



## December 2008 Newsletter NW Tartan Owner's Group

### Calendar of Events

#### **\*\* Mark your Calendars \*\***

##### **2009 Seattle Boat Show**

*Indoors: Qwest Field and Expo Center  
Afloat: South Lake Union, Chandler's Cove  
When: Fri, Jan 23- Sun, Feb 1, 2009*

##### **2009 Spring Dinner/Rendezvous**

*Where: Dinner at Ivar's Acres of Clams  
Boat option: moorage at Bell Harbor  
When: Saturday, April 25*

##### **2009 Tartan Intl Rendezvous**

*\*tentative plan\*  
Where: Ganges Marina  
When: Fri-Sun, August 21-23*

##### **2009 Fall Rendezvous**

*Where: Bremerton Marina  
When: Fri-Sun, September 18-20*

##### Spring Dinner/Rendezvous-April 25, 2009

We have reserved the same room at Ivar's Acres of Clams on the Seattle waterfront for our spring dinner. The room will be available beginning at 6 pm with a no-host bar with dinner service at 7 pm.

Come to just the dinner or if you have more time, bring your boat and spend the weekend at Bell Harbor.

If you do come by boat, please make your own reservation at Bell Harbor Marina. Contact them at (206) 615-3952 or (800) 426-7817 ext. 3952.

##### Tartan Intl Rendezvous-Aug 21-23, 2009

The Canadian group is still in the planning stages on this one, so you will receive more information when the event is firmed up. Tentative plans are for the Ganges Marina on Salt Spring Island for arrival Friday, August 21 and departure Sunday, August 23. Dan Krier (MSC) is working to see if Tim Jackett from Tartan Yachts will be able to attend.

Kay and Jim Erickson from our group attended last year – see Kay's article to learn more!

##### Fall Rendezvous – Sept 18-20, 2009

We will again be on 'A' dock at Bremerton marina. The Collective Visions Gallery was such a wonderful location for the potluck last year, so we have booked the same location again for 2009. Watch the spring newsletter for more detailed information and sign-up information.

### **August 2008 Inaugural Tartan Rendezvous in Ganges B.C.**

By Kay Erickson, S/V LocoMotive  
Ganges, B.C. on Saltspring Island was the site of the Inaugural Tartan Rendezvous in mid-August, 2008, sponsored by Len and Debbie Baronit of Yacht Sales West in Vancouver. Tartan owners from British Columbia, Saskatchewan and Washington State attended the three-day event. Festivities began Friday afternoon as we gathered at Saltspring Marina – an interesting marina to enter, as it is

necessary to maneuver around Dollar Rock, marked only by a buoy just off the outer dock. It is rather hair-raising to watch boats entering the marina because a good number of them go right over the rock, blissfully unaware that at a slightly different stage of the tide, they would be on the rock. But Tartan owners, being a clever bunch, managed to find their reserved moorage without incident. Soon, thirteen Tartans made an impressive sight on the dock. Sizes ranged from 27' to 43'. The 27-footer had been in the same family for over 30 years.

A Friday evening meet-and-greet welcoming party was properly rowdy and carried on until the wee hours, ending with dancing and more meeting and greeting at the nearby Moby Pub. On Saturday we continued socializing and checking out the other boats. The famous Ganges Saturday market was a must-see and a van was chartered for a winery and cheese farm tour. Dinner was held at the Saltspring Inn and we enjoyed having Tim Jackett, Chief Designer and COO of Tartan Yachts as guest speaker. It was a great opportunity to have our many questions answered and to learn about the future of Tartan Yachts (they are getting bigger).

The event was officially over on Sunday, but it was raining so much that most boats stayed at the dock; of course an impromptu progressive "tea party" developed, beginning in a Tartan 4300 and moving to a new Tartan 3400. Fortunately there were enough supplies from Saturday's wine and cheese tour to keep everyone happy.

There is great interest in coordinating a 2009 event with the Puget Sound Tartan group; watch for the announcement in *48 North* and by e-mail. Including a boating rendezvous in your cruising itinerary is a great addition to the vacation - Jim and I will be there in *LocoMotive*, hope to see you too.

Note: Both the Club and Marine Servicenter are in contact with the Tartan boaters in Canada. We don't have any

details yet on a possible joint Rendezvous in Canada next summer at this point, but we will let you know as soon as we have more information.

## News: Fall 2008 Rendezvous

Isn't this a great photo!



These are the boats that arrived on Friday night. By Saturday, a total of 13 boats arrived, ranging in size from 30' to 41', and several other Tartan owners arrived by car. What a great turnout!

If you haven't been to the new Bremerton Marina, you should check it out! 'A' dock is right at the head of the marina, and we basically had the whole dock to ourselves.



The marina set up a canopy just for us - a welcome dry area from the rain on Saturday. We started out with a meet and

greet on Friday night, followed by dinner reservations at Anthony's. On Saturday, the rainy weather simply encouraged this group to wander from boat to boat for a visit. In the morning we gathered around to watch demonstrations of various versions of bosun's chairs.



The afternoon found member's gathered on Kelvin Scribner's boat to learn about his new AIS (Automatic ID System) receiver. See Kelvin's article in this newsletter for all the details on this nifty system.

Dave Malsed, General Manager from Marine Servicer, was available throughout the day to come aboard our boats and answer questions. It is always helpful to chew the fat with an expert.

The rains cleared in time for our short walk to the annual potluck at the Collective Visions Gallery. What a perfect setting – plenty of room to move around, and a fantastic ambiance with interesting art on the walls. I'll bet we had the best food and best company in town. Thanks to MSC for sharing the gallery rental cost with the club. We appreciate it! Thanks to Michelle Trombley-Swanson for getting club burgees made. We gave two as door prizes and others were available for purchase for \$20.

Once again, Marine Servicer provided door prizes for all – always a fun activity. And as a thank you for coming, the Bremerton marina gave us a free night's moorage to give away. If you weren't able to come, you missed a great event!

## Cook's Corner

By Cheryl Kolbe, S/V Kismet

It was a good crab year for us, catching both Dungeness and Red Rock crab. Our largest was a 7+ inch Dungeness caught at Joemma State Park in the South Sound. That one made a perfect fresh crab dinner and the rest of our catch was used in my favorite crab pasta recipe.

Crab Pasta serves 2-3

6 oz thin spaghetti  
 1 TBS olive oil  
 1 tsp minced fresh garlic  
 1/8-1/4 tsp red pepper flakes  
 2 tsp grated lemon zest  
 1 tsp lemon juice  
 1 c white wine  
 5 oz can evaporated milk  
 1 1/3 c crab  
 1 tsp dried parsley  
 1/2 tsp dried basil  
 Grated parmesan cheese  
 ---Heat oil; add garlic, red pepper flakes and zest. Add white wine, lemon juice,

milk and bring to low boil to reduce liquid a bit. Use more wine if you like. Combine crab, pasta and sauce, sprinkle with parmesan, garnish with lemon wedges.

#### Crab Pasta with Asparagus

If you are lucky enough to have fresh asparagus, turn the pasta into a complete meal. Cut asparagus on a diagonal and steam. Add to the above recipe for a gourmet dinner.

#### Crab Volumes

I have found that ½ lb crab meat is about 1 and 1/3 cups crab. One large crab nets about ½ lb picked crab meat.

### **AIS – What is it?**

By Kelvin Scribner, S/V Wy East

Greetings from Wy East! Cheryl asked me to write a little blurb about AIS for those who missed the demo at the rendezvous.

First, I'd like to express my sincere thanks to Denis Body and Kathy Sercu (Thin Ice) for their hospitality and for introducing me to you all. What a treat to stumble across Denis in Port Townsend on my way home this summer. The change of plans is such that Wy East is still in PT receiving lots of TLC—I'll head back south a day or two after Christmas. Not exactly the best time of year but what the heck. How else to gain experience and get the old girl home?

OK, now onto the reason Cheryl asked me to write. AIS stands for Automatic Identification System. As you might expect, wiki has a link [here](#) that offers a much better explanation than I can. Basically, it's a system designed to prevent collisions between ships. The idea is that ships transmit their GPS coordinates, course over ground, speed, ship name, call sign, ship dimensions, etc, digitally over a couple marine VHF channels. They receive the same information from other ships and present the data to the bridge crew in a text display (early rudimentary models), or on a chart plotter.

AIS data are better than radar returns because AIS contains more detailed information. From the computer's perspective, radar returns are simply blobs, indistinguishable from docks, land, and floating debris. True, there are very sophisticated techniques for processing radar returns from ships, (e.g. MARPA-Mini Automatic Radar Plotting Aid. In the end they are just fancy blob trackers that require significant help from the operator to distinguish between ships and other returns.

By contrast, the digital information in AIS messages is easy for a navigation computer to interpret. It's a simple matter to set up a guard ring around your boat and direct your navigation computer to sound an alarm if the projected course of any surrounding ship will enter the ring. The most basic, and popular method assumes that all surround traffic will not turn, when making guard-ring calculations. The value of this is diminished where shipping lanes bend, or on a curvy river because in those areas ships will turn, invalidating the no-turn assumption. Nevertheless, it's a very valuable tool.

My system displays received ships right on my chartplotter (Raymarine). I really like it and to give you an idea of its usefulness, I use my system to:

- Decide if I can make it across the channel in front of a ship
- Use a ship's call sign to call on VHF
- Decide how fast the ship is going (big wake, or huge wake)
- Alert me to traffic I haven't seen.

#### **Types of AIS**

*Class A* is the type of AIS required for big ships. These units are very expensive and are not intended for recreational use.

*AIS Receivers* have been around for a while (that's what I have). They are inexpensive because since they don't transmit they're not subject to FCC licensing. As a result, they are cheap to

develop. AIS information uses 2 VHF channels, alternately. Some receivers receive both channels, whereas lower priced ones only receive one channel. Either type probably works fine. My unit receives both channels. Installation of a receiver requires 12V power, a data connection to your laptop or chart plotter (NMEA), and connection to a VHF antenna. Some units expect you to use a separate antenna, whereas others provide an input and output so you can put it inline with your existing VHF antenna. Sharing an antenna between the AIS device and your voice radio means a loss of sensitivity for your existing radio of about 3dB, but I figure with my antenna atop my mast, I can afford to lose a few dB and still have great reception.

*Class B:* This fall, the FCC approved Class B devices, which are transmitters and receivers intended for recreational boat use. The price of Class B units is \$800, lower than some receivers. Because a Class B device transmits your location most have an integral GPS receiver. Because it transmits information about your boat, it has to be programmed by the vendor with your boat's data (MMSI, dimensions, etc). The big advantage of a Class B device is that since you transmitting your information, ***the big ship can see you*** on his AIS display. That means if he's using his equipment properly, he'll get an alarm on the bridge if he'll come too close to you. This is a huge advantage because there's a good chance he has no idea you're out there, especially in blue water where I've heard big ships sometimes don't have a lookout posted at all. Installation is similar to that of a receiver, but since Class B AIS units contain GPS receivers, you'll have to mount a GPS antenna as well. To my knowledge you can't (conveniently) share the GPS antenna like you can the VHF antenna.

*AIS SART* is a Search And Rescue Transmitter. The internationally accepted specification for this device is nearing completion. It is intended for lifeboat-use to provide an option to the existing Radar

SART. Both SARTS are intended to help search and rescue assets find survivors in a life boat. The concept is that a satellite can locate a basic beacon signal to within 5 nm. The SART provides the signal to the rescue crew to find the survivor inside the 5 nm satellite location error ring. Radar SARTS simply emit a reply when swept by marine radar, like a RACON. AIS SARTs transmit GPS position directly. Tests performed in Ireland during the last year indicate that AIS SARTs perform significantly better than Radar SARTs because the rescue crew needs only receive one AIS message to know where the survivor is. This is in contrast to the Radar return which is more fleeting, more fickle with respect to line of sight, and must be continuously received as the ship/helicopter closes on the survivor.

As an engineer I became interested in AIS as a man overboard system. I thought that if we could make one small enough to fit inside a jacket or inflatable life vest pocket, a crewmember could have an electronic MOB transmitter that requires no special equipment on the boat (assuming it's outfitted with AIS). I got on the committee to help define the AIS SART and attended a meeting in Germany. Although I doubt we (Sagotech Corporation) were the first to think of it, the AIS SART team seemed interested. The barrier that must be overcome is that a specification must be authored and accepted by a competent authority (RTCM in the US) for the FCC to allow its use. The present AIS SART specification for lifeboats has a 96hr battery requirement that makes it too big for convenient personal use. If a smaller battery is to be used, say 12 or 24 hr, a separate specification must be defined for the FCC to allow radio transmissions. Rather than approaching this on the international front (slow), I've been in discussions with the US Coast Guard and will likely pursue it through RTCM.

At the recent eNavigation meeting in Seattle, AIS dominated nearly all the presentations. AIS is being used on ATON's, being used to communicate

weather data, and many other creative uses. AIS is certainly a new and exciting marine datalink, the uses of which are already going well beyond collision avoidance.

In closing, I'm writing this from aboard Wy East in Port Townsend, where I'm visiting to prepare for the trip home. As I took a shower this morning it struck me how absurd it is that I'm spending many thousands on Wy East right now, but was trying to squeeze my shower into two quarters. Feeling proud of my new-found rationality I splurged on an extra quarter. Indulging in the extra 60 seconds of hot water, I wondered if it might be a defining characteristic of a sailboat owner to skimp on the shower quarters, but pamper the boat. I wonder if power boat owners walk into the shower planning to spend \$2 or even \$3... such luxury.

## **Annual Dues and Club Treasury**

The club has a \$10 annual voluntary dues. In 2008, dues were used for rental costs of the Collective Visions Gallery for our fall rendezvous potluck and toward the creation of our very own NW Tartan club burgees.

All club activities are open to all Tartan sailors and guests, regardless of contributions.

To pay your dues, write a check to Cheryl Kolbe and mail it to her at 2435 NE 22<sup>nd</sup> Ave, Portland, O 97212

## **Newsletter by email**

If you receive the newsletter via mail but would like to receive it via email instead, please let me know. Just send an email to Cheryl Kolbe at [cherylk@q.com](mailto:cherylk@q.com)

## **Moved or changed email or phone**

If you have moved or updated your email address or phone numbers, just let me know at [cherylk@q.com](mailto:cherylk@q.com) and I will update the records.

## **News from our PNW Tartan Dealer - Marine Servicenter**

By Dan Krier, V.P. Yacht Sales

Join us for the annual Seattle Boat Show!

### **Where:**

*Indoors: Qwest Field and Expo Center  
Afloat: South Lake Union at  
Chandler's Cove*

### **When:**

*Friday, January 23, 2009 - Sunday,  
February 1, 2009*

Marine Servicenter will have a new Tartan 3700 CCR and new Tartan 3400 CCR on display at the Afloat Show on the "airplane float" outside Chandler's Crabhouse. Our Anacortes Boatyard will be represented indoors in booth West 14 with staff on hand to discuss any of your boating projects.

Also indoors on display in this same space we will have our Laser Performance sailing dinghy's on display and Advanced Elements inflatable kayaks - fun toys to cruise with! Boat Show Specials will be in effect for new Tartan yacht purchases, Laser Performance products, and service work to your current Tartan yacht.

Hope to see you at the show! As always, feel free to contact Marine Servicenter at any time with questions, concerns, ideas, etc.

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