different scenarios you might encounter. There are certainly a lot more. Perhaps you've had some doozies. I'm sure other boaters will share their experiences with you as well.

A good place to start is to put a list together of things that concern you - especially, if you're the one who ends up at the helm. Then learn how to handle them.

- Keep a notebook on the boat in a safe, dry spot. Wrapped in a plastic sleeve; preferably.
- Put it someplace that's easily accessible. Just in case you need it in an emergency. Don't write in a shorthand only you know. It might not be you reading it. Someone with little to no boating experience could be the one suddenly-in-charge handling things.

One thing for sure is don't rely on your cell phone. Murphy likes it when there's no cell towers in the ocean. In fact, he loves it when all cell phones go silent.

Recently a few buddies went out for a sailing trip together. The first night out they stayed on a mooring. And, encountered a horrific thunderstorm. The wind lifted the boats right out of the water. Then dropped them down like a tossed coin. The wind generator spun like a pinwheel then snapped. No-one's cell phones worked so they couldn't report back that they were safe.

A few days later they ran over a lobster trap. Not once but twice. The first time they thought the expensive cutter got it. But it didn't.

On the way back, the roller furling broke and the engine wouldn't start. A rainsquall pushed the boat sideways right onto the beach. In the end, they called Sea Tow only to learn their membership had expired days before.

Memorial Day has passed. Summer solstice is right around the corner. That means much more activity on the water. Just like in scouting, prepared for whatever might hit. Go through your checklists.

- Take inventory of everything on the boat. Make sure you have backups.
- Check your MMSI number, Sea Tow or BoatUS membership.
- Talk with your crew and make note of what they can or can't handle. Go back through past issues of the Nor'easter and read the various Suddenly-in-Command articles.

Of course, you can't always see what Murphy brings to the boat. But you can make sure you invite Murray along.



Robin G Coles is a seasoned freelance writer for technical documents, marine and travel articles. She's also the author of Boating Secrets: 127 Top Tips to Help You Buy and Enjoy Your Boat. Some of her work can be read on her blog at:

<http://TheNauticalLifestyle.com/TransientTalk/>

Coast Guard Notes



Safety... . first and

By: Bruce Buckley, USCG Auxiliary

<http://cgaux.org/vsc/>

Brief Explanation of Vessel Safety Check (VSC) Required Items:

1. **NUMBERING:** The boat's registration number must be permanently attached to each side of the forward half of the boat characters must be plain, vertical, block style, not less than three (3) inches high, and in a color contrasting with the background. A space or hyphen must separate the letters from the numbers. Place State validation sticker according to State policy. (e.g. FL 1234 AB or FL-4234-AB)
2. **REGISTRATION/DOCUMENTATION:** Registration or Documentation papers must be on board and available. Documentation numbers must be permanently marked on a visible part of the interior structure. The documented boat's name and hailing Port must be displayed on the exterior hull in letters not less than 4 inches in height.
3. **PERSONAL FLOTATION DEVICES (PFDs):** Acceptable PFDs (also known as Life Jackets) must be U.S. Coast Guard approved and in good, serviceable condition. A wearable PFD of suitable size is required for each person on the boat. Children must have properly fitted PFDs designed for children. Wearable PFDs shall be "readily accessible." Boats 16 Feet or longer, must also have one Type IV (throwable) device, which shall be "immediately available." PFDs shall NOT be stored in unopened plastic packaging. For Personal Watercraft riders, the PFD must be worn. An impact rating is recommended, but not required.
4. **VISUAL DISTRESS SIGNALS:** Recreational boats 16 feet and over used on coast waters or the Great Lakes are required to carry a minimum of either 1) three day and three night pyrotechnic devices, 2) one day non-pyrotechnic device (flag) and one night non-pyrotechnic device (auto SOS light) or 3) a combination of 1) and 2). Recreational boats less than 16 feet on coastal waters or the Great Lakes need only carry night visual distress signals when operating from sunset to sunrise. It is recommended, but not required, that boats operating on inland waters should have some means of making a suitable day and night distress signal. The number and type of signals is best judged by considering conditions under which the boat will be operating.
5. **FIRE EXTINGUISHERS:** Fire extinguishers are required if one of the following conditions exists: 1) Inboard engine(s); 2) Double bottom hulls not completely sealed or not completely filled with flotation materials 3) Closed living space 4) Closed stowage compartments that contain flammable materials or 5) Permanently installed fuel tanks. Recreational boats less than 26 feet, and propelled by outboard, USCG Auxiliary motors are NOT required to have fire extinguishers unless one or more of the conditions (2-5) listed above applies. NOTE: Fire extinguishers must be readily accessible and verified as serviceable.
6. **VENTILATION:** Boats with gasoline engines in closed compartments, built after 1 August 1980 must have a powered ventilation system. Those built prior to that date must have natural or powered ventilation. Boats with closed fuel tank compartments built after 1 August 1978 must

meet requirements by displaying a “certificate of compliance.” Boats built before that date must have either natural or powered ventilation in the fuel tank compartment.

7. **BACKFIRE FLAME ARRESTER:** All gasoline powered inboard/outboard or inboard motor boats must be equipped with an approved backfire flame control device.
8. **SOUND PRODUCING DEVICES:** To comply with Navigation Rules and for distress signaling purposes all boats must carry a sound producing device (whistle, horn, siren, etc.) capable of a 4-second blast audible for ½ mile. Boats larger than 39.4 ft. are also required to have a bell (see Navigation Rules.)
9. **NAVIGATION LIGHTS:** All boats must be able to display navigation lights between sunset and sunrise and in conditions of reduced visibility. Boats 16 feet or more in length must have properly installed, working navigation lights and an all-around anchor light capable of being lit independently from the red/green/white “running” lights.
10. **POLLUTION PLACARD:** Boats 26 feet and over with a machinery compartment must display an oily waste “pollution” placard.
11. **MARPOL TRASH PLACARD:** Boats 26 feet and over in length, operating in U.S. navigable waters, must display a “MARPOL” trash placard. Oceangoing boats 40 feet and over must also have a written trash disposal plan available onboard.
12. **MARINE SANITATION DEVICE:** Any installed toilet must be a Coast Guard approved device. Overboard discharge outlets must be capable of being sealed.
13. **NAVIGATION RULES:** Boats 39.4 feet and over must have on board a current copy of the Navigation Rules.

14. STATE AND LOCAL REQUIREMENTS:

These requirements must be met before the “Vessel Safety Check” decal can be awarded. A boat must meet the requirements of the state in which it is being examined.

15. OVERALL BOAT CONDITION:

As it applies to this Vessel. Including, but not limited to:

- Deck free of hazards and clean bilge - The boat must be free from fire hazards, in good overall condition, with bilges reasonably clean and visible hull structure generally sound.
- The engine horsepower must not exceed that shown on the capacity plate.
- Electrical and Fuel Systems:
 - The electrical system must be protected by fuses or manual reset circuit breakers. Switches and fuse panels must be protected from rain or water spray.
 - Wiring must be in good condition, properly installed and with no exposed areas or deteriorated insulation.
 - Batteries must be secured and terminals covered to prevent accidental arcing.. If installed, self-circling or kill switch mechanism must be in proper working order.
 - Each permanent fuel tank must be properly ventilated.
- Galley and Heating Systems - System and fuel tanks must be properly secured with no flammable materials nearby.

Bruce Buckley – USCG Auxiliary – bruce.buckley@yahoo.com

Kayaking, stand up paddleboarding and kayak fishing have grown dramatically in recent years. Low entry cost, easy storage, less maintenance and flexibility are some of the reasons many people have decided to become paddlers. In 2017, about 22 million Americans — 7.4 percent of the population — enjoy paddlesports.

However, all of this growth in paddlesports has had an impact on Recreational Boating Safety (RBS). Unlike power & sail boats, where annual “safety at sea” metrics have been declining for the past 8 years, for paddlesports, the number of fatalities each year is going up.

In 2015, the most recent reporting year, 29% of boating deaths were paddlecraft related. In 2016, the preliminary report shows fatalities continuing to increase. Current efforts to reach the paddling public have presented a myriad of challenges. To address this, the Coast Guard Auxiliary Strategic Plan for 2017 focuses Auxiliary Recreational Boating Safety efforts on the problem by expanding outreach to the paddlecraft community.

Paddlecraft Safety: The Coast Guard Auxiliary's Next RBS Frontier



You can help even though you are not a paddler.

- As the number of kayaks and paddleboards grows each year expect to encounter paddlers on the waterways you frequent. Be mindful that many are novices and consequently may not understand the maritime rules and protocols. Expect the worst and be prepared.
- Designate a lookout when underway and operating in congested areas and also when in open waters. At times, kayaks in open water are difficult to see because of the sea state, setting sun, etc. An extra set of eyes could make the difference and ensure an uneventful return to port
- If you have friends and/or family that are beginning paddlers, share your boating experience and knowledge. Mentor by discussing issues new paddlers may not be aware of e.g. tides, current, wind, wakes, hypothermia, etc.

Please help the organizations that care about Recreational Boating Safety by being a responsible and informed boater yourself.

If you have any questions or would like the USCG Auxiliary to visit your marina to conduct vessel safety checks (VSC) please contact me:

bruce.buckley@yahoo.com

And yes, we conduct VSC's on paddlecraft, they are all considered vessels and are required by law to carry basic safety equipment while underway.



Tartan Musings



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

First, I would like to give a bit of factory/company news. I'll follow that up with a bit of an historical piece written by a good personal friend as well as a long time supporter of Tartan.

Earlier this spring, we announced the Tartan 345. The 345 is a development of our very successful Tartan 3400. Some of the key features of the new boat are an enlarged forward berth, a cabin table that stows neatly around the mast, and some styling updates to the interior finish including maple hardwood interior cabinetry and an updated selection of designer countertops and fabrics. Additionally, we've worked with some of our key suppliers to put together a nice compliment of equipment and gear, including; full electronics, dodger, stereo, sail package, refrigeration and with bottom paint, anchor package, docking and safety packages included the boat is delivered in a ready to launch condition. The goal was to bring the boat in under \$200k; we made it by \$500 on a batch of introductory boats, 5 of which have been sold as of this writing.

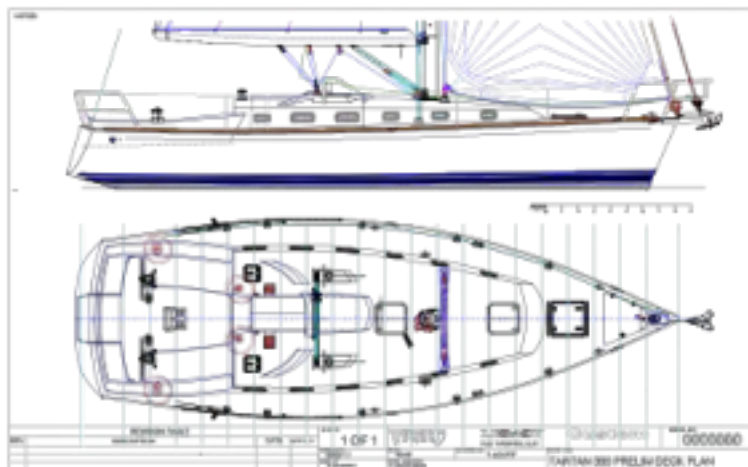
In addition to the 345, we are introducing the Tartan 395. The preliminary deck layout drawing is below. The 395 will also be built with a Maple hardwood

interior (of course other wood choices are available), but we're really excited about the new below deck look. She'll be bright and airy with some designer color choices that will be stunning. Hull 01 of the 395 is under contract and we're working hard to have the boat debut at the 2017 Annapolis Sailboat Show in October.

As you can see, we have a lot happening, we're growing again and it's great to see our growth will include sail and not be solely based on our Legacy powerboat line which is also doing very well.

One of the best parts of being a part of Tartan has been the opportunity to get to know so many wonderful people. We enjoy very enthusiastic and supportive owners as well as people that have been involved with Tartan over the years.

The piece on the following page was written by Pat Black. Charlie Britton and Pat were childhood friends and at a couple of different times, Pat worked for Tartan. A long time veteran in the marine industry, Pat has been a long time personal friend as well as a friend to Tartan.



Preliminary Deck Layout: Tartan 395

If asked, he will also tell you that he was with Charlie when Charlie discovered my work hanging at a Grand River watering hole frequented by Tartan management in the 70's. I think you will enjoy his historical Tartan perspective.

The Birth of the TARTAN

As you look around Mentor Harbor this spring at the many sailboats at our docks, you will notice that a significant percentage of them are Tartans of all ages and sizes. This is the story of their deep Mentor Harbor Yachting Club roots.

In May 1945 I met Charlie Britton. We were both crewing on Snipes, then the most numerous sailboat class at the club. He was sailing with Brigham (Boots) Britton, his father, a member since the 1930s. I was sailing with Art Hellman, a relative of my father. Charlie and I began a friendship, which carried us through high school at University School. After that we went off to college, he at Trinity and I at Cornell and we lost touch for a while. I went into the U.S. Navy for four years and then back to college at Western Reserve University. Charlie finished college and then went into the Navy.

Charlie was Navigation officer on a Destroyer. He managed to get discharged in Japan and then build a Phillip Rhodes designed 42-foot sailboat. While his boat was being built he sailed in Japan with Ernest Silver who I had sailed with in Japan while stationed there in the Navy 3 years before. Small world!

Charlie sailed TENBA from Japan to Florida by way of South Africa with many adventures along the way including a pirate attack off Sumatra. He then sold her and returned to Cleveland where he of course ended up at MHYC in June 1960.

We renewed our friendship and he started crewing on my father's boat in the club races. I had just received a business degree and was looking for the right career. Charlie told me that he had commissioned Olin Stephens of Sparkman & Stephens to design a 27-foot keel centerboard sloop for him to build in fiberglass. He negotiated with Ray McLeod Sr. to build the boat at Douglass & McLeod, Ray's boatbuilding facility in Grand River, which built Thistle and Highlander day sailers.

Over a couple of drinks I asked Charlie if he needed any help with his project. He said "Sure" and thus I became employee #2. Charlie was interested in building the boats and I was interested in the business aspect. It was a long process building the molds. After a long day of sanding we went to Brennens for a beer and Charlie asked me what we should call this boat. Since we were teamed up with a Scottish operation, I suggested TARTAN. It stuck.



The first TARTAN 27 was launched in May 1961. Olin Stephens himself came out for the first sail along with Charlie's father. I had reluctantly decided that there was not much future for me with Tartan Marine Co. as long as it was linked with Douglass and McLeod so I departed, but continued to sail with Charlie whenever possible.

I helped start a sailboat hardware manufacturing company in Grand River, Merriman Holbrook, with my brother, Jim, and George White a MHYC sailor and architect who designed the current bar and clubhouse addition as well as houses for Mal Daisley, Dick Newpher (now the Hudak's) and my parents house where I now live.

I continued racing with Charlie at various venues including Florida, the Bahamas, and Long Island Sound. After building TORTUE my 44 ft. S&S designed sloop I entered her in the Bermuda Race in 1974. The rules at that time banned the use of electronic navigation and I didn't know celestial navigation so I talked Charlie into being in the crew and performing that function. He was a real wizard with sun sights. We had a mostly MHYC crew including Jim Sackett Sr., Jim Black, Fred Steger, Dick Lintern, Andre Gleyzal, and Tom Zwitter. We made a perfect landfall on Bermuda, and as we sat at the dock having a post race drink, I asked Charlie if he was going to sail back to the U.S. with me. In his usual laconic voice he said "I'm going to fly back. If I can find Bermuda, you can find North America". And so I did and sailed in past the Statue of Liberty. I sailed with Charlie whenever I could until his death in 1993.

Tartan Marine Company has had a number of owners over the years and has built boats from 26 to 54 feet; all of them works of art. The company today is known as TLC yachts. It remains in Fairport and is in strong hands jointly owned by Tim Jackett and Rob Fuller. Tim has designed all the Tartans since the 1980s. They build TARTANs and Legacy powerboats. Tim is the brother of past commodore Dan Jackett and grew up at MHYC. Rob Fuller grew up at CYC sailing Thistles. Sailing is still a small world.

I have been privileged to be in this small marine industry now for 57 years. It has been a great voyage.

Pat Black
MHYC Historian

Thoughts on Boat Handling

By: Dick Waterhouse

Regardless of whether it was an ‘every sailor’s dream’ day or ‘why do I think sailing is fun??!’ day, when you arrive at port the captain and crew look forward to relaxing. Except, for some, there is one more obstacle: Docking.

For many sailors – and for each of us at one time or another - arriving evokes stress, anxiety and foreboding. You are a successful, intelligent, capable adult. Why is this so intimidating? You’ve done it many times – usually with little incident or drama. You’ve watched others and been awed at how calm they remain. No jumping wildly onto the dock, no shouting, no fending off with their bodies. How???

The answer: More knowledge and/or more experience. Not more intelligence or some innate capability of which you have been deprived.

Step One: Observe

The moment an experienced captain and crew arrive – whether by land or by sea – they are observing conditions.

Wind: From which direction? Is it shifting? Sometimes a land mass, tree lines, or buildings affects the wind differently on one side of the river or bay, than on the opposite shore. How strong is the wind? Flags and your boat’s wind vane are your tools.

Current: Is tide changing? Are channel markers leaning over or standing straight? Is there flotsam? If so, watching its path/speed can help assess the strength of the current.

Step Two: Know the vessel

Respect the mass.

Stopping or gaining way takes time on a vessel weighing thousands of pounds.

Practice.

Make approaches to both port and starboard. Using a mooring or outside dock as a mark, throttle up and down to gauge the reaction time of your boat. Off-season or mid-week is a great time to practice when activity is slow and the number of people watching is minimal. Investing a few hours of practice could result in a more relaxing cruising season.

Props matter.

Determine the engine rotation of your boat. This affects how the boat handles in tight quarters. For most boats, when you shift into Reverse, the stern will move to Port - even if the wheel is centered. This is often the factor most overlooked by a new sailor.

On that note, place tape, rope, whatever on the top of the wheel when the rudder is centered. If you do get into a stressful scenario, this facilitates your reaction time.

Do you have a bow thruster? If so, your vessel will be easier to maneuver. However, it should not replace skill.

Step Three: Plan, Execute, Adjust

Have a plan.

Map the approach out in your mind.

Advise your crew.

Doing so enables them to assist safely and in a timely manner. Give each person a specific assignment and remind them to communicate succinctly. Effective communication improves success.

Take time to ‘test’ conditions.

Before final approach, slow down, try “Reverse” gear and see how the boat handles. Current, wind, and obstacles will be different in the slipway, but you can gain a feel for what to expect before you are in close quarters.

Adjust as necessary – but in small increments.

Don’t overreact and stay focused.

A few additional thoughts:

Most captains turn the wheel prematurely.

The vessel will not steer until underway. Often the wheel is turned too far. Remember what is happening to the rudder. At a 90-degree angle, the rudder will block the flow of water rather than directing it.

Do not start the turn into a slip too soon.

Try to maintain a centerline. Staying centered in the channel provides options. Conditions may require jockeying in the slipway. The goal is to drive straight into the slip.

You need momentum to effectively maneuver. Without it, you are at the mercy of wind and current.

So now you are feeling good. The boat is positioned in the slip. It isn't over yet. The boat is approaching the dock really fast (it seems) and the crew is shouting. Keep your cool. Think about the physics.

Do not leave the wheel.

Assuming you have crew. Stay focused on controlling your boat.

Use your engine.

Engaging the opposite gear and gently goosing the throttle may be all you need.

Regardless of the outcome, plan for the next time. Assess and make notes as to 'lessons learned'.

Practice – again. Experts have invested many hours.

[Dick Waterhouse](#) is a broker for Springline Yachts in Mystic, CT. A former Tartan 33 owner, he recently joined TONE to reconnect with Tartan owners. These observations and thoughts are borne from many hours on the water – often with people on vessels, which are new to them or in unfamiliar waters. However, the physics are the same. Consider these notes as reminders – not a textbook or replacement for training.

Viscosity: Going Down

By: Ryan Stark

Editor's Note: I regularly have my diesel oil analyzed by Blackstone Laboratories. They publish a periodic report that I have included here to inspire thought and consideration. Thinking of the lawyers waiting in the wings we want to remind you that if your engine is covered by a manufacturer's warranty it may require the use of a certain grade of oil. Read, ponder, and act at your own risk. Article used with permission.

April of 2017 will mark my 20th year at Blackstone Laboratories and in that time a lot of changes have taken place.

I'm a big fan of change myself. Long ago I got some advice from my Uncle Dan who said, "The only thing that's constant in life is change." I decided that his words were the truth, and it seems to me like change should be embraced because there is no stopping it, and also for the most part change is good.

It might not seem good at the outset, but if you give it some time, things eventually work out. After a bit of reflection on the changes in the oil industry, I've decided that one of the best ones has been the trend to lower viscosity oils.

The thin oil trend

I started changing my own oil on a regular basis in the early '90s, and at that time 10W/30 was the oil of choice in my 1981 Chevy Citation. I didn't think that much about it. It said right on the oil cap use 10W/30, so I bought whatever was on sale and went along fat, dumb, and happy. At that time 5W/30 oil was starting to be as common as 10W/30 on the shelves, but I never went with it because it wasn't what GM said to use. However, my wife's first car (1994 Buick Skylark) recommended 5W/30, so that was a sign that thinner oils were starting to come into favor. Again, I didn't think much about it, and basically just stuck with what was recommended when I changed her oil.

Then, in the early 2000s I noticed that we were starting to see a lot of samples from Ford V-8 engines that were running 5W/20 oil. This was a bit of a surprise since that's pretty thin oil, but it was hard to argue with the results. Those engines produced some of the best wear we would see on a regular basis, so it quickly became obvious to me that this was a change for the better. And if you think about it, it makes sense.

Wear at start-up

For years, it was taken as fact by a lot of people that most of the wear in an engine happens at start-up. Now I haven't done any studies myself to see if that was true, but that statement didn't seem out of line from what I know about engines. So assuming it's true, why would just starting an engine cause wear? Well, I believe the answer is the oil isn't flowing over all of the parts like it does shortly after start-up. I do know that engines have virtually no metals parts touching one another without a thin film of oil providing a lubrication barrier, at least once oil pressure has been established. I also know that thin oil pumps easier than thick oil, so it seems obvious that the quicker you can get the oil to the parts, the less wear an engine will produce. From then on I was sold on thin oil.



So what's the problem here? Well, when I first started at Blackstone, I was told that thick oil is good for the bearings, and I didn't have cause to doubt that statement until I saw these Ford V-8s producing virtually no wear, and I knew some of them were work trucks that were hauling heavy loads. So could it be that the bearings didn't need thick oil to survive? The answer is a resounding yes.

Even for diesels?

That trend toward thinner oil has proven true everywhere except for diesel engines. For years and years and even today, the oil of choice in a diesel has been 15W/40. But, if a heavy-duty gas engine can run light oil, why can't a diesel? We would occasionally see diesel samples from Alaska that were running 5W/30 and they would look fine, so why not use it down here in the lower 48? In colder weather, it was acceptable for diesel to run thin oil, but that really only matters on start-up. But the oil doesn't get thicker as it heats up -- it thins out. So could it be that thin oil does fine even when it gets up to operating temperature? The answer to me was another resounding yes, and I wondered when the day would come that 15W/40 would no longer be the manufacturer's choice for diesel engines. Well, that time has come!

Today we are starting to see more diesel fleets going to 10W/30, and I'm here to tell you that this change is good. Not only will the bearings do just fine, but the engines will start up better (especially in the cold). And this change might eliminate the need for plugging your diesel in at night. Now, there will always be some people who are resistant to change. In fact there are whole countries that are. The German vehicle manufacturers have yet to embrace thin oil, though I think that change will happen some day.

Yes, change is good and I have yet to see a change happen that leaves hundreds of thousands of vehicles stuck along the side of the road. The sulfur has been virtually removed from diesel fuel and your old tractor still runs fine.* Additive levels have been lowered in engine oil and the old flat-tappet engines still run great. And now thinner oils are here to stay.

I'm excited to see what the changes the next 20 years might bring and I believe that I'll embrace it, unless it involves getting rid of oil altogether!

*Note: Don't get mad at me. I wasn't in charge of that change and your injectors/fuel pump were probably on their way out anyway!

Tartan Tech

Working on Our Boats



Ultrasonic Antifouling Device

By: Sam Swoyer

There isn't much about sailing that I do not really love. However, the annual job of scraping and painting the bottom is at the top of my personal "HATE list". It is nasty work, dirty, unhealthy, awkward, and tiring. When we first bought the T4100, my goal was to keep the hull nice and smooth, so that she sailed efficiently. To accomplish this goal I realized that I would either have to double down on my efforts to keep from paint buildup, or fork over the big bucks and have the boatyard do it. Neither of these choices was particularly appealing at the time.

One day thumbing thru a sailing magazine I stumbled upon a potential answer – an ultrasonic antifouling device. The article looked quite interesting and seemed to warrant additional research. The theory goes something like this. Hull fouling happens while the boat is not moving. Water borne micro-organisms attach and multiply to the submerged area of the hull creating bio-film layer often called 'slime'. Algae cells also attach in the same way and develop into complex marine structures - seaweeds. This eco-system provides an ideal food source and environment for growth including colonization of barnacles.

The ultrasonic antifouling system works by emitting random, low powered ultrasonic frequencies from a digital control unit, thru transducers that are in direct contact (via epoxy) with the inside of the hull. The hull acts as a sound-board, carrying the sound waves, thus creating a microscopic environment of moving water molecules over the entire underwater profile of the hull. As a result growth is prevented as the cell structures of the algae and micro organisms cannot survive in such an environment.

Additionally, due to the proximity of the transducer(s), the ultrasound signal also dissipates out into the water in a 180-degree arc below the hull surface, thus providing protection to the propeller, shaft, and rudder.

After a fair amount of research on my part, I decided that it was worth further inquiry, So, I called the manufacturer and asked them if the unit would work on a Tartan 4100. To my delight the company called Tartan and discussed the system, its operating parameters, mounting method as they pertained to the hull materials and manufacturing details. They reached the conclusion that it would perform properly and not cause any issues with the hull.

As we are all aware sailboats come in all sizes and shapes, so specifying the unit was the next step. As it turns out, the larger the hull (LWL), the more elaborate the ultrasonic antifouling becomes. This, of course, is due to the fact that the device must cover more square feet of hull surface.

In my case I purchased a system comprised of one controller unit (which is normal) and two Transducers (greater than 35 feet LWL the number of transducers required to work effectively increases to two). So, after much research and deliberation, I opted for the Ultrasonic Antifouling – Ultra 20.

Once I had received the Ultra 20, the next choice was where to locate the system. The installation instructions were very clear with excellent pictures and illustrations. On the 4100 I located the transducers on either side of the keel and the controller inside a storage compartment – see pictures included.



Forward transducer

Installation is relatively straight-forward especially given the clear instructions. The two important installation imperatives are:

1. Since Tartans employ a closed cell foam core, it is vital that it sits on the actual external skin of the hull.
2. To be effective the Transducer's must make 100% face contact the hull.

So, in my case I did a fair amount of sanding to insure that proper contact with the hull surface and the transducer was achieved. The Ultra 20 Transducer mounts to the hull with a mounting ring (provided). I used West Systems Epoxy to fix the ring to the hull. Once secured into position the transducer simply screws into the ring.



Mounted Transducer

I located the Control Unit in a safe cool place out of sight in the salon. Hooking the Control Unit up to twelve-volt power was a breeze and running the two Transducer cables to the control unit thru the bilge then up to the unit was very straight-forward.



Control Unit

So, the remaining questions – can you hear it working? The transducers make a very light “clicking” sound while operating – it is barely audible unless it is dead quiet on the boat. I hear it (which is good), but my spouse does not hear it.

Next question – does it really work? Remember one of my big reasons for looking into the unit is to avoid a lot of painting the bottom – I do paint but mostly the leading edges and a very thin coat elsewhere. Answer is yes!

A couple of seasons ago my Control Unit overheated in the storage locker where it is mounted, as I put some unnecessary junk in the locker for storage. While out sailing the “stuff” fell in front of the control box and the unit overheated and failed. The build up on the hull was visible in days and the performance of the boat suffered significantly. It was unmistakable. So, over the winter I sent the Control

Unit back to the maker and it has been fine ever since – I am a fan! My experience is that the system does a good job on the hull, but some of the extremities get some fouling – ie, the rudder. So a once a season scrub brushing is a good idea.

Tartan Establishes a Dealership in Connecticut

By: Rick Dieterich - Springline Yacht Sales



In 2017 Springline Yacht Sales added Tartan Yachts to its impressive list of new sailboat and powerboat lines. Springline is located in the Mystic Shipyard in Mystic, CT. It started in 2010 as a Hunter Marine dealer and quickly expanded - with additional representation in Mamaroneck, NY and Quebec, Canada.

Springline offers New Boat Sales as well as extensive Brokerage Services to both buyers and sellers. Carrying new sailboat brands including the family-friendly cruising sailboats from Catalina Yachts, performance cruisers from Blue Jacket and Tartan Yachts, blue water boats from Island Packet Yachts and the unique offerings of Elan and Impression Yachts. For motor yachts Springline features the exciting Legacy Yachts and Gagliotta brands.

Most of Springlines' customers are right here in the heart of New England, however, we have helped people buy and sell vessels from as far as Germany, Canary Islands, Tortola, as well as other locations in the US. Since opening, SLYS has become a Certified Professional Yacht Broker Endorsed Dealership, a "Top 10" Hunter dealer, Blue Jacket "Dealer of the Year" multiple times and awarded "Best Newcomer" from Elan Yachts. We promote an extremely healthy corporate philosophy of service, sincerity and ethics in all dealings with team members, vendors, and customers.

As sailors we know there is no substitute for passion when it comes to the sport and lifestyle of boating. Springline's experienced team is passionate about being on the water and committed to ensuring that every moment people spend with us is fun, informative and leaves a gratifying memory. We all understand that boat ownership is not a necessity; it's a desire and a lifestyle!

Our crew in Mystic is Rick Dieterich, Kimberly Dieterich, Andy Baker, and Dick Waterhouse. All of us are lifelong boaters, some ex-military, and no one has been in the business of boat sales less than 7 years. And, Kimberly was featured on the cover of SAIL Magazine with the Blue Jacket 40!



The Springline Crew

Industry and community are important to us as well. We are members of the Yacht Brokers Association of America, Certified Yacht Broker training

program, Yacht Broker University, Sail America, CT Marine Trades Association, and Mystic Chamber of Commerce. Rick is a Regional Captain for Yacht Brokers Association of America where he is responsible for reviewing the merit of applications to YBAA and he has appeared as a panelist for the Yacht Broker University's industry "Best Practices" as well as featured in articles about buying and selling boats in Cruising World and Boating Industry Magazines.

While offering great products and services at exceptional value is our standard operating procedure, our primary focus is total customer satisfaction. Customers find our sales, commissioning and FIVE*STAR new boat

delivery/training process second to none. The Springline staff takes great pride in continually exceeding expectations. We also maintain alliances with trusted industry partners to offer our customers a comprehensive package including finance, insurance, survey, repair, as well as many other marine services. At SLYS, our commitment to the client relationship will offer a top-notch buying/delivery experience. Springline Yacht Sales is the premier New Boat dealership and Yacht Brokerage in the Northeast and beyond. Our experienced crew is ready to assist you with all of your boating needs and help "Secure Your Dream"! We are happy to join the TONE clan – let us know how we can help.

Galley Notes - Favorite Recipes & Tips

By: Jan Chapin

Bob Steele was a radio personality in Connecticut for over 50 years. With his "Word of the Day", corny jokes and puns, and daily news, Bob Steele was a legend. As part of his show, he started giving out recipes. At least once a month a caller would request he repeat his scrambled eggs recipe.

It makes a nice creamy way to start the day and became a family favorite. It's so easy to do on the boat! There are many variations too!

Bob Steele Eggs (a/k/a Scrambled Eggs with Cottage Cheese)

4 eggs

¼ cup cottage cheese

2 teaspoons of thyme

Salt and pepper



Directions:

1. Melt butter in a skillet over medium heat.
2. Pour beaten eggs into the skillet; let cook undisturbed until the bottom of the eggs begin to firm, 1 to 2 minutes
3. Stir cottage cheese and thyme into eggs and season with salt and pepper.
4. Cook and stir until eggs are nearly set, 3 to 4 minutes more.

Variations:

- Substitute scallions or other herbs for the thyme.
- Add any favorite meat or vegetables to the mixture.

Enjoy!

TONE Website — www.tartanowners.org

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

Nor'easter the TONE Newsletter

Nor'easter is compiled and edited by Sam Swoyer and published by Gary Van Voorhis with generous assistance from members of the TONE Board. All photographs in this newsletter are the property of the authors of the respective articles in which they appear, unless otherwise credited. **Please send articles specific to Tartans such as boat projects, notices from other Tartan groups, announcements, pictures, etc., to samswoyer@comcast.net**

Cover Photo: The main dock looking up to Kingman Yacht Center. Joyce Stoehr captured this image of Tartan 3700 Elan (blue hull at left in photo) at the main dock during the 2011 Rendezvous.

Legal

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

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Our Mission

TONE's Mission

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