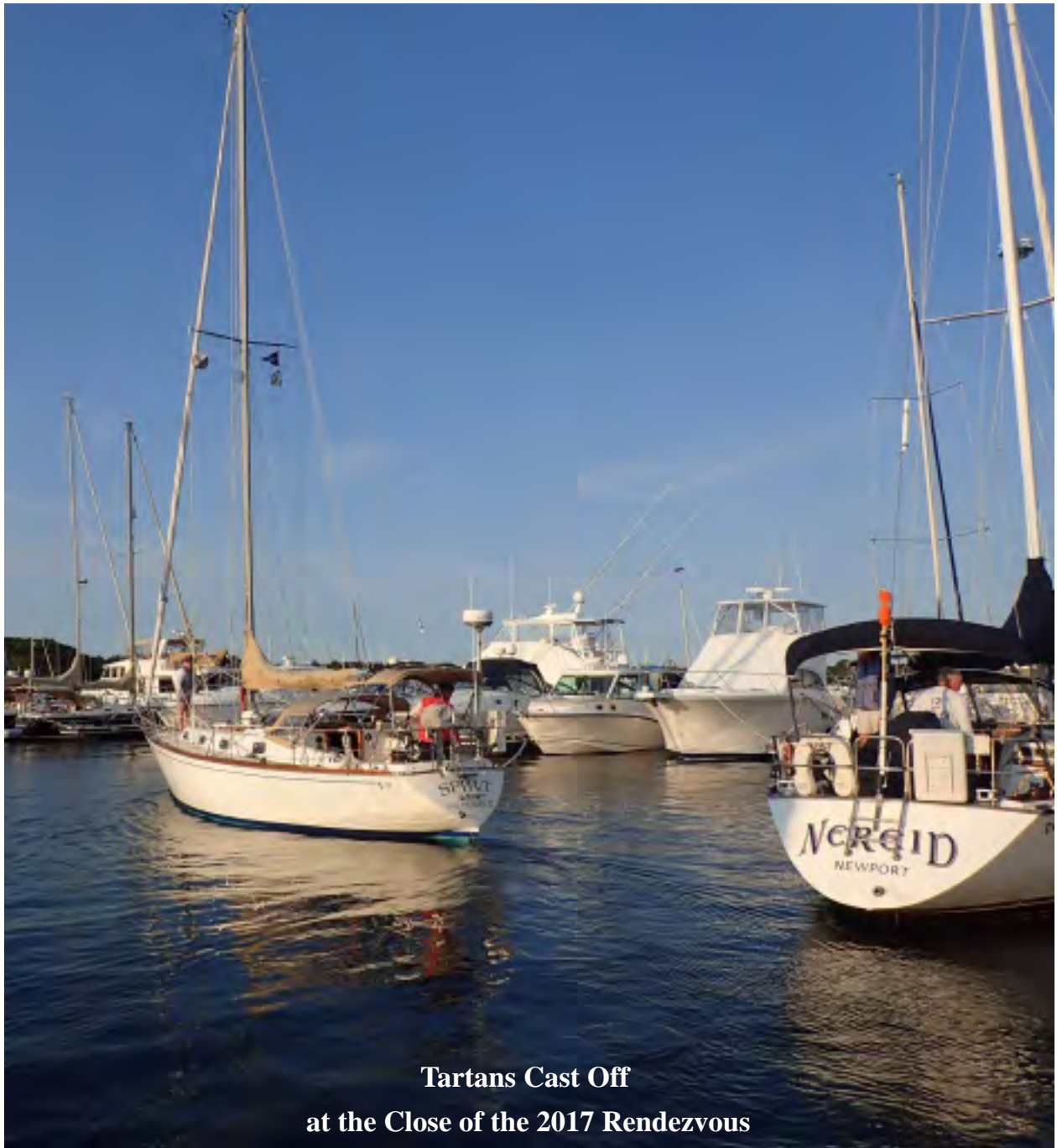


# *Nor'easter*

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

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**Tartans Cast Off  
at the Close of the 2017 Rendezvous**

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**Winter/Spring 2018**

# Letter from the President

By: Gary Van Voorhis



Welcome to 2018 and the opportunity for more sailing and more TONE activity. I don't know about you, but I get myself over the frigid winter months by thinking about last season's sailing and looking at my cruise related photos. This is the time of year when I plan my spring projects and start talking to my significant others about summer cruising destinations and timetables.

By the time this newsletter is published we will have had the 2018 Winter Dinner at the Mystic Yachting Center in Mystic, CT and we'll be planning for the biennial TONE Maine Cruise. Both events, along with the every-other-year rendezvous, are the great triad of TONE member events.

I have an easy time trumpeting the Maine Cruise because my initial foray into Maine was through the TONE cruise. I had gone through the Cape Cod Canal and as far up as Marblehead, but I had never ventured in the land of the granite ledges and legendary fog. Like so many Southern New England coastal cruisers I was comfortable up to Gloucester and Cape Ann, but making the jump across the Gulf of Maine seemed like a scary sail into peril.

Along comes the TONE Maine Cruise. I had been a member of TONE for many years and had attended numerous events, both on the water on off, but had never gone to Maine. When I was ready to take the plunge I found numerous members who were planning to sail to Maine ready and willing to help me on my novice run. Early one August morning in 2012, I met Peter Crawford (now TONE VP) in Gloucester and we left at first light headed for Biddeford Pool.

My boat had some mechanical problems off York (ME) and it was great to have somebody known and friendly at the other end of the VHF mike to help me decide what to do and how to proceed. The raw water pump failure that caused our woe in the Gulf led to a trip that only got us as far as Boothbay Harbor. But we had gotten ourselves to Maine and even if we didn't get into the Penobscot that year we knew we could do it in the future. And we did. Recess has been to Maine enough times that I can't remember how many without counting on fingers and looking at the ship's log. It all started with that first "TONE organized" trip.

My bottom line pitch here is that if you have ever thought about cruising to Maine but thought it was too risky, or that there was too much unknown, consider the TONE Maine Cruise. You won't be forced to do anything, or go anywhere that you don't want to go, but it will give you an "escorted" opportunity to experience some of the best cruising in New England, if not North America.

Once I went it immediately became my overwhelmingly favorite crusing ground. Nowhere I've been to, including the Caribbean or the Chesapeake, make me as happy when I'm there.

Stay tuned to the TONE website and your emails for information on this year's Maine Cruise. I'll be going!

# Coast Guard Notes

By: Bruce Buckley, USCG Auxiliary



The Coast Guard's primary maritime missions are safety, security and environmental stewardship. One key element of accomplishing these missions is "working smarter" and this means keeping ahead of the technology curve. Today, a daunting challenge for any organization. Leading the way for the Coast Guard is their Research and Development Center located in our back yard in New London, CT (next to Ft Trumbull).

In our lifetime we have seen technology advancements that we only read about in comic books as kids. One can only imagine the continuous research and develop needed to enable the Coast Guard to remain as one of the world's premier maritime services. From ocean going ice breakers to low orbit satellites for improved GPS coverage, the Coast Guard RDC team is hard at work. To help this effort the CG Auxiliary has been involved in projects locally and across the USA.

For us, the recreational boater, "what is being developed by the RDC and implemented by the CG to help us be safer when we leave the dock?"

- Rescue 21, the Coast Guard's advanced command, control and RF signal direction-finding communications system, was developed by the CG RDC to better execute its search and rescue missions with greater agility and efficiency using multi-antenna triangulation. Implementation of Rescue 21 is 100% complete however, additional capabilities are now being developed and tested by the RDC e.g. Advanced DF functionality that will improve the locating of the origin of hoax "May Day" calls on channel 16. This type of bogus calls account for unnecessary search and rescue that cost money and put the CG people, in harm's way.
- A multi-carrier cellular base station in a desk top form factor, that masquerades as a cellular carrier's base station can locate vessels in distress. This state of the art equipment, either aboard a cutter or helo uses active cell phone signals as a directional beacon and signal strength to calculate distance.

- Pyrotechnic flares are commonly used by mariners to signal distress. Flares have drawbacks and present significant storage and disposal issues. The RDC has been working to determine appropriate criteria to evaluate light emitting diode (LED) or other light signals as potential maritime distress signals. Extensive testing was conducted last summer in LIS with the help of the CG Auxiliary.
- Coast Guard Sector Long Island Sound will be replacing traditional sound signals (foghorns) with marine radio-activated sound signals (MRASS) at eight different locations in Connecticut and three locations on Long Island. Mariners that require the use of sound signals during periods of reduced visibility will be able to activate them on demand by momentarily turning their VHF-FM radio to channel 83A/157.175Mhz and key their microphone five times consecutively. This will activate the sound signal for up to 30 minutes.

[https://www.youtube.com/watch?v=6P\\_9U42NwBQ](https://www.youtube.com/watch?v=6P_9U42NwBQ)

- Traditional incandescent lighting installed in aids to navigation (ATON) based on years of research at the RDC are being replaced with more energy efficient LED technology. This includes channel markers, lighthouses, etc. All light characteristics, equipment and patterns will also remain unchanged.

Semper Paratus - Always Ready





This diagram depicts the various ways the U.S. Coast Guard and its Investigative Service can track hoax callers.



### MRASS

The Coast Guard's new MRASS system will allow boaters to activate sound signal on aids to navigation such as this jetty marker simply by keying their VHF microphone.

TONE is very grateful for the support of the United States Coast Guard Auxiliary. In a previous issue of Nor'easter plans were described for the Coast Guard Museum, which will be located in New London, CT. The museum is now scheduled to open in the spring of 2022.

This is a great opportunity for all of us in New England that embrace our maritime tradition and heritage while reaching a deeper understanding of how much the Coast Guard does for us all. Check out this link provided to us by Bruce Buckley USCGA -

<http://www.coastguardmuseum.org/>

Bruce Buckley – USCG Auxiliary – [bruce.buckley@yahoo.com](mailto:bruce.buckley@yahoo.com)

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# Suddenly in Command:

## Preparation is Key!

By: Robin coles

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“The myth that you are self-reliant out there can get you killed,” says Mario Vittone, blogger for Sounding Magazine. “While the idea that everything is your fault is vital to your safety.”

We’ve all read those stories where people go overboard, get heart attacks or are stranded at sea. Whether true or embellished by the media, this could happen to you or someone on your boat. So, it’s best to be prepared as much as possible. Being that it’s winter in the Northeast, it’s a great time to put your plan in place for once you set sail again. After all, this is the year you’ll be working less and spending more time on the boat. Lots of day sails with your newly retired friends from work and a few week-long trips are on the calendar with both friends and family.

If you were ever a Scout you learned the motto “Be Prepared”. In Boy Scouts it meant you are ready, willing, and able to do what is necessary in any situation that comes along. In Girl Scouts the motto “Be Prepared” went one step further; you must know how to do the job well, even in an emergency. Somewhere along the line many of us forgot what it takes to be on a sailboat. Sailing, itself is fun. It’s being suddenly in command that becomes difficult; once disaster hits.

### Before you set sail

There are several ways you can prepare for that day – for example take classes. Sometimes it can be overwhelming for a partner to learn from their mate. If that’s the case, take a class online, or in a classroom setting. These include: boat safety, suddenly in command, navigation, First Aid/CPR, weather, and maintenance to name a few.

Make a list of what equipment is on board your vessel. Then add or replace things before you set sail. Where’s the first aid kit, flares, EPIRB? Do you know how to use each one? What happens if the head doesn’t work properly? How do you shut [it] down to avoid overflow? Put all this into a notebook. Add emergency numbers and if necessary, a list of where things are located on the boat.

### Prepare your guests; once onboard

Most important! Find out if anyone else on your boat can operate it. Just in case you become incapacitated. Or at least, they can start the engine, run the boat or shut it down. This includes the VHF radio - don’t rely on a mobile phone. Cell reception on the water doesn’t work for everyone. Have them all take a turn using the radio. It’s so easy to do nowadays, especially with Automated Radio Checks (ARC).

Show your guests where you keep the pfd's and the notebook you prepared.

Remember, the key here is not to panic when you're suddenly in command. It doesn't do you or anyone else on the boat any good. Take action. Don't be blind when towing the line. Be Prepared!

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 new blog at:

<http://robingcoles.com/blog/marine-industry/>



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# Tartan Musings

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



Happy New Year to all TONE members! At Tartan we have great things happening, and our e-blasts and website will be getting that news out, so I thought a little personal Tartan reminiscing would be fun.

As many of you have heard from me over the years, Tartan is what it is today because of the many different personalities that formed the foundation for the brand. There was no greater personal and lasting influence than that of Charlie Britton. I've always felt fortunate that my career at Tartan began by working for Charlie. For whatever reason, he saw potential in this local, home grown kid from Ohio and he gave me opportunities to develop my craft. To that end, in the late 70's and early 80's, with the bulk of Tartan manufacturing in the Hamlet, North Carolina factory, Charlie sent me to Hamlet to immerse myself in Tartan manufacturing. The charge was to offer production engineering assistance. On my initial trips, I drove to Hamlet from Ohio and I would spend one to two weeks at

the factory, Charlie would typically fly in for a few days while I was there. Having little else to do in Hamlet, the focus was completely on boat building. Charlie and I would stay after the production staff left and we would spend long hours inside boats that were nearing completion, critiquing the details of each model and compiling production engineering product improvement "to do" lists as well as general QC comments for that particular boat for production management. These sessions with Charlie were incredible learning experiences for a 24 or so year old, aspiring yacht designer. As you may imagine, I looked forward to these opportunities. After having made several road trips to Hamlet, Charlie suggested that I join him on an upcoming trip led to one of my great, if a little terrifying memories of Charlie...

While I had driven to Hamlet on my first trips, Charlie's time was much more valuable, so of course he would always fly. The nearest airport to Hamlet was in Charlotte, NC, about an hour and a half drive away from the factory. So for the upcoming trip, I was joining Charlie on the flight to Charlotte. I



hadn't flown a lot at that point in my life, so I was certainly looking forward to the trip; I was also looking forward to avoiding the 9 or 10-hour drive. The day of our trip, I met Charlie at Cleveland Hopkins airport and we spent the flight down talking "boats". As always, I felt privileged to have Charlie's undivided attention for more learning experiences, although, I must say as an inexperienced flyer, I wanted to spend a little more time looking out the window. We arrived in Charlotte after a relatively short flight. In 1980, Charlotte airport was a pretty small regional airport. We deplaned, and I expected that we would be headed to the rental car counter to get a car for the drive to Hamlet. Not so...

We walked past the rental car area and down to the ever smaller and smaller gates, until we reached the very end. At that point a gentleman came up to Charlie and he greeted him with a very respectful, "Hello Mr. Britton, may I take your bag?" I assumed he was a driver sent to pick us up, how neat was that I thought, I'm traveling with the big boss and we're going to get chauffeured around. But instead, we headed out to a 4-seat single engine light plane. Turns out, our "driver" was a pilot. Then it was "how cool" I get to fly in a small plane for the first time!

Once at the plane, I dutifully climbed into the back seat, the pilot handed Charlie's bag to me, kind of a toss really and Charlie climbed into the right seat. We taxied out to the runway and the pilot got clearance for take-off. He lined us up at the end of the runway hit the throttle and we rumbled down the runway until we gently took off. At that point, the young kid in the back, me, was glued to the window taking in the low altitude view of Charlotte. Then the pilot, in the same respectful voice that he used when taking Charlie's bag says, "Would you like to take the controls Mr. Britton?" In my experience with Charlie, outside of boats, he was not a man of a lot of words, so I was not surprised when his simple response was "yes". However, I was also fairly certain that Charlie was not a pilot. But he was an exceptional upwind helmsman, and he took the controls of the plane without a hitch, if you can masterfully guide a boat upwind, surely you can

handle a light plane already in flight and he did. The rest of the flight was uneventful, and I spent it with my nose pressed against the window enjoying the first time experience of the view from a plane at 1000 feet.

The flight from Charlotte to Hamlet followed North Carolina, SR 74, a drive that I had made several times, so I was familiar with our progress towards the factory. The airstrip closest to Hamlet was the Richmond County Airport, which consisted of two grass runways and a hanger. Like many small airports, the runways formed a large "X". As we neared the airport, I was fully expecting the pilot to take over the controls from Charlie; instead, I heard in the same monotone, respectful voice "Mr. Britton, would you like to land the plane today"? The young kid in the back seat, who now had some very sweaty palms, was holding on to the hope that Charlie would say "No." He did not. Instead, Charlie said, "sure" with what I perceived as a great deal of confidence.

Oddly enough, I had a fifth grade teacher who was a pilot and he offered an aviation class that I took. My recollections of landing procedures kicked in and sure enough, with a little guidance from the pilot, Charlie executed the approach that I had learned in fifth grade. As we descended, we passed the airfield with it on our starboard wing. After continuing past the airport, with the pilot's subdued instructions, Charlie executed the first hard 90 degree turn which put us again with the airport on our starboard wing, text book, I'm feeling pretty good, palms are sweating a little less. The pilot then prompts the next maneuver and Charlie, makes the next 90 degree turn putting us in line with the grass air strip for the final landing approach. As we approached the airstrip, the pilot was coaching Charlie; the main thing that I kept hearing was "Bring her down a little lower Mr. Britton", always in a low key, respectful tone. We made it to the beginning of the runway, and to my modestly trained eye, I thought we were still pretty high. The pilot continued to politely prod Charlie to "Bring her down a little, Mr. Britton". Pretty soon we made it to the middle of the "X" formed by the two runways and we still seemed kind of high to me. We used up about half of the

remaining runway with the pilot continuing to offer that Mr. Britton should continue to bring her down a little and we still hadn't made contact with mother earth. It was at that point that my palms had stopped just sweating; they were instead creating a downpour. Gratefully, the pilot said in his respectful tone, "I'll take it from here Mr. Britton". He hit the throttle, the engine roared and we went into a nose up, near stall. With the nose of the airplane facing the heavens, I looked out my window and what should have been down seemed nearly horizontal with the ground. But instead of seeing the ground, I saw those neat red balls that you see at small airports that they put on electrical lines so that pilots can see them easier. We were headed for them. I was pretty sure that we were crashing or being electrocuted, neither seemed good. Next the engine seemed to be struggling a little less and the plane leveled a bit, I'm not sure by how much we cleared the power lines, but from my seat, it seemed like inches. As things settled out a bit, the pilot flew down field from the

airport and re-gained some altitude, I was feeling quite relieved, until the pilot said in his quiet and respectful voice, "Would you like to give it another go, Mr. Britton"? In Charlie's understated way he said "sure". While my heart dropped and my palms let loose with a gush of additional sweat, Charlie nailed the second attempt.

I've always appreciated Charlie's moxie, in his twenties, he took his discharge from the Navy in Japan and had a Phil Rhodes 40 footer built and he and two other young men, sailed the boat from Japan to New York. After that he returned to Cleveland and eventually started a little boat brand with a 27 footer that eventually became the American icon that Tartan has become. Although that moxie, may have led to a much shorter career and perhaps life for me, it's this heritage and inherited personality that I am most grateful for.



Charlie, circa 1978, attempting to show how "comfortable" the unbearably uncomfortable hammock pipe berths were in the Tartan Ten.



# In Memoriam - Ray McLeod Jr.

By: Tim Jackett

One of the founding fathers of Tartan has passed away.

When Charlie Britton returned to the Cleveland area after his service in the Navy and his discharge in Japan and subsequent voyage aboard the Rhodes designed "Tenba" from Japan to New York, he set his sights on producing a new breed of sail boat.

At the time, Douglass and McLeod were long established builders in northeast Ohio. Beginning in the late 30's and early 40's D&M had been building the International 14, International 21 and the Sandy Douglas designed, Thistle, Highlander and Flying Scot.

While the earliest D&M boats were traditionally built, the later boats were built from laminated plywood shells. With the development of the Flying Scot in 1958, D&M was on the leading edge of boatbuilding, shifting to molded fiberglass.

In 1959, Charlie joined D&M and the leading designers of the day, Sparkman & Stephens, to launch the Tartan 27 project. Douglass & McLeod was headed by Ray McLeod Sr. and Ray Jr., they brought the boatbuilding expertise

to the 27 project and of course the budding knowledge of how to use this new fangled building material, fiberglass.

Ray Jr. went on to run Douglass & McLeod and the production of the Tartan 27, Blackwatch 37 and the Tartan 34.

D&M/Tartan experienced a devastating fire in 1971 and in the rebuild; Charlie formed Tartan Marine Company as the builder and took over all operations. Ray McLeod Jr. went on to produce the D&M 22 and up until a few years ago, continued D&M as a local marina and service yard.

Ray Jr. passed away Sunday February 11th at the age of 86, he remained a friend and supporter of Tartan in his own curmudgeonly way and his contributions to the formative years of Tartan were great.

On the following page is a Tartan ad, circa 1968. At the time, Tartan was the model designation for the 27 and Blackwatch was the model designation for the new 37.



BLACK WATCH: Specifications: LOA 37', LWL 28'6", Beam 12'6", Draft w/keel 3'7", w/heel 4'6", w/boom 5'6" (boom) 8'4", S/A 50sq. 615 ft., S/A Yawl, 284 ft., CGA Rating 25.2

## Two distinctive boats

Unfortunately, only the most discriminating, hardest-to-please skippers will find out how good they really are, or why.

If you've been looking seriously at racing/cruising auxiliaries and any of a half-dozen seems to fill the bill, this ad isn't for you.

But, if you're not easily pleased — if nothing you've sailed, seen or read about really suits you and you've come to the conclusion that you'd have to custom build to get what you want — read on.

Tartan 27 and the 37' Black Watch, the two boats pictured, may change your mind — for reasons you might not expect.

First, they share a design philosophy that sets them apart from other boats, and from each other.

We don't believe in taking one "universal" hull and stretching or shrinking it to meet a market opportunity.

Tartan and Black Watch were each designed from the keel up to be the best, not the best selling, boats in their respective classes.

So, even from the very beginning, there's a difference.

Another item we think bears mentioning is something every builder does a lot of talking about: Quality.

We've got a philosophy about that, too. All the claims in the world can't cover a sloppy joint, or a sloppy anything else for that matter.

A lot of people would never know, or care, about all the seemingly insignificant things that were meticulously finished, only to be covered up. But we'd know and care. So we build each boat as if we were to own her ourselves. Then we sell her.

And we do that differently. The Tartan or Black Watch you buy is sold complete — with working sails and a list of standard equipment that's longer than most lists of options. In fact, the only extras we offer are things that help tailor a boat to your particular use — like racing or electronic gear.

With this kind of attitude it's doubtful that we'll ever win production awards or develop the world's longest customer list. But we do know that when a Black Watch or Tartan goes out of our shop we'll be proud that she's our boat, and that the most knowledgeable owner can justifiably share that pride.

And we think that's worth something.

We realize that we have told you very little specifically about either boat. But, if our ideas about what a boat should be and how she should be built appeal to you, we hope you'll write for details on whichever best fits your needs — either Black Watch (brochure BW-1) or Tartan (brochure T-27).



**DOUGLASS & MCLEOD, Inc.**  
P.O. BOX 2-3 • GRAND RIVER, OHIO 44040 • PHONE 367-5282

TARTAN 27: LOA 27'6", LWL 21'6", Beam 11'6", Displacement 2115 lbs., Draft (keel) 2'3", Draft (boom) 6'6", S/A 50sq. 615 ft., S/A Yawl, 284 ft., CGA Rating 22.2



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# Celeritas Gets a Solent Rig

By: Martin Waine

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Celeritas, T4100 #84, was modified in 2012 with a Solent Rig. The design work for the modification was done by Tim Jackett who found a simple way to modify the stem assembly to incorporate the two headstays required with no modification to the hull other than a drilled hole.



**Photo shows the jib on the new, second, headstay**

Prior to this modification, for nearly 20 years I had sailed Celeritas and my previous Pearson 33 with an extra jib that attached around the furled 155% #1 genoa by means of a sleeve. ATN patented the sleeve for use with their Gale Sail. I sent them a 100% #3 jib to which they attached the Gale Sail sleeve. I kept this sail in a bag that attached to the lifelines near the bow as can be seen in the picture above right that Sam Swoyer took on the way to Nantucket.



That sail bag could be as shown below, or it could be used as on the next page with the small jib sleeve fastened around the furled genoa and ready to be hoisted on a spare halyard.







This system works very well, but as I approach the middle of my ninth decade, it has become harder to work while underway on the foredeck. So I decided to pursue adding a Solent double-headstay-rig to Celeritas so that I could continue to sail with my #1 jib in light to moderate air and have the ease and comfort of a #3 jib when it is too windy for the full #1.

Tim, when I consulted with him about the switch, said he thought it doable and took on the project. He soon produced a drawing package, which I took to Ocean Rigging, which was, then at Norwalk Cove Marina in Stamford, CT. They unstepped the mast to do the strengthening and addition of an attachment for the inner headstay. They removed the stem hardware, which was modified by Metal Mast in Maryland.

The photo upper right shows the stem hardware after reinstallation, as seen from the deck it shows the addition, between the preexisting anchor rollers, of the attachment for the forward headstay, which is now nine inches forward of its original position, and the attachment for the new inner headstay. The two headstays are fifteen inches apart.



Visible from below (photo below) is a strap that has been added from the new forward tang to the bow stem plate. Also visible is the thin stainless steel guard, which protects the bow from damage by mooring or anchor lines. That plate was not a part of this modification



Ocean Rigging did the modification to the mast for the inner headstay attachment. They removed the masthead to gain access to the inside of the mast and glassed in an aluminum piece taken from a scrapped mast. The new attachment was inserted through a slot in this added piece and the mast. I didn't get

pictures of that. But this is the finished product.



Before doing this modification, I used to change jibs when there was a significant change in wind strength. And I could do the change while underway in a few minutes. But it was getting harder to do and I found that I was avoiding doing the change when it was obviously needed. With the Solent rig, I often change jibs several times during a day's sail. The only negative to the change is that the lazy jib sheet has to go between the headstays to the clew. That means that. In a tack, the sail has to follow that path as well. There are two ways to tack with the #1,

either rolling it up and unrolling on the new tack, or heading off and easing the sheet until the clew is about even with the gap between headstays. Then the new sheet can be used to pull the sail through the gap as the boat is jibed. Surprisingly, this works well in moderate air. It was suggested to me by one of the guys from North who spoke at a Tartan rendezvous. So, apparently, others do it that way.

Downwind or reaching, the #1 jib does fine even in 20 knots of wind. But upwind, the #3 does best when the apparent wind is over about 13 knots. Upwind the #3 will move the boat nicely with 12 knots apparent. We're able to carry the #3 in over 25 knots apparent.

While thinking about this article, I wondered if it could be done by others. I knew that it had been done by Tartan to another 4100. I spoke to Tim about it and this is his response:

*As far as your article on the conversion of the 4100 to the Solent rig, you can include the fact that the design work is done if others are interested in the conversion. It could be done on other Tartan models with varying degrees of performance impact. The 4100 benefits from starting with a generous sail plan with a large main, so that was helpful to the conversion/performance. You can include my interest in working with owners of other Tartans that may be interested in doing the modification to their boats if it makes sense in what you write.*

A further note to the modification on Celeritas: the original headstay and furler were used for the new inner one and a new one was purchased for the forward one.



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# Notes on Boat Handling - Article #2

By: Dick Waterhouse

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## Close Quarters Handling/Reverse Function Basics

When it comes to maneuvering in close quarters, many of us are reluctant, as it feels uncomfortable and unfamiliar. However, once this capability is mastered it provides exceptional control/skill especially in windy conditions.

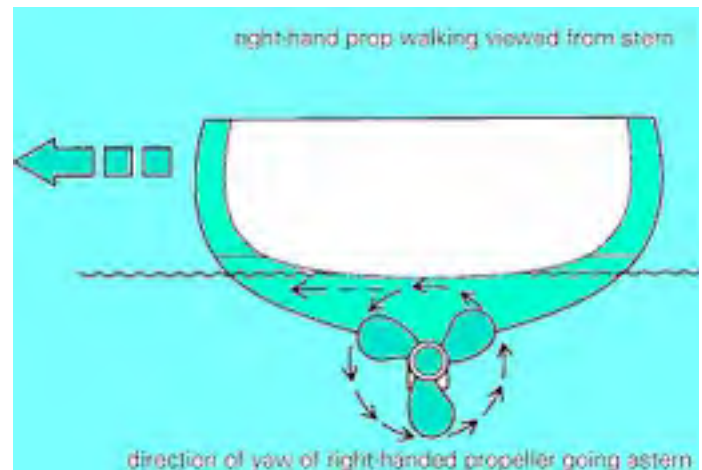
A sailboat maneuvering in reverse can be compared to a flag on a pole in the wind. Due to the physics at work, above and below the waterline, a boat will act somewhat like a flag when piloting in reverse. The skipper/helm is the pole and the boat is the flag.

When engaging in reverse while getting underway, the boat has to follow the rudder, as it provides a leading edge. This gains importance when maneuvering in tight quarters. The steering pivot point is the center of the keel. The keel provides stability/direction, while the rudder provides turning force. Together the combination of large surfaces underwater gives the skipper directional choice.

\*When learning to “back” one big mistake commonly made is turning the wheel too soon with the vessel in the stopped condition. First of all, keep the wheel/tiller centered and get some “way” on as you initially begin to back up. Most importantly, do not ever let go of the wheel/tiller while backing, as the water flow could slam the rudder sideways and cause damage to the rudder stops. A vessel will not steer until underway – usually 2 to 3 knots will suffice. Some larger full-keel boats (such as an Island Packet 38’) may require up to 5 to 6 knots of velocity. Yes, this can get a little scary!

\*Another complication when backing is the directional “pull” of the propeller. Most diesel sailboat engines turn clockwise. When engaging in reverse, this movement produces a “pulling” direction to port by the stern. This is typically a 45-degree angle from the centerline of the boat.

Additionally, this effect (“prop walk”) is magnified by a fixed-blade propeller. A two-blade prop will walk more to port than a three-blade version.



**Basic "Prop Walk"**

Nevertheless, this directional pull is opposite if the engine turns in a counterclockwise direction – the direction will be to starboard. Needless to say there are some exceptions to these tendencies for different propeller designs or shaft angles, etc.

The bow has no resistance underwater, so it is prone to be pushed off track as the boat slows when approaching a dock especially in crosswinds. Crosswind conditions are where a reverse (backing-up) approach can provide exceptional control of the boat. The skipper has both the keel and rudder surfaces to resist the winds pushing the boat to port or starboard.

Additionally, approaching in reverse enables using the propeller as a “thruster” to move the boat side to side when the boat is perhaps too far from the dock. This maneuver is done with the boat having no “way” on and using the rudder turned sharply to either port or starboard (the opposite direction of the desired movement of the stern) and “goosing” the throttle in forward only.

Cont'd next page:





#### Using the propeller as a thruster

A QUICK thrust of forward prop wash over the rudder, then back into neutral will move the stern sideways. Again, be sure that the boat is not moving when employing this technique!!

This use of the prop and rudder together as a thruster can be employed in many ways to assist positioning of the boat in tight quarters. This will be the subject of my next article in Nor'easter.

If this sounds a little foreign to you or if you are new to sailboat handling, here are a few ideas for getting started:

1. Find a skilled/qualified instructor.
2. Find a marina with some open water space, multiple docks (and Pylons), that can provide you with easy, open spaces as well as some tighter, more tricky spots in order to hone your skills.
3. Practice, practice and practice some more!!!
4. For skills that are too challenging – hire a professional teacher and learn!

Remove the trepidation and replace it with skill. You will never regret your investment in learning and practice! These capabilities may even save someone's life someday, as well as make you more relaxed and confident. Remember – boating is supposed to be fun!!! Happy Boating!!!

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## Gremlins at Work

By: Sam Swoyer

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During the beautiful New England summer, we try to spend as much time as possible on our Tartan 4100. We basically become “live-aboards” – heading home when the weather turns foul or when appointments dictate. We keep our Tartan at a dock in Noank. While in the slip we keep her tethered to shore-power to keep the batteries charged so that we can leave the refrigerator running. Once we depart for home, our intention is to make our absence from the marina as short as possible – seldom more than three days.

Our Tartan has two large Absorbed Glass Mat (AGM) house batteries and one AGM engine battery all hooked up to a Freedom 20 Battery Charger/Inverter. The system also has a Link 2000

integrated battery monitoring and charger control system. This device displays critical information necessary for battery bank management. Over the ten plus years we have owned the boat I have come to understand and rely on the Link 2000 and always pay close attention to the information that it is providing – both while cruising and at the dock.

Late last summer we went home for a few days due to “snotty” weather, a few appointments and other matters. The duration was about three days. Upon our return the first thing I always do is check the Link 2000 to insure that all is well electrically. To my surprise I heard the fan for the battery charger running before I could even get to the navigation station. That caught my attention because the battery

charger should be in the “float” mode and thus not working very hard. I immediately checked the Link 2000 and saw that the house batteries were substantially overcharged. Instinctively I shut down the shore power and went aft to check the batteries. Oh boy – were they ever hot!!! So what really happened?

The following description of the failure is courtesy of DG Fitton of Marine Special Products in Essex, CT:

*“The failure of the main circuit board (responsible for regulation of the charge current output from the inverter/charger) resulted in no ramp-down of charge current, instead, the inverter charger acted as if the batteries were severely discharged, and was really throwing current at them. This excessive current results in internal heat (hence discovering the batteries being warm or hot to the touch).*

*AGM batteries have less of an ability to “heat-sink” or discharge heat than flooded batteries do, and the result can break down the battery chemically resulting in failure. Manufacturers recommend halting charge if the battery core reaches 49°C (120°F).*

*In a bank of batteries the failure to detect and stop the charge can be an expensive failure. That said, failures of this type are rare, and most modern automatic chargers do a very good job of regulating charge voltage and current.*



**AGM Batteries (left) and the Xantrex Charger/Inverter (right)**

*With the inverter/charger repairs completed, the system seems to be performing as it should, but we know replacing the battery bank is likely in order.”*

I really consider myself very fortunate. Had we been away for a longer period of time there could have been serious damage done to the boat and perhaps even a fire.

So, in conclusion – things can go wrong at any time. It is probably a good idea to “buddy-up” with a friend and share vigilance of each other’s boats when either party is away. Most importantly, develop a checklist of things to look for – bilge, electrical status etc, because “Murphy” can/will strike.

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## When Groceries are not Readily Available

By: Tricia Johnson

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I have an interest in good but easy and efficient cooking aboard, and some of you may have attended the provisioning talk that Skip King and I gave at the rendezvous this past summer. I was going to write a recap of that talk for this first article, but instead I wanted to share some cooking and provisioning insights I got recently while visiting with former

Tartan 37 owners and TONE members Peter and Cathy Kreyling. Robert and I visited them recently and spent several days with them aboard their Saga 43 sailboat, Whitebird, in the Exumas in the Bahamas. Cathy and Peter live aboard their boat and have spent the last 4 winters in the Exumas. They are really adept at provisioning.

Part of the reason for our trip was for me to see what it would be like to spend a significant amount of time in an area where food might not be as readily available as it is when we are cruising along the U.S. or Canadian East Coast and to get ideas about how best to provision.

Both Peter and Cathy are great cooks. Peter really can work some magic in the galley. One day Peter dished up a delicious soup/stew that he made with barley and kale from the Georgetown organic farm truck. He also added carrots, onions, a bouillon cube, water for cooking the barley, and canned beef. I've used canned chicken in several recipes, but have never seen canned beef, other than the beef in Dinty Moore beef stew. This canned beef was the Kirkland brand from Costco. Peter says it is not always available, but buys it when he sees it.



Since it was overcast and threatening rain, we were all on our wireless devices using Peter's hotspot to surf the web, so I decided to look up canned beef and see what is available. It turns out that although I've not seen this product in my grocery store, there are several companies that make it, including Libby's, Armour, and Hormel. Since Robert and I are considering the big leap from casual cruising to live-aboard sailors, and I like to have multiple options for meals in my pantry, I thought I might order a can or two of each brand to try them out. I think it would be a good addition to my boat pantry, as it could be

used not only in soups and stews, but also in a pinch for fillings for tacos and enchiladas, spaghetti sauce, chili, lasagna... Well, you get the idea.

During our visit Cathy baked



The Recipe



The Cookbook

bread and made pizza dough. I was quite impressed. She made it look extremely easy, and I am encouraged to try doing the same. It is often easier to do the baking than it is to get to a grocery or bakery to buy bread. The recipes she used came from



Rolling out the Dough

“The New Basics Cookbook” by Julee Rosso and Sheila Lukins, authors of the Silver Palate cookbooks.

Many of you may already know the following things, and while I consider myself to be very good at provisioning



Final Dough

and cooking aboard the boat, I learned some new tricks and reinforced my knowledge on this trip.

Some of the things I learned:

- If you are interested in cooking aboard

most of the time instead of going out to eat it really pays to have a large, separate, freezer, and a similarly large refrigerator. The freezer



The Pizza!



enables you to store meats that you may not be able to find or afford. The large refrigerator allows you to store breads and rolls in addition to “the regular stuff” and extend their shelf life (always a problem with breads on board)

- Produce and meats ARE available in the Bahamas; they just may be considerably more expensive.
- Meat can be scarce and expensive, so alternative meals that rely on legumes, pastas or rice plus vegetables and/or cheese should figure into your menu often. Freeze soups and sauces for the before leaving. Dried beans and peas weigh less and are easier to store than canned, but will take extra time in preparation.
- Where you can, try catching fish or other seafood. Not only is it delicious, but also it does not cost anything!
- To cut down on space, cooking utensils should have more than one purpose. You can roll out a perfectly good pizza or piecrust using a bottle instead of bringing along a single purpose rolling pin.
- Ask around. Most of the cruising community is happy to share their knowledge about local provisioning. This can include things such as; you can get fresh fish at the beauty parlor because the owner’s husband is a fisherman; or the Laundromat has a supply of pastas and canned goods and some marine supplies and sometimes even fresh local vegetables.

- Find out when the local farmers market happens. It s a great source of wonderful produce that is certainly fresher and often less expensive than that found in the grocery store.
- If there is a particular food item that you really love and just can’t do without, stock up before you leave and figure out a way to store it if it is somewhat perishable.
- Again, ask around. Others cruisers have probably experienced some of the things that you have questions about and they can be a great source of ideas and help.

In addition to having a lot of fun, getting in some good sailing, seeing new territory and snorkeling, hiking and kayaking, I learned a great deal on this trip about what life could be like living aboard in a country other than my own. I am grateful to Cathy and Peter for extending this invitation and sharing their knowledge and experience.

*Tricia Johnson and her husband Robert sail on Spirit, a 1984 Tartan 37 Centerboard. They enjoy sailing up and down the East coast and Tricia loves to find new and different recipes and foods to make meal times aboard more interesting,*

(Ed. Note: If you're sharp, you will have noticed that Spirit, with Tricia at the bow and Robert at the wheel, graces the cover of this issue of Nor'easter.)



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# Galley Notes - Favorite Recipes & Tips

By: Jan Chapin

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A perfect way to end a day of sailing is watching the sunset with a drink and some munchies. It's even better sharing it with friends! This easy appetizer will work with your favorite herbs nuts, dried fruits, etc and take a traditional happy hour appetizer and turns it up a notch!

## Goat Cheese Trio



### Ingredients:

- 12-ounce log of goat cheese (or other soft cheese)
- Mixed chopped herbs: parsley, basil, oregano, dill, etc.
- Cracked peppercorns or other flavored peppers
- Dried cranberries
- Chopped nuts (cashews, pistachios...)

### Directions:

Goat Cheese Trio: Cut a 12-ounce log of goat cheese crosswise into 3 mini logs.

Roll 1 piece in chopped mixed herbs, another in cracked mixed peppercorns and the last in chopped dried cranberries and cashews.

Serve with baguette slices or crackers.

Enjoy!

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## ***Editors Note: Save Plum Island***

By: Sam Swoyer

Recently we attended an “Adventure Series” program at the Mystic Seaport, the subject of which was what to do with Plum Island. The Federal Government is building a new “Animal Research” facility in Kansas and will be vacating the facility on Plum Island. This, of course, raises questions about what will become of the island once the facilities have been closed down.

As a Long Island Sound sailor I am very familiar with Plum Island and spend a fair amount of challenging sailing time working my way around the island – from Plum Gut on the west to the Sluiceway at the eastern tip of the island. The island and its waters are so captivating and alive with birds, fish, seals and raw beauty. Nevertheless, I had no idea of the extent to which the island provides a home and sanctuary for so many species of birds and marine life. What follows on the next two pages is a brochure; it describes many of the wondrous aspects of the island and some of the proposals that will influence the fate of the island. We hope that you will find this informative. The brochure also outlines ways to become more involved with the process. Thus, we are including the entire brochure.





Connecticut Fund  
for the Environment  
Save the Sound®

# Plum Island

## An Exemplary Refuge for Wildlife

Plum Island is a federally-owned magnificent sanctuary for wildlife at the eastern end of Long Island Sound currently threatened by development. About 700 acres of the 840-acre island have been protected from development for decades because they buffer a high-security federal animal disease research facility. The restricted human presence has left the island's diverse habitats to nature.



Plum Island is an official Long Island Sound stewardship site, and one of the last large, wild coastal areas in the highly-urbanized Sound region.

### Slated for the Auction Block: This refuge is in serious danger.

The federal government plans to move the research facility to Kansas. As part of that process, the General Services Administration (GSA) is preparing to auction Plum Island to the highest bidder.

An open public auction would make it nearly impossible for conservation interests to compete against well-financed private developers—one well-known Long Island developer stated this wild land could fetch \$100 million at the auction block.

***Development like vacation homes or golf courses would seriously degrade Plum Island's wildlife habitats, pollute the Sound, and restrict the public's access.***

### Plum Island is of international conservation importance.

This remarkable refuge includes wild dunes and bluffs, upland forest, and freshwater marshes, which together form a mosaic of habitat for threatened birds like piping plovers and endangered plants.

Hundreds of species of migrating birds rest and forage on the island and the nearby Gull Islands host the western hemisphere's largest colony of endangered roseate tern.

It is also home to the largest seal haul-out in southern New England. A recent study found that Plum Island is used by 111 species of conservation concern.

Fortunately, there is a solution. See the reverse side for ways you can help.



Save the Sound, a bi-state program of Connecticut Fund for the Environment

900 Chapel Street, 2nd Floor, New Haven, CT 06510 | 203-787-0646

545 Tompkins Ave, 3rd Floor Mamaroneck, NY 10543 | 914-381-3140

[www.savethesound.org](http://www.savethesound.org)



# An Action Plan to Protect Plum Island

## GSA's Conservation Opportunity

The best way to ensure the vast majority of Plum Island is set aside as conservation land is to turn this *de facto* wildlife refuge into an official one.

GSA could transfer the 700-acre habitat area to US Fish and Wildlife Service while selling the small portion that is already developed.

This would fulfill the Congressional mandate to sell Plum Island "subject to such terms and conditions as may be necessary to protect government interests"—interests like protecting wildlife, habitats, and existing Long Island Sound management programs.

GSA continues to move towards an unfettered sale of Plum Island, but there is still time to change their minds.



In July 2016, Save the Sound led six other organizations and individuals in suing the GSA and the Department of Homeland Security under the Endangered Species Act and other laws—hopefully motivating GSA to seriously consider a conservation sale.

## The surest way to protect Plum Island is decisive federal action.

*Join us in calling for the General Services Administration to halt its sale and perform a conservation transfer of the undeveloped portion of the island.*

## Federal Legislation

The Connecticut and New York congressional delegations have united to protect Plum Island.

These legislative champions in the Senate and House are working to protect the public's interest by preventing GSA from marketing the island to potential buyers.

We hope they will repeal the 2008 legislation that called for the sale. Your senators and representatives can save this exceptionally rare place. Let them know you support saving Plum Island.

## Local Zoning

If and when Plum Island leaves federal ownership, local zoning will apply. The Town of Southold has passed zoning that creates a Plum Island Conservation District on 70 percent of the island and a Plum Island Research District on the rest in order to protect wildlife and habitats while allowing for public access and research opportunities.

This zoning is a critical safety net in the effort to preserve Plum Island, but it's not a water-tight solution—future town officials could still grant variances that would let intense development occur.

Your gift is needed **today** to support the permanent preservation of Plum Island and to protect the seals, piping plovers, and other creatures that call it home. Thank you!

### Payment Information

- My check is enclosed made payable to **CFE/Save the Sound**.
- I would like to charge my contribution:
- Mastercard  VISA  Discover  AmEx

**Or Give Online!** [www.ctenvironment.org](http://www.ctenvironment.org)

*All contributions are tax deductible.*

Card number: \_\_\_\_\_

Expiration Date (month/year): \_\_\_\_\_

Amount: \_\_\_\_\_

Signature: \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

## Learn how you can help save Plum Island

Contact: Chris Cryder in Connecticut at [cryder@savethesound.org](mailto:cryder@savethesound.org) (203-787-0646 ext.127)  
or Louise Harrison on Long Island at [lharrison@savethesound.org](mailto:lharrison@savethesound.org) (631-428-1315)  
[www.preserveplumisland.org](http://www.preserveplumisland.org) | [www.savethesound.org](http://www.savethesound.org)



## Editor's Note:

TONE's winter dinner was recently conducted at the Mystic Shipyard (2/17/18). In the morning we invited W. Frank Bohlen, Professor Emeritus from the University of Connecticut Marine Sciences to speak to the group on the subject of Coastal Ocean Weather. Frank was kind enough to send us some of the high points of his presentation, which are included in the newsletter for all to utilize.

### **The Nature of the Problem:**

**Weather** is the current state of the atmosphere, describing, for example the degree to which it is hot or cold, wet or dry, calm or stormy, clear or cloudy.

**Weather is a dynamic property** displaying significant spatial and temporal variability due to variations in latitude, surface character and roughness, atmospheric water content and incoming solar radiation

The resulting flows are **turbulent** meaning that they are to some extent chaotic and best described by statistical methods e.g probabilities (yet most forecasts are taken to be deterministic)

**Forecasts of the future weather depend on an understanding of atmospheric physics and a combination of observational data, analyst interpretations, and numerical models** Accuracy is dependent on the adequacy of each of these components

### **Meteorological Models**

- **Global Forecast System (GFS)**

The GFS model is a coupled, hydrostatic weather forecast model that covers the entire globe with a horizontal resolution of 28 km.

- **Global Ensemble Forecast System (GEFS)**

The GFS model run 21 times to produce an ensemble of forecasts to quantify uncertainty. GEFS runs four times each day with forecast going out to 16 days

- **North American Mesoscale (NAM)**

NAM is a regional weather forecast covering North America with a horizontal resolution of 12 km

- **Integrated Forecast System (IFS)**

IFS is a global, non hydrostatic, weather forecasting model generally referred to as the ECMWF or "European" model. The model is run twice a day as a 51 member ensemble providing forecasts out to 15 days on a resolution of 64 km

- **Global Environmental Multiscale Model (GEM)**

GEM is an integrated global forecasting and data assimilation system that runs out to 10 days developed by Canadian Government Laboratories

- **Unified Model (UKMET)**

An operational model run in a number of configurations. The global version provides forecasts out to 6 days on a resolution of 33km for the ensemble

## Key Website Links

- **Nation Weather Service - Homepage**
  - <http://www.nws.noaa.gov>
  
- **National Weather Service Marine Forecasts**  
<http://www.nws.noaa.gov/om/marine/home.htm>
  
- **Ocean Prediction Center – Atlantic Products**  
[http://www.opc.ncep.noaa.gov/Atl\\_tab.shtml](http://www.opc.ncep.noaa.gov/Atl_tab.shtml)
  
- **Bermuda Weather Service – Marine**  
<http://www.weather.bm/marineforecast.asp>
  
- **Environment Canada – Atlantic Winds/Waves**  
[https://weather.gc.ca/model\\_forecast/wave\\_e.html](https://weather.gc.ca/model_forecast/wave_e.html)
  
- **National Data Buoy Center**  
<http://www.ndbc.noaa.gov/maps/Northeast.shtml>
  
- **Long Island Sound NERACOOS Buoy Array**  
<http://www.mysound.uconn.edu>
  
- **NOAA nowCoast for Mariners**  
<https://nowcoast.noaa.gov/mariner.html>
  
- **NOAA Model Guidance - HRRR and NAM HIRES**  
<http://mag.ncep.noaa.gov/model-guidance-model-area.php>



## Summary

- Coastal Weather is controlled by the characteristics of the local boundary conditions and as a result is typically “site specific”. Learn to read local conditions.
- Actual weather conditions at any site along the coast represents a combination of synoptic scale factors and meso to micro scale factors governed by local features
- Water vapor serves as an efficient heat transport medium affecting thermal state and the density of the atmosphere. As a result the vertical displacements and associated heat exchange of moisture laden air directly affects pressure, pressure gradients and the resulting wind patterns.

## Summary cont

- Base your weather “expectations” on a variety of sources reviewed and studied over a period of time before departure.
- Become an active observer and student of weather. after all YOU are often the most reliable source of weather conditions and possibly the best forecaster

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

Cover Photo: T-37 "Spirit" owned by Robert & Tricia Johnson leaves the Kingman dock. Joyce Stoehr captured this image on the closing day of the 2017 Rendezvous.

Legal

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

**147 Hancock Street**

**Auburndale, MA 02466**

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Vice President: Peter Crawford

Treasurer/Clerk: Michael Musen

Directors of TONE

Alan Benet

Matt Bud

Leo G. Corsetti, Jr.

John A. Harvey

Sam Swoyer

TONE Officers

TONE Board of  
Directors

Our Mission

### **TONE's Mission**

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