



Message from TONE President

Sam Swoyer

Contents

Tartan Owners Northeast, Inc.

Isn't summer a wonderful time of the year for sailors? Summer offers us the opportunity to get out on the water and enjoy the sights, sounds and smells of the outdoors. Is there anything better than a nice warm day spent putting your boat through its paces while taking family and friends to some of the best destinations anywhere?



Sam Swoyer, our president on *Rollicking*, his T4100

Message from Our President	1
Gathering and Rendezvous Dates	2
Maine Down East	3
Maine Cruise Details	4
For Sale (TONE Marketplace)	5
Other Tartan Boat Organizations	
T34CA News	5
CBTSA	6
Tartan 50 th Anniversary	6
Keeping our Waters Free of Plastic	7
Damage from Shore Power Connections	8
TONE Fall Rendezvous in Greenport, NY	9
Attention to Detail in Routine Tasks	10
Our Sponsors	10
TONE Membership and Maine Sign-up	11
TONE Information & Event Calendar	12

Summer 2010

Last summer we had our bi-annual rendezvous at Hershesshoff Maritime Museum and it was universally acknowledged as a great event. This summer is the "off year" for our rendezvous. Nevertheless, a portion of the membership will cruise to Maine in August. As Skip King has chronicled in past issues of our newsletter, Maine offers some of the best cruising destinations anywhere on earth.

While our planning time line focuses on completing the trip in two weeks, done properly by enjoying as much as Maine has to offer, the cruise frequently consumes considerably more time especially if your home port is located in Connecticut, New York or New Jersey.

Our members have told us over and over that one of the principal values of a TONE membership is the camaraderie and the good will that flows when members get together. Regrettably, some members are not able to take off sufficient time to make the cruise to Maine this summer so the TONE board has decided to host smaller regional get-togethers throughout various parts of the northeast. It is our goal to conduct these "get-togethers" all over the northeast throughout the year – winter and summer – with some small and some larger events.

Our approach is to let the members who are planning each get-together determine the activities. TONE will promote these regional get-togethers while assisting with logistics. As the name implies it is all about members "getting together".

In the fall issue of the newsletter we will feature an account with pictures of our recent get together in Centerport, NY; how it went, what we did, how to make them better in the future.

If you are a Long Island Sound sailor I hope that you will plan on attending our September 11 and 12th event in Greenport, NY – September is absolutely beautiful on Gardiners Bay. Greenport has gone through a town renewal and it is a great destination. The marina that we are going to use is very convenient to the highlights of Greenport. Come and join in on the fun! Information related to arrangements is listed on page 9 of this newsletter.

**Message
from
TONE
President**

Sam Swoyer
continued

YOU'RE INVITED
Come and meet other
Tartan Yacht owners at one
or all of the following gatherings

**TARTAN YACHTS
50th ANNIVERSARY
ANNAPOLIS, MD
July 2-4, 2010**
for information email:
Grace Holt at arie524@comcast.net

**TONE SUMMER CRUISE
MAINE
August 7-22, 2010**
for information email:
petercra@ix.netcom.com
or
ajbenet@ajbenet.com

**REGIONAL RENDEZVOUS
GREENPORT, NY
September 11-12, 2010**
for information email:
leeandy243@optonline.net

**TONE BI-ANNUAL RENDEZVOUS
July 22-24, 2011
Redbrook Harbor**
details to follow in future
TONE newsletters

Visit
www.tartanownersweb.org
for the latest information on all TONE activities

Expanding on this regional idea, TONE needs your help. We would like to harness your ideas and put them to work as we develop our regional events. Ideally, we would like to identify someone in each sector of the northeast who will serve as the contact or focal point within that area. With the assistance of the TONE board the regional contact will identify the concept for the get-together; date, venue etc., and the board will post all necessary information on the website for all to see.

Our desire is to keep the get-togethers simple – no big programs – just opportunities for TONE members within a specific area to meet and share in the joys and stories of summertime and our boats. So, this will serve as a call to action. We would love to find a volunteer located along Hudson River valley, someone in New Jersey, a person representing Connecticut and/or the North Shore of Long Island, Cape Cod and Nantucket, Buzzards Bay, Boston and northern New England. Planned activities can range from a winter dinner (not unlike the Winthrop event) to a weekend raft-up at a secluded gunk hole.

Please feel free to give me a shout via email – my address is sswoyer@sbcglobal.net. We would love to have a number of members volunteer to help us create this new event and work with us to make TONE a more dynamic organization in the future.

On a slightly different subject, I would like to thank everyone who has renewed his or her TONE membership for 2010. Your continued support and participation is our reason for existing. We hope that you will be able to participate in some or all of our planned activities this year.

Finally, I hope that this summer will be one of the best and that you will be able to “get out there” and put your beautiful Tartan through her paces – have a great summer and I hope to see you at a TONE event.

Joining TONE is easy!
Fill out the membership form on page 11
and mail it with a check for \$25 to:

**TARTAN OWNERS NORTHEAST
147 Hancock Street
Auburndale, MA 02466**

Editor's Note: As the Maine cruise approaches, our Vice President Skip King describes his home waters in the third of a series. This article covers points further east.

In the last two issues, I've looked at the Maine coast from something of a resident cruiser's point of view: identifying some of the key transit points along the coast, and a few overlooked gems. That examination has taken us from Casco Bay to the entrance to Penobscot Bay, via the Muscle Ridge Channel and Owl's Head Passage.

So now we're in Penobscot. In this final installment, I'll dispense with the travelogue, because Taft and Rindlaub's *A Cruising Guide to the Maine Coast* has all the information you'll need. The simple fact of Maine cruising is this: the further east you get, the better it gets – assuming that you're not looking for hot and cold running five–star restaurants at every turn. So I won't bother with recommendations about places to go. Instead, I'll offer several observations that might help you get the best out of the experience.

There are certainly places from this point in which you can find high-level services – Southwest and Northeast Harbors on Mount Desert Island are probably the best known examples. But in general, the further east you go, the more wild and natural it gets, and the more you have to rely upon your boat and your own skills to travel, eat well and spend a quiet night.

The waters from Penobscot east may contain a fair number of yachts, but what few services may be found are oriented primarily towards the working waterfront. These waters are the province of lobstermen and seiners; to them, yachtsmen are more of a curiosity (and occasionally an annoyance) than anything else. Yards and chandleries are focused on keeping working boats working rather than on helping visiting sailors get back on their way.

Due to three decades of well-intentioned but incompetent federal intervention, only a handful of ground-fishermen remain. That means these waters are primarily the province of lobstermen, who are, in their own rough-and-tumble way, largely self-regulating. The importance of lobstering to Maine's coastal economy, particularly Down East, cannot be overstated.

The lobsterman's day requires travel of many miles, burning large amounts of expensive fuel all the while. His boat may be pretty – in a salty sort of way – but there's no romance

to this lifestyle. A day's work simply means haul, empty, re-bait, re-splash. Time allowed for each maneuver is mere seconds, and then it's on, at high speed, to the next. Fair weather or foul, there's a rhythm to the work, and that rhythm can be disrupted by a sailor who fails to give way – or who fouls a pot warp and cuts the line.

Maine's lobstermen have become testy over the past few years; unwarranted new limits on the herring fishery are making bait more expensive, the economic crisis has kept lobster prices low and the dislocation of watermen from the other fisheries has made good bottom all the more valuable. Losing gear to storms or turf wars or recreational boaters with spurs on their props doesn't help.

Lobstermen aren't hostile to yachtsmen, but they don't love us, either. Keep distance, and keep respect. If you seek to buy bugs over the rail, stand off, sails luffing, nearby but out of his way. He'll figure it out, and if he's of a mind to sell to you, he'll swing by. Don't expect him to make change.

Let's talk about tides. They're big here. We're not talking Bay of Fundy big, but we are talking ranges in excess of 11'. With that much water moving twice a day significant currents will be found in many areas.

I have often joked that regardless of where you are in Maine, the place you need to go next will always be upwind and upcurrent. It's true only half the time, of course, but the tides and currents do make things more challenging.

The direction of current is pretty easy to determine, particularly if you're in an active lobstering area; just check the flow against the buoys. Modern electronics make it easy to determine your cross-track error and correct your course. Adjust for it; depending on where you are and the length of your run, adjusting your course off the rhumb line can make for a smoother and faster trip to your next mark.

Tides also make anchoring more of a challenge. We all know the theory: a 7:1 scope is the theoretical optimum for most anchors. But don't forget that you need to add the height between the chock and the water, and then correct for the tide. That means that if

you're anchoring in water with a depth of 20' at mean low, and add 4' for the height from water to chock, the 7:1 ratio would be 168' of scope. But now add an 11' tide, and you're really looking at 245' of scope to reach the optimum. That's a lot of line to carry.

More importantly, if you use that ratio, you're going to need a fair amount of swinging room. Other boats will swing, too—and depending upon how much scope they have out (or if you're anchoring near a mooring field) conflicts can occur—especially if you're anchoring at or near high tide.

The key is to carefully scout your intended mooring area before setting the hook. Identify where you'd drop anchor, then carefully motor around that area at a reasonable distance from that point, watching your sounder all the while, to make sure that you won't ground when the tide goes out.

Here's a link to a handy calculator that will enable you to estimate your swinging radius: <http://www.sailingusa.info/swinging-radius.htm>.

Assuming everything is clear, set your hook, load it up, then pop a cold one. Just remember to look around the boat in the morning to make sure you didn't snag a pot warp overnight.

There are still places in Maine that look like they did a thousand years ago, and small coves in which yours might be the only boat. That's magical.

You can go ashore and pick mussels off the rocks for supper and gently caramelize some diced onion in olive oil or butter, deglaze with a half a beer or a few ounces of wine, add mussels, cover, and serve as soon as they open. Shells go over the side. That's yummy.

You can find yourself sailing up the checkerboard islands of Merchants Row at dawn. That's mystical.

You can find yourself suddenly surrounded by fog, or suddenly surrounded by porpoises, or feel eyes upon you and realize that a seal has you under cautious surveillance. That's Maine. If you haven't seen it yet, it's time that you did.

Join TONE for the 2010 Maine Cruise, August 7-22

- Aug. 10 **Carousel Marina in Booth Bay**
- Aug. 13 **Castine**
- Aug. 14 **Race from Castine to Eggemonoggin**
- Aug. 15– 17 **Two-night gathering at Dysarts Marina in Southwest Harbor. Dinner Sunday.**
- Aug. 19 **Camden**

Tartan Owners Northeast 2010 Maine Cruise Preliminary Float Plan (Revision A, 1/14/10)

All times are EDT (not all distances plotted and measured)

	<u>Date</u>	<u>Route 1</u>	<u>nm</u>	<u>Route 2</u>	<u>nm</u>	<u>Route 3</u>	<u>nm</u>	<u>Route 4</u>	<u>nm</u>
Tu	8/3/2010	home		home		home		home	
W	8/4/2010	home		home		home		Block Is.	
Th	8/5/2010	home		home		Block Is.		Onset	59
F	8/6/2010	home		Block Is.		Onset		59 Boston	48
Sa	8/7/2010	Block Is.		Onset		59 Marblehead		55 Isles of Shoals	50
Su	8/8/2010	Onset		59 Gloucester		59 Portsmouth		41 Biddeford Pool	32
M	8/9/2010	in transit		Biddeford Pool		59 Jewell Is.		49 Jewell Is.	19
Tu	8/10/2010	Boothbay		141 Boothbay		42 Boothbay		24 Boothbay	24
W	8/11/2010	Pulpit (N. Haven)		47 Camden		46 Tenants Harbor		26 Rockland	39
Th	8/12/2010	Holbrook Harbor (raft)		14 Holbrook Harbor		19 Holbrook Harbor		30 Holbrook Harbor	20
F	8/13/2010	Castine		2 Castine		2 Castine		2 Castine	2
Sa	8/14/2010	Mackerel Cove (raft)		25 Mackerel Cove (Swans)		25 Mackerel Cove		25 Mackerel Cove	25
Su	8/15/2010	Southwest Harbor		13 Southwest Harbor		13 Southwest Harbor		13 Southwest Harbor	13
M	8/16/2010	Southwest Harbor		Tenants Harbor		52 Southwest Harbor		Southwest Harbor	
Tu	8/17/2010	Burnt Coat (Swans)		14 Portland		55 Little Cranberry Is.		4 Somesville	5
W	8/18/2010	Seal Bay (Vinalhaven)		18 Isles of Shoals		47 McGlathery Is.		24 Isle au Haut	31
Th	8/19/2010	Camden		18 Scituate		50 Tenants Harbor		32 Camden	25
F	8/20/2010	in transit		Cuttyhunk		57 in transit		Linekin Bay	43
Sa	8/21/2010	Onset		169 Block Island		36 Onset		152 Isles of Shoals	68
Su	8/22/2010	Block Island		59 home		Block Island		59 Marblehead	36
Mo	8/23/2010	home		home		home		Onset	55
Th	8/24/2010	home		home		home		Cuttyhunk	22
W	8/25/2010	home		home		home		Block Island	36
Th	8/26/2010	home		home		home		home	
		Total Nautical Miles		579		621		595	652

Park Avenue Carbon Fiber "Pocket Boom" for sale.



Original boom for our Tartan 3700. Comes with integrated sail cover and two single line reefs. Algripped white. The "E" dimension is 16'. Lightly used for two seasons.

This boom makes mainsail handling a breeze. To set sail, just unzip the cover, tuck the cover into the boom and raise the main. To stow the main, just drop the sail and it will fall and flake automatically into the pocket boom. Then, just fold the integrated cover over it and zip it up. It takes only a minute to set and stow the main. Reefing

is equally easy with the two single line reefs included in the boom. Retail for \$13,000. Asking \$7,500. Currently in Marblehead, Massachusetts. Contact Caroline May carolinejmay@gmail.com 917-887-4381 or John May jmay1@gmail.com 917-816-3708

TONE members may submit ads free of charge. The advertisement must be limited to items of good quality and have marine usage utility. Please limit your ad to 50 words and include your name, address, phone number and email address. Email ads to Evelyn.Gard@gmail.com

T34CA Trans- Atlantic Crossing

by Grace Holt



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

Photo by Grace Holt

Rubicon is the first of the Tartan 34 Classics, and dates from 1968. Jürgen bought the boat in Florida and shipped it to Hamburg in 2004. After some intense updating and renovating, he is now ready to embark on the voyage of his dreams: across the Atlantic Ocean for a homecoming in Florida, and then a cruise up to the Chesapeake in the spring of 2011.

Jürgen will leave Hamburg on July 6th with a "farewell flotilla" of our European T34Cs. Then he sails down the coasts of the Netherlands, England, France and Portugal to the Canary Islands. In November, after the threat of hurricanes is past, he will head for Barbados, his first landfall in the New World.

The members of the Tartan 34 Classic Association are happy to support Jürgen by providing him with a satellite tracker which will include a dedicated interactive web page "mapper" with photos of the boat and updated news clips.

Anyone on either side of the Atlantic who wants to keep track of Jürgen's progress will be able to access his site through our website at www.t34classic.org.

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

CBTSC Summer Update

by Grace Holt

Tartan
Yachts
Celebrate
50th
Anniversary
July 2-4

It's already been a busy season here on the Chesapeake. In early April, when we still had piles of snow in shady spots and parking lots, CBTSC members bundled up for a visit to Hart – Miller Island near Baltimore Harbor, to see how dredged materials from the harbor are being used to restore the environment there. Many of us have sailed right past that island without ever noticing the big differences the creative use of sludge has made.

Our traditional "Early Bird Cruise" was a huge success this year on May 15th, with near-perfect sailing weather for the nine Tartan boats who gathered in Whitehall Creek just south of the Bay Bridge. Maeve, Ned and Becki Lawson's T3700, and White Bird, Peter and Cathy Kreyling's T37, served as party boats with appetizers and free-flowing rum for all. It was a perfect start to what we hope will be a great sailing season.

All Tartan sailors are invited to the 50th Anniversary. Please join us in Annapolis on the 4th of July weekend for our celebration of the 50th Anniversary of Tartan Yachts. Mike Titgemeyer, Tartan/C&C of Annapolis, and the Chesapeake Bay Tartan Sailing Club are co-hosting this exciting event at the Port Annapolis Marina.

Come by land or sea on Friday, July 2nd to register and meet your favorite sailing buddies at a cocktail reception. Saturday is packed with activities including breakfast, boat tours, a fun race with pursuit starts, and a fabulous dinner dance with Orlando Phillips' steel drums. Sunday brunch is followed by seminars, a cookout and a perfect view of the traditional Annapolis fireworks.

We will have time on both Saturday and Sunday for some great speakers. Tim Jackett will bring updates from Tartan and a sneak peek at the new Tartan 4000. Chuck O'Malley of Doyle Sails will brief us on cruising sail features and tips on non-spin performance in racing.

Lee Tawney has the latest on the National Sailing Hall of Fame, which is coming soon to our downtown Annapolis harbor. And finally, the pros at Fawcett's will demonstrate some of their most important safety gear.

Come by land or sea, and let Deane and Grace Holt (arie524@comcast.net) know if you need a place to stay. Contact Mike Titgemeyer at miketitgemeyer@me.com or visit the CBTSC website at www.cbtsc.com for further information.



Aaaah. The morning after. Twenty-two Tartan Bay sailors shared food and rum at their first raftup of the season, and there's not a ripple on the water. That was one heckuva party. Seen here are *Braveheart*, *Lady Meadow*, *Maeve*, *Puts 'n Calls*, *Something Special*, *Squander*, *Umami*, *Wendolene* and *White Bird*. Come up and see us sometime!.

Photo by Peter Kreyling



If you can come, contact Mike Titgemeyer at miketitgemeyer@me.com or visit the CBTSC website at www.cbtsc.com. From our home page you can click on the event for further information and the registration form. We hope to see you there!

Photo by Jürgen Mohrmann.

The other day, while working on my Tartan at the marina, I took a short break. During this brief interlude a man came by and after admiring the lines of the Tartan, began to talk to me about our waterways and some of the problems that they are experiencing.

Turns out that this very nice gent was from the Norwich, CT Power Squadron, and they are working on a campaign to help make boaters more aware of ways to keep our waters clean. His particular message focused on keeping our waters free of plastic.

I was surprised with some of the information he shared with me and thought I would dash off a quick article for the TONE newsletter, since clean water is a major part of an enjoyable sailing experience and should be a priority for everyone who enjoys time on the water.

Did you know that Sea Turtles often mistake plastic bags and balloons for jellyfish—one of their favorite foods—and die when the plastic either chokes them or clogs the digestive system? It is true and quite common to find a Sea Turtle washed on a beach—dead—with a plastic bag as the culprit. Additionally dolphins are increasingly falling prey to plastic bags and balloons in the water, mistaking them for squid.

Scientists recently found a dead Sperm Whale on a beach with over 400 pounds of fishing gear in its stomach, and our wonderful sea birds, that add so much enjoyment and sound to our coastal environment, have been known to eat plastic pellets, bottle caps, string, cigarette butts and other small pieces of trash with fatal consequences.

My friend's message was quite simple and appropriate for boaters—we can become more aware and vigilant both on and around the water and stop plastic debris from littering our waters.

Trash often moves from land to sea—washes into storm drains, flows into a stream or river and frequently gets carried out to sea where it can be mistakenly consumed by Sea Turtles or other marine creatures.

My friend ended our conversation with a simple and familiar idea that we can all practice to help reduce all solid waste—reduce, reuse, recycle.

Simple tips to keep in mind and protect our waters

Use canvas boat bags rather than plastic bags.

Try to choose reusable items rather than disposable.

Always dispose of trash that has accumulated in “proper” receptacles.

**Properly dispose of unused monofilament fishing line in “proper” trash receptacles
—or—
recycle all unused line – various companies convert recycled monofilament fishing line into tackle boxes and lures.**

Keep areas near the water like streets, parking lots and storm drains clear of debris, especially plastic.

Use reusable beverage containers on your boat rather than plastic bottles.

My thanks to the Norwich Power Squadron for taking the leadership and time to help all of us do a better job of caring for our waterways. I hope that all TONE members will keep a vigilant eye out for plastic in or around our waters – we can all help!!!

In a recent article on electrolysis, we discussed the causes of the problems arising from interactions of dissimilar metals on board. There are other ways that erosion of on-board metals can occur. One of them is improper or ineffective grounding connections within the boat. Those are discussed elsewhere in books and articles. Another, discussed here, is connection to shore power.

The problem is most likely to happen through the ground connection. When shore power is connected, safety calls for a good connection of the boat's common ground to the shore power grounding system. Faults can develop in the boat's wiring, an on-board appliance, or a power tool being used on board. Grounding is to prevent an electrical fault from making the boat live with respect to something nearby; metal on the dock, another boat, and the surrounding water.

If an electrical fault develops that would cause danger, the circuit breaker should open to prevent electrical shock or fire. The corrosive damage occurs in another way. The problem arises because a changing magnetic field within a closed loop of wire induces a voltage, and therefore a current. Transformers and electric motors use this effect. Unfortunately, the way marinas are, and have to be wired results in lots of loops being created.

Electrical regulations require that power systems be grounded at the distribution center. So, there is a rod there that's driven into the earth. From that point, there are numerous ground wires leading to various sections of the dock's electrical network. Each boat adds a connection between the marinas ground system and the water, which is grounded, making for many closed paths. And there are lots of changing magnetic fields. Any wire carrying electrical current produces a magnetic field. So, magnetic fields are being generated where ever shore power connections are in use.

While the ideal grounding system would be a network of wires, all parts of which would be at zero volts with respect to one another, actual grounding systems have stray currents running here and there. The voltages produced are quite small, generally less than two volts – too little to feel or to be harmful to people or animals. But the currents they cause can be quite harmful to boats. They can and usually will cause erosion of metals in the same way that electrolysis does. It's the same process

that's used in electro-plating. Protective zincs erode very quickly. I've measured 1.5 volts DC between my boat's ground system and that of the dock in my marina. There's no way to predict either what the voltage will be or its polarity.

What can be done to protect against this? One solution is to have no hard-wired connection between the boat's ground and that of the marina. A transformer will do this. Shore power comes via the magnetic field (a useful one in this situation) in the transformer without the need for a DC (i.e. current carrying) connection. The down side of transformers is that they are big, heavy and expensive.

A less expensive, lighter and smaller alternative is to insert into the ground connection an isolator made with diodes. Diodes have the convenient property of conducting electricity, in one direction only and only when the voltage across them exceeds a certain small amount. That is usually about $\frac{3}{4}$ of a volt. So, putting two diodes in series prevents current flow in that direction until the voltage exceeds about 1.5 volts. And a set of these, one in each direction in the ground connection, isolates the boat's ground from the marina's ground unless the voltage is greater than 1.5 volts. This blocking action prevents current flow, due to induced voltages in the ground circuits, from eroding on-board metals.

Since electrical malfunctions that would cause danger will greatly exceed 1.5 volts, the isolator still provides protection. A further requirement for the isolator is that it be capable of carrying sufficient current to protect. That means that it has to be able to carry more current than the circuit breakers will permit. The idea is that the circuit breakers blow before the isolator fails.

A good explanation of this, with diagrams and installation instructions can be found at <http://www.yandina.com/acrobats/GalvOwnManual.pdf>. I've not done any evaluation of available isolators and have no recommendation as to which one to buy. A google search for "galvanic isolators" brings up several options.

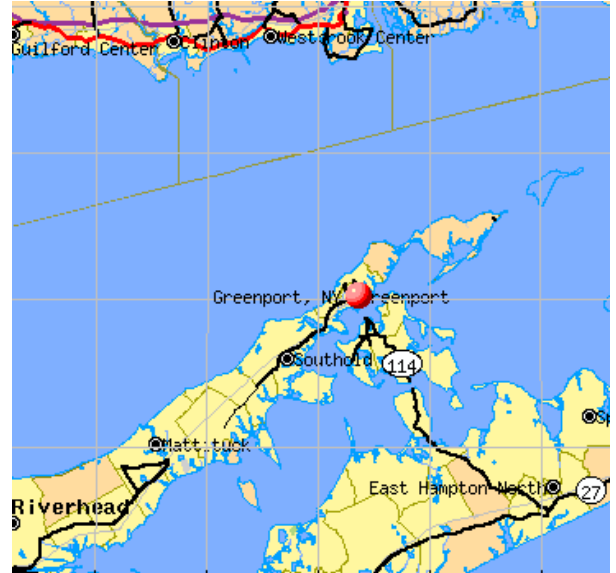


**TONE Fall Rendezvous September 11-12
Village of Greenport, NY Marina**

Greenport is an attractive village with a long history mainly based on fishing. While fishing is declining the water orientation of the town is not. Most of the commercial facilities are on or near the harbor. The barquentine schooner, *Lynx*, is docked in Greenport and can often be seen sailing with visitors on Gardiner's Bay.

The Village Marina, right in the middle of Greenport village, is only five years old and is well protected from virtually all wind angles. The marina provides slips with floating docks for up to 60 boats while restaurants and shops are a short stroll away.

The village has all facilities needed by cruisers: supermarket, pharmacy, movie theater, and an array of restaurants from moderate to expensive. The fact that these are all just steps from the marina makes it ideal for visiting sailors.



All other weekends in September are booked so it would be wise to make your plans early. Greenport is not holding space for us. For slip reservations call Jeff Goubeaud, manager, at 631 871 2588. Tell him you are part of the Tartan rendezvous. Fees are \$3.00 per foot and a \$50.00 deposit is required

Dinner has been arranged at The Loft restaurant. They will provide a buffet of fish, chicken, and steak entrees along with the usual accompaniments and dessert for \$50 per person. Appetizers and a cash bar will start the evening at 6 PM.

If you plan to make this get together a part of a late season cruise, there are few more pleasant sailing waters than those found around Gardiner's Bay between the two forks of Long Island. Harbors and anchorages abound within short distances of each other. A favorite of many sailors is Coecles Harbor on Shelter Island which has one of the nicest quiet anchorages in the northeast. Greenport is close by on the North Fork of Long Island.

Please complete the information below and send it with your check made out to TONE to: Michael Musen, 147 Hancock St., Newton, MA 02466. If you have questions about the arrangements or the eastern Long Island area, email Lee Andrews at leeandy243@optonline.net.

TARTAN FALL RENDEZVOUS SEPTEMBER 11, 12 GREENPORT, NY

NAME _____ CREW _____

STREET _____ CITY _____ ZIP _____

BOATNAME _____ MODEL _____

I WOULD LIKE TO JOIN TONE \$25 DINNER _____ (NUMBER) @\$50 = _____

TOTAL ENCLOSED: _____

Attention
to
Detail
in
Routine
Tasks

by
Lee
Andrews

Please
support
our
Sponsors

It was a beautiful day in mid May on eastern Long Island. The breeze was blowing 20-25 kts with only about a one foot sea. In short a perfect day for sailing.

I had two friends aboard *First Light*, my Tartan 3800, and we were just finishing a great early season afternoon on Gardiner's Bay. As we neared the Three Mile Harbor inlet we prepared to lower sail, as I prefer to do the 20 minute run in the harbor channel under power.

One of my friends was on the wheel and the other made ready to take in the genoa furling sheet. I was on the working jib sheet and had just instructed the helmsman to steer down to a broad reach to take some pressure off the sail. I normally do this in heavy air as it accomplishes the purpose without the flogging that happens when heading up.

As we bore off I removed the jib sheet from the self tailer intending to pay it off to remove most of the pressure on the sail as it was furled. The sheet had other ideas, and at once it started spooling off the winch. I had no time to let go before the sheet pulled my hand into the winch with terrific force. Blood was all over the place.

Both sheets had run out and were being held only by their stopper knots. Of course they immediately tied themselves into a wind knot. It was a scene worthy of a Patrick O'Brian novel. It took a little time for one of the crew to untie the wind knot and get the sail in.

Once that was done I could go below to blot the wound with paper towels and tape a gauze pad. My crew lowered the main and cleaned up the mess as we motored back to the marina. They did a great job. Within an hour they took me to the emergency room at a hospital 20 miles away where, to my great relief, I learned that I had no broken bones or damaged tendons in my hand.

The wound was serious, however, and I was warned that infections were common in hand wounds. This proved to be the case for me a few days later and a hospital stay was necessary to receive antibiotics intravenously.

I have had ample time to replay events in my mind that led up to the accident and two of them are critical. First, when we bore off to reduce pressure on the genoa, I did not ease the main enough to sufficiently blanket the jib. Secondly, there were not enough wraps on the sheet winch. I did not notice this when I was removing the sheet from the self tailer but I have a clear picture of it in my memory. The few wraps that were on the winch provided too little friction to hold the sail and the sheet yanked my hand into the winch.

I have been sailing *First Light* for 11 years and have never had a serious mishap, but these mistakes were those of a neophyte. Sometimes inattention to detail in doing routine tasks does not extract a price but in this case it was a heavy one.



Dax **OneTouch** locking winch handles
TONE Members receive at 20% discount on the Dax orders.



TONE Members receive at 20% discount on orders of \$20 or more from Mast Light orders. Enter "tartanclub" in the coupon box when you checkout of the web store!



**2010 TONE Membership Form
& Maine Cruise Sign—Up**

Skipper's Name(s) _____

Crew's Name(s) _____

Mailing Address _____

Phone (home) _____ (office) _____ (boat) _____

E—mail _____

Boat name _____ Home Port _____

Model _____ LOA _____ Year _____ Hull# _____ Sail # _____

Yacht or sailing club affiliation _____ MMSI number _____

website: www.tartanowners.org

___ (X) Do not display my owner information ___ (X) Do not display my e—mail address

___ (X) Do not display my phone number ___ (X) Do not display my postal address

Maine Cruise (August 7 – August 22, 2010)

Count me in _____ Sorry, can't participate _____ Undecided _____ (% probability)

Estimated crew including skipper _____

Boothbay 8/10—11 _____ Castine 8/13—14 _____ Southwest Harbor 8/15—17 _____

Destinations checked are for TONE's information only. Skippers must make own reservations.

Payments

2010 Dues @ \$25/boat _____

Maine Cruise fee (8/7—22) \$45/boat _____

TONE Burgees _____ x \$25 each _____

TONE Caps _____ x \$20 each _____

Total enclosed _____

(Please make checks payable to Tartan Owners Northeast, Inc.)

TONE Website—www.tartanowners.org

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

TONE Newsletter

All photographs in this newsletter are the property of the authors of the respective articles in which they appear, unless otherwise credited. The deadline for the fall edition is September 6, 2010. Please send articles specific to Tartans such as boat projects, notices from other Tartan groups, announcements, pictures, etc. to: evelyn.gard@gmail.com. The next edition will be posted on the website around September 21.

Officers of Tartan Owners Northeast, Inc.

President: Sam Swoyer
 Vice President: Arthur H. King, Jr. (Skip)
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Monday, September 6, 2010	E – mail	Deadline for fall edition evelyn.gard@gmail.com
Monday, September 27, 2010	Website	Fall 2010 TONE News on Website
August 7–22, 2010	Maine Cruise	TONE Summer Cruise Contact: petercra@ix.netcom.com or ajbenet@ajbenet.com
September 11 – 12, 2010	Greenport	TONE Regional Rendezvous Contact: leeandy243@optonline.net
July 22–24, 2011	Redbrook Harbor	TONE Rendezvous

Tartan Owners Northeast, Inc. dba TONE

147 Hancock Street
 Auburndale, MA 02466



www.tartanowners.org

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.