Inside this issue

- Our new Vice Commodore
- Featured Regional Club
  —Lake Erie Sailing Club
- Regional Reports
- TCA34 in the News

Dues deadline...extended

TARTAN 34 CLASSIC ASSOCIATION

SPRING 2008

**Spring Events,**

* Chessie Tartan Homecoming
  16-18 May
* S&S Assn. AGM,
  Enthuiven, 25 May
* Summer Solstice Sail-a-thon
  21 June
* New England Rendezvous in
  Scituate Harbor, 5 July
* LETS Rendezvous 18-20 July
* 2008 General Meeting is in
  Mystic, CT -August 9th

One of our boats is missing!

If you think this beautiful but unhappy sailboat looks like a Tartan 34 Classic, you’re right! This boat is Trinity, (#41) on the beach near Old Lyme, CT– after a mishap with a railroad bridge. A sharp-eyed spotter reported that although he knows the boat has had a “colorful past”, he does not know who owns it now.

We have just received information that Trinity is being restored by a young man in Connecticut for a new owner on the East Coast. Details follow... If you spot a Tartan 34 Classic...
Contact C. Crighton at

the T34C “Mystery Fleet“ !
A bit of an introduction. I grew up sailing small boats during summers on Cape Cod back in the Eisenhower administration. Low tide left about two feet of water in front of our house so centerboards were de rigeur. Occasionally, my Dad would borrow or charter a cruising boat and we (Dad and four younger siblings) would leave our mother in peace and cruise around Martha’s Vineyard, Nantucket and the Elizabeth Islands. In the early 80’s, I was bitten by the windsurfing bug while living in San Francisco. For the next decade, other than brief stints crewing for others, I sailed standing up wherever I could find enough wind and waves.

At the end of the last century, I met Lani, a beautiful and delightful lady who not only had the excellent taste and judgment to reciprocate my affections, but also to own a Bristol 27. Vigilant was a gorgeous, seaworthy boat that took us from her mooring in Hull at the south end of Boston Harbor south to Cuttyhunk and north to Camden. But as we learned on our Maine trip, she was wet, small for extended cruises and under-powered with an outboard in her lazerette. Bitten by seven foot-itis, we talked to friends, surfed the web, cruised Yachtworld and, in 2002, found Santé, T-34 #371, resting quietly in Plymouth under the careful attention of her original owner.

In the intervening years we have slowly brought Santé along with the focus on sailing during the New England season and various projects as she rests in our back yard during the winters. We are primarily day and weekend sailors in and around Boston Harbor and Massachusetts Bay, but we try to get away from work for trips north – as far as Frenchman’s Bay on the east side of Mt. Desert – or south to the Elizabeth Islands. OK. Back to trying to get that d@mn leaking portlight out. Hope to meet many of you in the near future.

- David Cochran
How time goes! Spring is here and Celebration is just waiting to get her cover off, cleaned up and refreshing started.

Your Tartan 34 Classic Association is alive and well. If you haven’t paid your dues do so ASAP. Our web site is under reconstruction and can be used now. Tom Hart is doing a terrific job. Chris Crighton is fabulous and Deane is really keeping us on the ball.

My congratulation to all the Regional Captains who are contacting their members to get their dues in and making plans for a summer rendezvous. Call your Regional Captain for more news. So far, the Chesapeake, Northern New England, Florida and Carolinas & Georgia Regions have made rendezvous plans and I am looking forward to more coming in.

Congratulations to David Cochran of Norwell, MA, for becoming our new Vice Commodore and Maarten Dudok Van Heel for accepting the position of European Regional Co-Captain. I invite all of you to get involved with your Regional Captain for the summer Rendezvous. As you can understand, we can't have a TCA34 without your participation. We all have beautiful Tartan 34s. Go to our Web Site, TCA34.org and let us know what you are doing these days. You are invited to call me at 410-384-7753 and chat about the club and our Tartans.

Sincerely, 

David Bourdon, Commodore
Lake Erie Tartan Sailors (LETS) is a diverse, and growing, group of Tartan owners hailing from four States and Canada. From young sailors with their first boats, to experienced sailors who spend their summers cruising the Great Lakes, LETS members love sailing, working on, and talking about their Tartans.

LETS members have the privilege of sailing in an area rich in Tartan history, and lore. It’s not unusual when approached by an older gentleman admiring your Tartan to hear stories about racing with Charlie Britton, or building the T-27 at Douglass & McCleod. It’s always a thrill to hear the stories, and see the obvious pride they still have in their work after all these years.

Because of our location LETS has members who not only sail Tartans, but “live” Tartans because they work for the Company. Although they’re very careful about anything confidential, it’s always interesting to hear the insider’s viewpoint on what’s going on inside the company. Our location also gives us the opportunity to tour the factory on a regular basis. We’ve had the opportunity to see hull #1 of both the 4400, and the 3400, being built.

Because the weather and wind conditions can change so rapidly, sailing the shallowest of the Great Lakes is always challenging. In 2007 several LETS members challenged them selves even further. They participated, very successfully, in the 312 mile Lake Erie Solo Challenge. For members on the West end of the Lake, weekends are filled with wonderful sailing among the islands. (Yes, Lake Erie has islands!)

Once again our biggest event will be our annual Summer Rendezvous. The gathering of Tartans will take place July 18th -20th in Huron, Ohio. Always a wonderful weekend, this event continues to grow. Although we’ve increased our reservations to 35 slips, we’re expecting another sellout this summer.

For more LETS information contact Gene Iannucci at eaisail@aol.com, or 440-667-4428.
Coastal Carolina 34-C’s to Compete at Summer Solstice Sail-athon
- George Duffie

Last June three classic Tartan 34-C’s participated in the Summer Solstice Sail-athon, the unique event sponsored by the Whortonsville Yacht and Tractor Club. (Read about it in the "Regional News" menu on this website.) This year's goal is to DOUBLE the number of participating T34-C vessels in this now “famous” Neuse River sailing activity!

The Summer Solstice Sail-athon always is held on Saturday nearest the actual date of Summer Solstice, which this year it is June 21, 2008. This Neuse River regatta is set up just off Broad Creek, on a course around Piney Point, Neuse Junction, and Neuse Entrance marks, for a distance of about twelve miles.

T34-C vessels will all compete in one starting sequence group. Last year, all three participating T34-C’s finished within one minute of each other, even after two and a half hours of sailing! Great fun, and this year our joy will “Double” - - with more vessels!

For details, contact: George Duffie , Carolinas Regional Coordinator Oriental, NC (252) 249-2990 E-Mail: georgemary3@embarqmail.com
“The Chesapeake Bay Tartan 34 Classic Association will hold a “Tartan Homecoming Rendezvous” on the weekend of May 16th-18th to celebrate the 30th anniversary of the first launching of Merry Mary, Tartan 34 C Hull #523,

The celebration will be held in Galesville, where she was first splashed at Hartge’s in 1978.

We invite all Tartan 34 Classic sailors to join us in welcoming home Skipper George Duffie and his first mate, the original merry Mary, of Oriental, NC.

We will also salute Hartge Yachts for their 143 years of continuous service to the Chesapeake boating community, which has included many, many Tartan 34 Classics.”

For details, contact: Deane Holt, Chesapeake Bay—Tidewater Regional Captain aries524@comcast.net
My winter was a bit boring I must admit. Too busy with engine repairs, upgrades, and varnishing trim in my garage. Which means not enough skiing and having fun, I'm afraid!

I sailed Tantivy up from Los Angeles and made it as far as Juneau by late July. But the weather and my Farymann turned against me all at once, and gale after gale moved through the Gulf while my valves carbonized and I was left without compression. But things seem to be on track for my summer sail. I will probably take two weeks to meander through Glacier Bay, Yakutat Bay, Prince William Sound and on into Seward. Hopefully picking up halibut and crab along the way.

Breakup is different in different parts of the state, of course. Juneau, where Tantivy is lying for the winter, had record snowfall, avalanches, and a frozen harbor (and my frozen bilge hoses!). But Juneau seems to be back to it's normal frightful rain! Anchorage had a great season for snow, and April is proving to be a nice smooth and slow melt which helps keep the Jeep-swallowing puddles to a minimum.

BTW- as far as sailboats in Alaska, I recall seeing some small Sabot, or similar, racing as I pulled into Juneau last July, I'll have to check into it. Seward has weekend big-boat races through the William H. Seward yacht club (www.whsyc.org/), and I'm hop-
Two firsts for Tartan 34 C

Hull number one is shipped to Germany

by Deane Holt

Rubicon, a Tartan 34 Classic, now shows her sweet lines to Europeans

Rubicon, a Tartan 34 Classic, now shows her sweet lines to Europeans when we made up our minds to sell our beautiful 1920 Norwegian sailing boat, Nordstern, and look for a classic cruisers, this was not an easy decision for us. We had lovingly restored our traditional wooden boat and sailed her for the past 12 years over thousands of miles on the Baltic Sea and the Elbe River. In addition, the old Norwegian was a gift from my parents, who had owned her since the late 1960s and had taken dream became reality. With the great support of Deane Holt, founder of the association, who helped us like a real friend, we considered a couple of interesting offers from around the U.S. East Coast and finally found the perfect boat: Rubicon, Tartan 34 C, hull number one.

"We are so proud to sail the first Tartan 34 C ever built and to be the first T34 C owners in Europe."
interior and cabin sole, along with a very new Yanmar 3GM 39-P diesel. She was different from almost every other T 34 C, in that she came with a fractional rig and running backstays.

“We sent a message to the seller. When we received a very friendly reply, we began to feel certain that this really could be our new boat. Only a few days later the surveyor said, ‘Go for it!’

Hurricane season

“The next step for me was a flight from Hamburg, Germany, to Miami, Florida. It was the middle of the chaotic 2004 hurricane season, between hurricanes Frances and Ivan, so the weather did not allow much more than a two-day trip for this final examination. I had no time to lose, but that’s the way real challenges are.”

“Except for a few minor cosmetic issues, Rubicon is in well cared for and in great basic condition to be shipped across the Atlantic. In preparation, the sails had to be taken off and smaller items had to be stowed under berths and in lockers. Some electrical equipment, including the newly installed shore power, had to be removed, due to the different electrical power system in Europe.

“There were, of course, some questions about European Union import regulations. The mysterious CE certification turned out to be unnecessary, but there was no way to escape 17.7 percent EU tax and import fees on top of the purchase price and shipping.

“The remaining preparations had to be done by local companies. While Susanna and I watched the whole project from afar, a transportation cradle was built, the decommissioning was completed, and a truck was arranged to take Rubicon 500 miles from Miami to Jacksonville Seaport. Meanwhile a shipping broker in Hamburg scheduled the ocean transportation by ferry.

“After some major delays, Rubicon left her old home port for Amsterdam in the Netherlands. There she was shifted to yet another ferry to Hamburg. She arrived safely in late November, on Thanksgiving Day. A large crane lifted her off the trailer and carefully launched her into the water.

“Finally on the last leg of her journey, Rubicon reported to the customs dock on the Elbe and then two hours later, just after sunset, to her new home marina. The next morning, although the marina was closed for winter, the manager and two members of his crew appeared to haul her out for winter storage.

“We are so proud to sail the first Tartan 34 C ever built and to be the first T 34 C owners in Europe,” Jürgen sums up. “We would be neither without the incredibly great help and support of our friends in America.”

Home marina

Although active regional clubs for racing and cruising have been around for years, the new international dimension made possible by the Internet allowed Jürgen’s story to have a happy ending. It provides the medium for an active exchange of questions and answers via email lists that include more than 500 Tartan owners from all over the world. Another even newer and more robust source of support comes from Tartan clubs that have set up and maintain lively sites online. Here sailors can find graphics, photos, historic texts, and current events that bring a whole new virtual dimension to sailing.

Speaking from his own successful experience with the Internet and the Tartan 34 Classic Association website, Jürgen says it best: “Distance means nothing...”

Susanna and Jürgen Mohrmann celebrated when Rubicon was launched the following spring.

Resources

Tartan 34 Classic Association
Deane Holt
aries823.comcast.net
<http://www.tca34.org>
Isn’t that boat a Tartan?"

Design history

Here is an acknowledged classic sailing yacht, the Dorade.

One look at those lines tells you that the same hand designed the Tartan 34 Classic sailing yacht. How did these classic sailing yachts come about?

In the days of the great depression, the young firm of Sparkman & Stephens took a chance and designed a racing yacht, Dorade. That gamble paid off. As her first major test, Dorade won the much-publicized 1931 Trans-Atlantic Race. That victory launched the design reputation of Sparkman & Stephens and set a star-studded course for the firm that has last more 75 years. For instance, the S&S designed, Finisterre is still the only three time winner of the Newport-Bermuda Race.

The successful Tartan team

Who would expect that one of the world’s favorite sailing yachts would have come from a company called “Douglass & Mcleod Plastics Corp” - and would have been built in the middle of the country (Grand River Ohio)? But, it was that firm in Ohio where the story of our Tartan yachts began. In 1967, Douglas & Mcleod and Charlie Britton, the builders of the successful Tartan 27- wanted to field a mid-sized coastal cruiser. They wanted a high performance offshore cruising-racing boat. Staying with a winner, they returned to the yacht design firm of Sparkman & Stevens and commissioned plans for a 34 footer. Olin Stephens II of the S&S firm, who at the same time had been commissioned to design the America and the twelve meter intrepid, was asked to design the Tartan 34 C, a keel/centerboard, CCA racer/cruiser- a
A design from which they built 525 boats, the majority of which are still providing sailing fun. Recently, her designer, Olin Stevens II, said of the Taran 34 C at the 75th Sparkman & Stevens Anniversary Celebration, “Everything seems to work well. In a way, it’s a masterpiece”.

The first boat – hull # 1, 1967 forty years and counting...

The first boat of this new one design class (Tartan 34 C) was launched in December, 1967 and immediately went South to win her class in the 1968 Southern Ocean Racing Conference (SORC). Later, under new owners, she won her class in the Port Huron-to–Mackinac race. A series of happy owners have sailed that famous boat, but it is doubtful that any skipper appreciated her more than the present ones, Susanna & Jurgen Mohrmann.

This sailing couple came from Germany to find her in Florida and bring her home to Hamburg to become the first Tartan 34 Classic in Europe!
Tartan 34 C—40 years Old!

Maarten Dudok van Heel is the skipper of one of the three S&S Tartan’s 34 C that sail in The Netherlands. From this Olin Stephens design, built in Fiberglas between 1967 and 1978, 525 yachts were constructed. Because of its American origin, Maarten explains, the form of the hull of the T34 C was not influenced by IOR rules and this made that the interior is much more spacy than European IOR yacht of that age.

The boat is a centerboard sloop, the centerboard can be adjusted in any position and is moved by a smooth cable system under the cabinfloor that moves a lever. Because of the centerboard the draft is variable from 1.20 m to 2.40 m. This gives flexibility to both sailing and sailing area / waters. Sailing the Tartan 34 C is a great pleasure, says Maarten, and despite the design is already 40 years old, you will be taken over by very few boats. In short, a very respected yacht, what they call ‘a headturner’ in the USA.

The Tartan 34 C one design class celebrated its 40th birthday in 2007. More on this subject and this yacht can be found at the websites: www.tca34.org and www.tartanowners.org
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