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RENDEZVOUS '02

The annual fall rendezvous at Poulsbo was well attended in nice weather. No doubt the membership was pleased with itself as can be seen below.

RENDEZVOUS '03

Plan on attending the next one on the weekend of 9/12-14/03 also at Poulsbo. We have 15 - 40' slips reserved and signups are open. Please get your reservation in ASAP, \$5 holds your slot with the balance paid upon arrival. **Since the group treasury has increased beyond foreseeable need, the reservation fee will be paid out of the fund this year.** Poulsbo is anticipating arrivals starting on Friday 9/12, but the official event is for Saturday and Sunday. Those arriving Friday can plan on the traditional meal at the Italian restaurant above the parking lot. Don't forget to prepare for the Saturday potluck. Send your intentions to Bill and Lynne Shepherd, 17912 McLean Rd SW, Vashon WA, 98070 (**NO CHECK REQUIRED** – however, if you sign up, and don't show, you will be billed for the reservation fee). You can reach us via e-mail at trollwmn@centurytel.net.



Tom said that Rita and Liz have decided that this is the obvious year for a **nautilus white elephant sale**. So, come prepared. Surely, you have some

piece of junk – er - treasure from your boat that another member is waiting for!! (The editor takes no responsibility for these fancies. Participate if you must. More later.)

SPRING LUNCH '03

Our annual spring lunch was held this year on March 22, at Corinthian Yacht Club on Shilshole Bay. Twenty-one members were in attendance in our traditional setting upstairs in the clubhouse. Tom Schneider provided sandwiches from his own kitchen. His Lox and Cream Cheese was high on the list of favorites and reduced the cost per person so low, that the excess will buy your reservation at Poulsbo this year – so make sure you cash in by attending. Jim Torrence and Liz reversed the trend of recent years by joining for the festivities. Eric and Angela Siegel were conspicuous in their absence having actually ventured forth with Rouser into the Southern ocean. You can enjoy their story at their web site: <http://www.ourdotcom.com/> although a recent email from Eric indicated that they are behind in updating the site. He promised that they would correct that in the very near future.

DEPARTURE OF A FRIEND

Email from Reinhard Freywald follows indicating that he is a victim of the Boeing contraction. Having concluded that Kansas has no saltwater, he sent the following sad news. I'm sure we all agree that he will be missed. He has been outstanding in the group for campaigning Vamonos on the local race circuit.

Greetings Tartan Club Members,

Vamonos is for sale! Frank and I have listed the boat with Jim Rard (original owner), Marine Service Center.

On April 22nd I received a 60 warning notice from Boeing. Rather than be unemployed June 20th, I've applied and was accepted for a position in Wichita. Boeing offers a great moving package. Our son is starting college in San Francisco, July 7th. Our daughter is excited about attending Wichita State University for her junior and senior years. Kris is applying for a teaching or counseling job with the Wichita School District, and I will research which



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one design sailboat to race on the Cheney Reservoir, Lake Diablo, and the Arkansas River. From web sites I've seen regattas featuring Sunfish, Lazer, Hobie, J-24, Flying Scot, Scows, Tornados, S-7.9's, and PHRF fleets. Sailing is big in the Midwest!

We plan to be in Kansas for 2 to 7 years. I will transfer back as soon as Boeing recovers from the downturn caused by Harry Stonecipher and the 19 Al-Qaida flying into the Twin Towers. In 7 years I will be 55 and will retire if Boeing decides to pack up and leave the Northwest.

On our return we plan to get right back into boating and hopefully will see you all at one of the rendezvous.

If you know anyone that is looking for a Tartan 37, please tell him or her to call Dan at Marine Service Center. The racing gear is not included in the listing price. I will hold onto the new pentex/kevlar #1 (used 6 times), spinnaker (3 years old), spinnaker sheets, mylar #3, and carbon fiber spinnaker pole until the new owner has a chance to buy them.

Best regards and happy sailing,

Reinhard

Looks like we should keep a T37 on the list pending their return! (ed.)

SUMMER PLANS

Summer outings are already in progress. For those of you still looking outwards, here are some of the things others are doing, and a clue as to where you might see a Tartan or two.

Denis Body and Kathy Sercu – Thin Ice have plans for returning north this year.

Our summer plans are to leave in early June heading north. Spending some time in Desolation Sound then heading up to the area around the Broughton Islands where we expect to spend the bulk of our time. We will be exploring the nooks and crannies up to the north end of Vancouver Island. Plan to return in late August. We plan to meet Rainbow up North and spend time cruising together. Would enjoy meeting other folks who are out. Contact us before June. Our Email will be off

June-Aug. We monitor channel 16 the days we are underway. We will be back for the Poulsbo get together Sept 12. Last summer we left on June 9th. Went up to Princess Louisa and enjoyed the heavy spring runoff and snowmelt. A world of waterfalls! Sailed downwind under jib only, on the way in, so we could quickly become a motor boat as we hunted for pictographs. Beat our way out on a nice breeze. Spent time in Squirrel Cove and Roscoe Bay in Desolation Sound. Then headed farther north into new territory. With a moderate south wind and currents with us we cautiously ventured into Johnstone Strait. Sailed to Blind Channel and spent the night at the marina. With another reasonable forecast and encouragement from the Canadian Coast Guard patrol that was tied up next to us for the night, we again respectfully entered Johnstone Strait. Wind and currents built over the morning and we flew by Helmcken Island. Turned into Havannah Channel midday and caught slack water to go through Chatham Channel. Spent two days anchored in Cutter Cove while it poured rain. It was a nice way to unwind from the trip and figure out where to go. Spent our time exploring Tribune Channel, Grappler Sound, and Boughton Island to Port McNeil.

There were some hot sunny days, many cool rainy days and we had wind to sail much of the time. Leaving in June we still had southerly winds to help us go north. Returning the end of July we had north winds to help us home. We motored thru narrow rock filled passages and explored abandoned native village sites. White shell beaches, broken pottery, shaped and sharpened rock tools, large depressions in the ground where "big houses" used to stand and strips of bark gone from cedar trees are the remains we found of 10,000 years of native people inhabiting this area.

We saw relatively few people, lots of fish farms, a black bear and cub from the safety of our dinghy, the Alert Bay Native Museum, and a Finnish settlement where teenagers are proud to have been born on the island and plan to stay. We discovered old logging equipment and a few big trees. We left wondering what this land looked and felt like when most trees were 10 feet or more in diameter.



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Most nights we anchored in quiet out of the way places. A few nights we tied up in "marinas", which in much of this part of the world consists of a float anchored to the bottom and sometimes connected to shore. Usually a manager's home, a shower and a small "store" would also be on the float or sometimes ashore if there was any flat ground. A couple nights we spent in Port McNeill and Sointula, both of which had full service marinas. We saw a lot last summer and there is so much more we didn't get to that we are going back this year to see some more.

Kath & Denis
THIN ICE

Jim & Anne Campbell - Highlander from Lake Oswego, OR write:

We plan to sail north from Astoria to Victoria and then through the Gulf Islands to Desolation Sound in the month of July. We hope Dave and Chris Kinsey will join us for at least part of the trip. Our boat is a Tartan 36 Highlander which has radar and cruises at about 6 knots under power. Other Rose City Yacht Club boats of similar capability are free to join us and may wish to meet, or communicate by e-mail (jimcampbell7@attbi.com) with us to discuss details of the trip in May or June.

Fair Winds,
Jim

Gordon Duncan - Ceilidh plans to practice sailing south of here and then, when he has it figured out, will to take a crack at the real waters up north. He writes:

This really is quick as we plan to leave in about 1/2 hour for a Moorings bareboat charter out of LaPaz. Nancy, Craig and daughter Barb and I will be with two other persons for a week. Good fishing!

The first week of July, Ceilidh and various Duncan family members will depart Seattle for a cruise on the inside passages between the mainland and Vancouver Island, turning around and coming down the Straits starting at Alert Bay. Expect to spend three weeks doing this. Specific itinerary is near completion. Will pass it along as soon as possible

in case there is a chance of meeting other Tartan owners on the way.

Gordon

Pat Fives and JoAnn Erickson - Whitehawk are properly putting all their energies into boat maintenance as they should. They might, however, find a little time to leave their slip. Don't you just hate it when boat owners weaken like that? They write:

We are up in the air about our cruising plans but think we'll be in just the Gulf Islands at the end of June or first of July. Then maybe another week in August. Will be finalizing a lot of work on Whitehawk for the year so will give more info when the priority list is complete.

Joann and Pat.

Linda/George Loux/Fogg- Branwen) are out of Seattle They sent the following:

This is our first year with our Tartan. We will be continuing our tradition of vacationing in the San Juans the week before Memorial weekend, ending up in Victoria in time for Swiftsure. I have participated in the Sookesure race for about the past 15 years (after several Swiftsure races), and am looking forward to another wonderful adventure this year with Branwen. It will be exciting to show off our new boat to all the friends we have made there. This year, we will spend the week after Memorial weekend exploring on the east side of Vancouver Island. We have no definite destinations in mind, but since we are never ready to return to Seattle after the trip to Sooke, we thought we would extend our time then. Hopefully we will also get another week later in the year, but it is not yet scheduled. Other than that, we will be participating the Jack and Jill races, and making weekend cruises whenever possible.

This covers all those who have confessed their plans so far. A few rumors follow:



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Bill and Lynne Shepherd on Capsella:

Admit to having a date with their unique tandem bicycle late in July. They will cycle the coast of OR with a short spur down into CA before turning NE to Ashland OR for a little recuperation in front of Shakespearian productions to cap of about 10 days of madness. Then for Capsella. Plans are fluid, but they think that in preparation for next year's circumnavigation of Vancouver Island, they will spend August exploring the waters north of Desolation Sound, up towards Cape Scott. Denis, and Kath, might you still be lingering on the route so late in the summer?

The cool thing is that Bill will retire at the end of this year, and then it is no-holds-barred. The first water adventure will be a dory trip down the Grand Canyon in April '04. 16 days of special living. How's that for a "Graduation" Gift"?

Dan Willsie and Carol Ferch on Halcyon

usually found leading us all to higher things plan to be indefinite again this year. Perhaps they can be induced to race Capsella north in August. We shall see! It is known that Dan will be on the highways of eastern WA again this year, participating in the Ride Around Washington (RAW). Guess that's what you do if you don't have a tandem to take to Ashland!!

If any of you are stimulated to add to this newsletter, I will issue an update as late as June if you send me information via email.
Bill

Out In The World

Eric and Angela Siegel - Rouser responded surprisingly quickly to an email I sent out. They are presently in the Marquesas, but will not be there when you arrive. Their message follows:

Sorry for the silence. We are in the MARQUESAS now, and Internet cafes are infrequent: (their keyboards are weird to). We had a great passage from zihuatenaajo to hiva oa. No problems and nice winds. We have been enjoying the marqs for a

month and will be sailing to the Tuamotus in about a week. We are trying to update our website; but fast connections are not easily available. Check our site in about a week for a full update. Thanks for keeping in touch. Say hi to all NW Tartan owners for us. Be well.

Eric:and Angela

Web Site: www.ourdotcom.com

The site is currently out of date, but if they have the opportunity, Eric and Angela will be updating soon.

Carl and Robin Fredrickson on Abraxis:

I sent email to Carl and Robin recently to see if I could find out where they are. Amazing stuff, because the following came back within a few days. They are having more fun than the law allows!

Abraxas is in Ecuador. We arrived here March 10th from Panama. It was a pleasant 5-day passage although we did have to motor more than we would have liked. We'll probably stay here, Bahia de Caraquez, until early Sept. when we will head back to Panama. We have really enjoyed Ecuador so far and the anchorage is safe and secure. We have made several inland trips and plan a trip to Peru early June. Will probably spend about 3 weeks there. Who knows, we may even see Bolivia and northern Chile.

When we left Vashon Island nearly 3 years ago, I, thought we would be in New Zealand by Nov. 2001. Obviously we have don't have a plan and we're sticking to it. It may seem to some of you like a long time to spend in Central and South America but time does have a way of passing faster then we want it to and we have enjoyed all of it. As far as the sailing goes we have had a bit of most everything except hurricane, but the spray and the air are always warm. Not hard to take. Our Tartan 37 has been perfect for us. Couldn't have picked a better boat, but you all know that.

If we do decide to go to French Polynesia we'll probably leave from Ecuador and go to Iles Gambier,(Mangareva Islands) via Pitcairn. Fewer



cruisers! We'll see how we feel about it next February.

Hope all of you have a great "cruising season" up there! Hello to everyone from Abraxas in the South Pacific, 00deg 35.72min.S.

A New Member Sailing an English Tartan

Tom has made contact with an interesting new boat you may be able to see at the Rendezvous. This one comes out of England and has been kept at Squalicum Marina in Bellingham since 1990 after a brief stint at Point Roberts. The owner is **Leif**

Watson who sent the following:

About our boat:

We have a Condor 37 built in England. This is the same hull as the Tartan 37 produced in the US although we have some minor deck mods. Is there an association in the NW?

The answer is, of course yes and Leif has joined our band.

He continues:

We bought the hull from the molding company who built Condor for the Round the World Race (mid 70's). It was then sent to the east coast of England for fitting out and sat in the yard for 2 years until we got around to building. The yard was Harley Marine at Hoo, near Rochester on the Medway-east of London. We launched on the 23 of June 83 and on the 24 sailed her around to the South coast for more fitting out-electronics, spray hood and other necessary items. We spent 3 days doing this, stocked up the boat and set off to Gibraltar. That was our shakedown sail-9 days across the Bay of Biscay, past Spain, Portugal and in through the Straits. Absolutely nothing went wrong, even the weather was great with a following wind all the way across Biscay. In fact the only items that have really gone wrong have been electronics-primarily radios although the original sat nav worked for about 2 years before giving up the ghost-the new GPS is much better and more reliable. We spent 2 summers and 1 winter in the Med-winter in Cyprus. Sailed as far as Israel and loved Turkey and the Greek Islands. Crossed via Madeira, Canaries and made landfall in Grenada after 22 days. Went to

Carnival in Trinidad then up the chain to the Virgins, Puerto Rico, Hispanola then through the Bahamas and cleared into the US at West Palm Beach. We then went up the "ditch" to Virginia and left the boat for 2 years at Urbana on the Rappahannock (awesome place-the people are utterly fantastic). We then "sailed" across at 55 mph on the I-90 to Bellingham. So far we have been as far south as Gig and as far north as Garden Bay BC. We spend most of our time in the San Juans just taking it easy, although with the beating the Northern Peso has taken in the last few years we find it expensive and strangely can even purchase some yachting equipment cheaper in Canada than in the States. We really like the way our boat sails, reasonably comfortable motion, fairly fast considering how much junk we have on board and our layout with a full aft cabin works just great for our family. Of course the new boats are wider giving much more room and maybe even sail a bit faster but few look like a "proper yacht" having more in common with a French family sedan than a yacht. Guess I'm just old fashioned. Our first boat was a racer/cruiser, Ed Dubois (we joking called him Ed Dubious) design, didn't really sail very well nicely-jerky motion, had to be sailed upright or would broach-very scary, lost about 3' because of the stern profile. It was a relief to get rid of her although we lost a bomb on the sale. I look forward to seeing the other boats in Poulsbo in Sept.

I'm sure we are anxious to prowl this variant too!

Notes From The Web

Tom sends me stuff from the web that might be of interest. The following is from the Fall 2002 Quarterly Newsletter of the Tartan 37 Sailing Association out on Chesapeake Bay (http://www.mindspring.com/~sailing_fool/index.html). The complete newsletter is attached in this mailing. This particular article should be of interest to us all. Let me know if you find any problems of the type described on your own boats.

WATCH OUT FOR CRACKS IN THE STEM HEAD FITTING!

To give a bit of background -We purchased our T-37 in Florida and had it trucked to Toronto, Canada in April 2000. The survey done before purchase revealed, among other things, a small hairline crack horizontally from one side of the top bolt hole to the outer edge of the stem head fitting. We planned to fix this ourselves by removing and either repairing the fitting or replacing it with a new one. We removed it and took it to a stainless-steel shop where the knowledgeable staff said it was nothing to worry about. The owner of the shop said he would " stake his life on it"! Since my survey had indicated a fix was in order, my insurer and my own peace of mind necessitated a 100% confidence level. I pushed the shop to affect a fix and they said they could grind out the crack area stainless, weld it and re-polish it to original appearance. I said go ahead. A few days later I got a call from the shop and the chap was amazed to report the whole area showed many cracks as soon as the heat hit it and his opinion had dramatically changed. He was very surprised and said a repair was not advised now. We were able to get a replacement to fit exactly through Barry Shnurr (at White Water Marine in Port Huron, Michigan phone (810) 987-4837) who has taken over from Joe Palmer (often referred to in the Quarterly). When Leslie (my wife) and I were installing the new bow stem fitting we bolted the 5 bolts onto the angle of the bow and then realized that to bolt the horizontal part down would require huge force on the 2 bolts that would pull that part down to the deck. The force needed would be so much that I couldn't deflect the angle manually at all by hand or even with my full weight! (SOMETHING IS WRONG HERE) I know the replacement part is identical to the original in all respects including that angle. I surmise that the fitting is made with enough open angle to be sure to be at least a large enough angle to fit onto the boat shape . This angle, now being too large, must be closed by pulling the stainless steel fitting into place with the 2 bolts on the horizontal part on the deck! This puts tremendous stress on the fitting and guess where it shows up? Simple observation indicates the

top hole of the five on the fitting. This appears to be a clear case of metal fatigue! John Harvey wrote in the fall 2000 issue of a broken stemhead fitting on his Atlantic crossing too. I bet there are other T-37s with cracked fittings and they should be very carefully checked. A SUGGESTION I think it is worth undoing the 2 bolts on the deck part of the fitting and, if it lifts with obvious heavy spring tension, then I would remove the fitting, make up a thickened epoxy mixture (see West System book) and create a sort of base to fill the gap Apply a suitable amount to the area and put the fitting into place and do up the upper and lower of the 5 front bolts squeezing out the excess epoxy. (Isolate the fitting and deck with a single layer of duct tape or similar to prevent the epoxy from attaching to either surface or falling into the 2 deck holes) also remove the excess that squeezes out for a tidy appearance. When cured, drill the 2 deck holes (through the epoxy) and then remove the fitting in order to remove the duct tape. Now reinstall the fitting with the epoxy in place. It will fit perfectly and be under no unwanted stress. I think this issue should be of great concern as the fleet ages and we know of at least 1 full failure. The fitting is strongly built but metal fatigue is a real event and I feel there is a true cause for concern on this fitting. I felt lucky to have done this repair instead of having it fail and possibly getting dismasted as a result. While enjoying time in the anchor locker, which is necessary for this project, it makes sense to replace all accessible bolts (e.g.. Bow pulpit etc). Mine looked fine but when I tried undoing them some of the heads just fell right off so I replaced all in sight! Don't you just hate it when the bow pulpit falls off at a bad time?

The following note highlights a new feature on this web site:

As a service to T37 folks, a "Swap Shop" section has been added to the site. If you have T37 gear, equipment or sailing related items you would like to sell or trade, you may post them there. Go to the site at: http://www.mindspring.com/~sailing_fool/index.html and then click on the "Swap Shop" in the left hand menu list.



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Thanks

Once again we express our thanks to West Marine for their consistent support of our group activities. West Marine has come forward at each occasion to offer a door prize or two. Their contributions are much appreciated. Northwest Boat Travel and Denis Body/Kathy Sercu also made contributions this year.

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