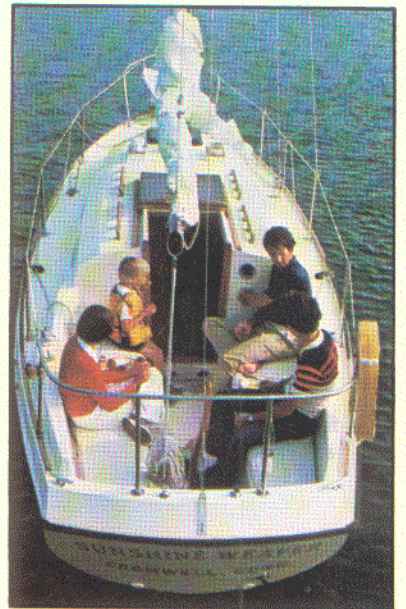
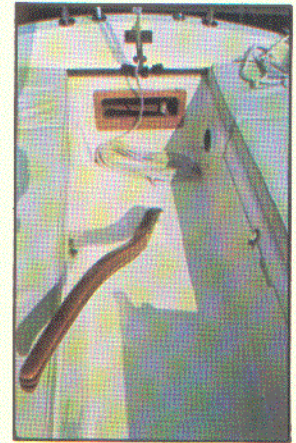


TARTAN 27



TARTAN 27

Too often the small auxiliary cruiser is treated as a trailerable or just a cheap step on the way to bigger boats later. At Tartan we believe that, regardless of size, your boat must be a yacht — well designed, strongly built, fully equipped and completely finished.

The new T-27's sailing performance exactly matches the older T-27's whose sweet sailing character launched 650 sister-ships. The sailplan, weight and underwater configuration of this Sparkman & Stephens design remain unchanged. Class racing of Tartan 27's is popular in many areas of the country, and the one-design aspect is strictly maintained between the old and new models.

The quality of construction and interior finish are no surprise to those familiar with Tartan yachts. Teak is more than trim. Stowage is just as crucial to comfortable cruising on a 27-footer as on a 50-footer. It is Tartan's policy to avoid skimping anywhere; perhaps this explains Tartan's historically high resale prices.

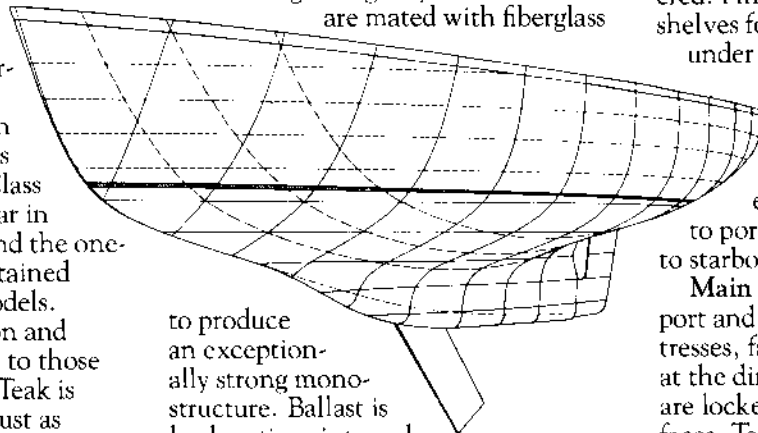
The Tartan 27 cannot be purchased in a "stripped" version: each T-27 carries a diesel engine, full sail-handling gear, pulpit and lifelines, cushions... much equipment normally considered optional on a boat of this size. The following specifications and details (which Tartan reserves the right to change without prior notice for the improvement of our boats) indicate the completeness and excellence of the Tartan 27.

HULL & DECK

Keel/Centerboard: With a ballast of 2,400 pounds, T-27 definitely qualifies as a keel boat. The centerboard is not heavily ballasted (116 pounds) since it is not needed for stability. The

board increases lateral plane up-wind and can be used to trim the helm. The centerboard trunk is integral to the hull, located below the main cabin sole. Centerboard pennant leads to a differential winch, operated from the cockpit.

Construction: Hull is fiberglass, molded in one piece using alternate layers of mat and hand-layup roving. Deck is also one piece, incorporating Balsa coring for rigidity. Hull and deck are mated with fiberglass



to produce an exceptionally strong mono-structure. Ballast is lead casting, internal to hull. External rub rails run the full length of the vessel.

Deck Layout: Recessed anchor well in foredeck with hinged lid accommodates up to a 22-pound anchor, chain and rode; scuppers overboard. Teak toe rails run full length. Teak grab rails on housetop for security at sea. All horizontal deck areas have molded-in non-skid pattern. Tall coamings around cockpit for dryness.

Cockpit: Companionway hatch is translucent acrylic, teak framed, with careful attention to bed logs; fitted with locking attachments and sturdy, teak hatch boards. Cockpit is over 7' long with comfortable, high backrests. Large seat lockers, port and starboard, are fully lined and accommodate sail inventory and other gear.

Hardware: Deck hardware is first-quality marine stainless steel or aluminum/magnesium alloy. Bow pulpit and

24"-high lifelines are installed; stern pulpit optional. Two 7" forward mooring cleats with generously rounded chocks. Two 7" aft mooring cleats. Chainplates are stainless steel, through bolted to bulkheads. Forward hatch is translucent acrylic, 19"x19" clear opening, aluminum framed.

ACCOMMODATION

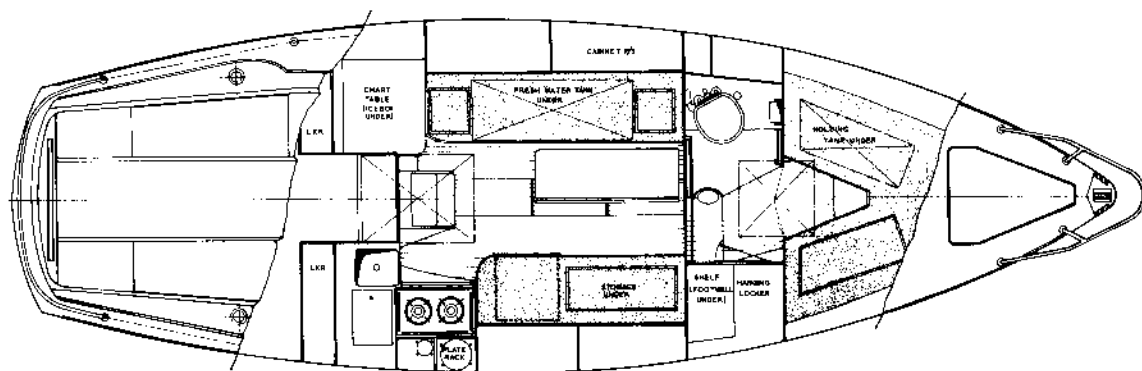
Forecabin: Two forward V-berths with 4" foam mattresses, fabric covered. Filler piece is provided. Teak shelves for sundries. Holding tank under port berth, storage bin under starboard.

Head area: Extends athwartships with doors allowing private access from either cabin. Toilet and lockers to port; hanging locker with shelves to starboard.

Main cabin: Two wide 6'3" berths, port and starboard, with 4" foam mattresses, fabric covered, provide seating at the dining table. Outboard of berths are lockers with upholstered backrest faces. Teak-trimmed table is bulkhead-mounted and stores vertically when not in use. Beneath port berth are two storage bins plus fresh water tank; beneath the starboard berth are one large bin plus one drawer.

Galley/Navigation: Cooking area is the popular aft-galley configuration. On the port side of the companionway is the 7 cubic-foot icebox, well insulated with polyurethane foam, whose hinged top is a convenient 22"x24" chart table. Aft and outboard are stowage lockers. To starboard are located a deep stainless steel sink with foot pump, flush-mounted 2-burner alcohol stove with cutting-surface top, bin with similar top, plus two open stowage areas (one of which is designed for plates and glasses). Beneath the counter are a built-in garbage container plus a locker for pots and pans.

Finish: Bulkheads are oiled Mozambique. Head interior is pressure



laminate. Joiner work is all Burma teak, oiled and rubbed. Cabin sole is ribbon-stripe Mozambique. Handrails in main cabin are teak.

Ventilation: Two deck Dorade boxes with 3" cowls. Six opening 5"x12" ports in house sides. 19"x19" acrylic, opening forward hatch. 32"x22" acrylic companionway hatch.

MECHANICAL & ELECTRICAL

Power: 12 Hp. Farymann A-30-M diesel, noted for safety and reliability, is standard; 2:1 reduction, flexible coupling and stainless steel shaft; 2-blade 13"-diameter bronze propeller. Water lift type exhaust system. 19 gallon BIA-approved aluminum fuel tank fills from deck, vents overboard. Engine incorporates cold-weather starting aid and can easily be hand cranked if battery is depleted. Special system eliminates need for fresh water cooling. Insulated engine box with easy and excellent access for service. Gear shift and throttle controls are cockpit mounted. Ammeter and over-temp warning provided in key-start panel.

Electrical: Engine-mounted 35 ampere alternator charges 95 ampere-hour battery, 12 volt, secured in plastic box. Provision for second, optional

battery and vapor-proof transfer switch. 5-place, fused switch panel distributes current to the 7 interior lights, complete navigation lights, steaming light and compass light. All shrouds and stays are lightning-grounded to keel and engine. Navigation lights include individual port and starboard running lights, recessed in hull, and stern light on taffrail.

Plumbing: 30 gallon polyethylene tank supplies fresh water to galley sink via convenient foot-operated pump. Tank fills from deck, vents below. Toilet is fitted with an approved "No Discharge" holding tank, 13 gallon capacity, with deck pump-out fitting. Optional recirculating holding tank to increase usages between pump-outs.

SPARS & RIGGING

Mast: 6061-T6 aluminum alloy, 6"x4" elliptical section with integral 3/4" sail track; stepped through deck to alloy mast step. 4-sheave masthead with spinnaker halyard bale. Tangs are stainless steel, double-plate type, receiving marine eyes on 1x19 stainless steel standing rigging. Aluminum airfoil tapered spreaders internally retain upper shroud. Forged bronze turnbuckles, chrome plated, for backstay and shrouds; like plates at headstay. Masthead flag halyard provided.

Boom: 6061-T6 aluminum section with internal sail track and internal outhaul (4:1 tackles). Boom is set up for jiffy reefing with tack hooks at inboard end, cheek block outboard end. Both mast and boom are clear anodized finish.

Hardware: Two Lewmar #16 two-speed geared genoa winches. 6' hard anodized genoa track with car and snatch block port and starboard. 4:1 main sheet block with built-in cam cleat on roller-bearing traveller with adjustable stops. Two Lewmar #8 chrome halyard winches mounted on spar. Two lock-in aluminum winch handles. All sheets are braided Dacron®; genoa halyard wire with spliced rope tail; pre-stretched Dacron® main halyard.

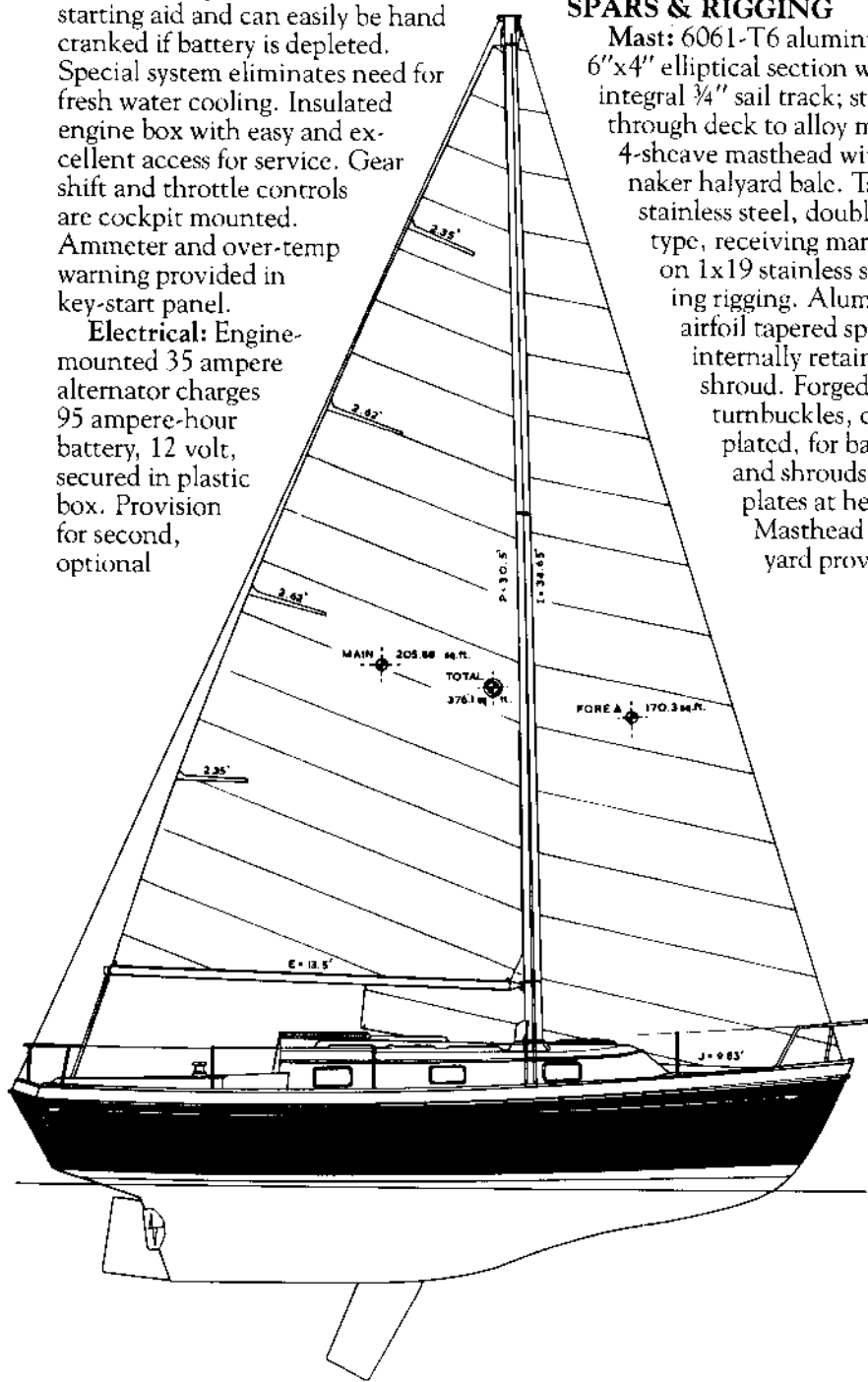
MISCELLANEOUS

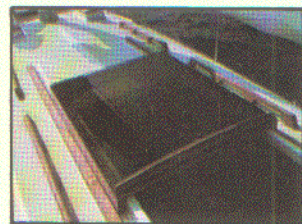
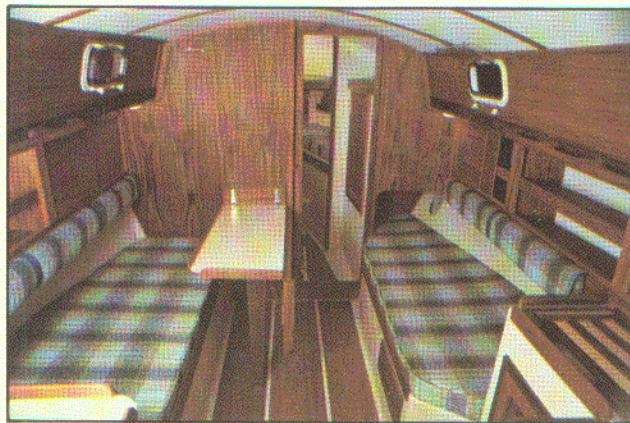
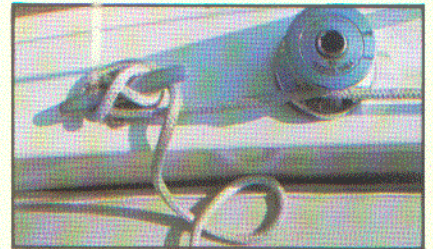
Much other detail and equipment is supplied with a Tartan 27. Among them are laminated tiller, halyard and sheet cleats, 4" (apparent) compass for bulkhead mounting, 13-pound Danforth anchor with 25 fathoms of anchor rode, manual bilge pump (installed in cockpit), two fire extinguishers, fog horn, brass bell and 4 Coast Guard approved life jackets. This brochure may show optional equipment as well as private owner's personal belongings.

SPECIFICATIONS

L.O.A.	27'0"
D.W.L.*	21'5"
Beam	8'7½"
Draft*—board up	3'2"
board down	6'4"
Ballast	2,400 lbs.
Displacement*	7,400 lbs.
Sail area—mainsail	205.9 sq. ft.
foretriangle	170.3 sq. ft.
total	376.2 sq. ft.
Berths	4
Design	Sparkman & Stephens

*measured at datum waterline; actual weight and associated draft will vary





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Marine Company

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