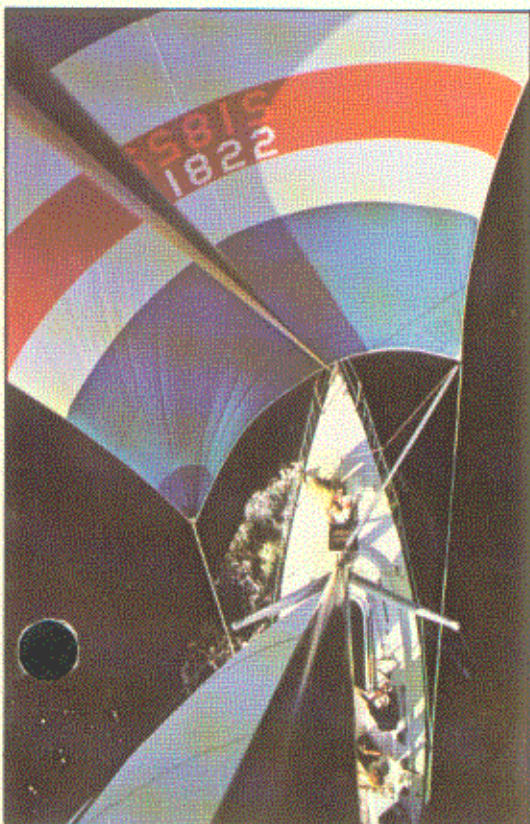


# TARTAN TEN



# TARTAN TEN

Somewhere, fine coastal racing/cruising/daysailing boats became lost in the complexity and expense of handicap rating rules. Sparkman & Stephens designed the Tartan Ten without regard to any rating rule. The result: an aesthetically pleasing hull with superb handling and speed.

Gone are huge volumes of rarely used interior. Here is a sprint boat with accommodations suitable for overnight offshore racing and weekend cruising. So, Tartan Ten has a flush deck, sleek appearance and moderately light displacement.

Long and narrow, T-Ten carries 486 square feet of sail. The 7/8's foretriangle reduces sail inventory requirements and sail changes as well as rig and sail expense. It permits easy handling of a few moderately sized sails, appropriate for a husband/wife crew or racing with just two couples. Mast-bend and mainsail shape are readily adjustable. In spite of limited crew requirements and this sensible rig, Tartan Ten is fast—honestly fast—and will sail past boats many feet longer: open racing results have already demonstrated her capabilities.

But the key to Tartan Ten is her strict one-design character. Each boat is delivered complete: no alterations to hull or rig are permitted under class rules. This not only prevents unnecessary and aggravating future expense but also preserves Tartan Ten's value: none can become obsolete. The sense of exhilaration and enjoyment in racing is thoroughly enhanced: you don't need binoculars, tables or a computer to know when you've won.



Prototype, deeply reefed during testing, shown at speed on Lake Erie.

## HULL & DECK

**Construction:** Fiberglass. High glass ratios of mat and woven roving produce hull surfaces able to withstand the punishment of racing requirements in adverse sea conditions. Layup schedules are increased and special attention paid to areas of increased stress.

**Deck:** Cored fiberglass structure with molded non-skid pattern. Solid coring is used in places where fittings are attached.

**Cockpit:** 9'6" long cockpit seats with radiused edges and angled backs for seating comfort. Hatches in seats port and starboard for sail storage and icebox access. Oversize scupper for cockpit drainage. Ball-bearing traveller, full width of cockpit, with 3:1 carriage control lines and clam cleats port and starboard; 5:1 main sheet ball-bearing block system. Laminated tiller.

**Hatches:** 19" x 19" aluminum framed acrylic forward hatch for ventilation and sail handling. 5'6" long companionway with molded security hatch. Dodger

over companionway allows both access and ventilation below in bad weather. Two stainless steel grab rails alongside companionway.

**Hardware:** Double-rail welded stainless steel bow pulpit; 24" high stanchions with lifelines; welded stainless steel stem pulpit.

Two 7" mooring cleats; two 7" stern cleats. Quick-release cleats are used for running rigging. Extruded aluminum hard coat anodized perforated full length toe rails. Tracks and lead blocks for Class genoa; tracks for optional 150% genoa.

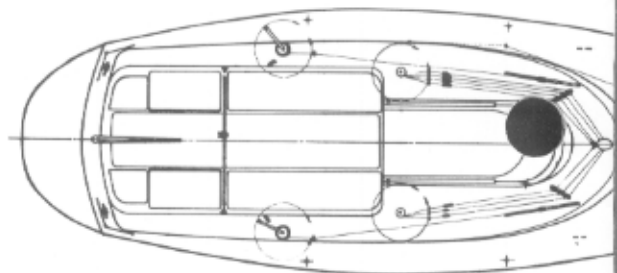
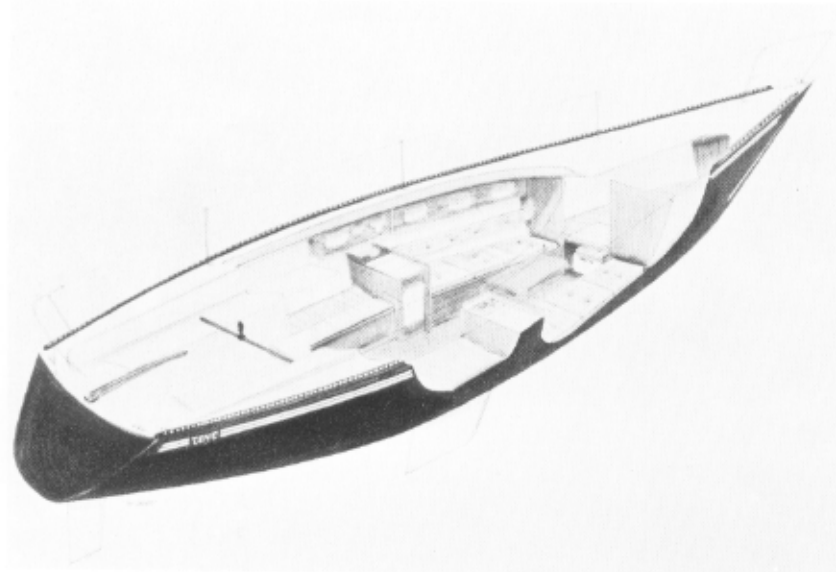
## MAST & RIGGING

**Mast:** 6061-T6 aluminum alloy, 7.4" x 4.6" elliptical section with internal sail track. Aluminum spreaders swept back to 22°. Welded aluminum backstay crane. Clear finish. All halyards internal.

**Mast step:** Deck-mounted custom casting exits all halyards through integral sheaves. Supporting member below to reinforced flooring structure.

**Boom:** 6061-T6 aluminum alloy, elliptical section with internal sail groove; 5:1 power-ratio internal outhaul. Double quick-reef lines lead internally, exiting at gooseneck and fairlead aft to cockpit via deck fairleads.

**Standing rigging:** Upper shrouds 1/4" 1x19 stainless steel wire; lower shrouds 9/32" 1 x 19 stainless steel wire. Shrouds employ internal "T" type tangs



on mast with chromed, forged bronze turnbuckles and toggles at the deck. Backstay: upper part  $\frac{3}{16}$ " 1x19 stainless steel wire; divided lower part  $\frac{1}{16}$ " 7x19 stainless steel wire. Headstay  $\frac{7}{32}$ " 1x19 stainless steel wire.

**Tensioning:** Rollers on divided portion of backstay lead to 4:1 purchase ball-bearing blocks with a quick-release cam cleat (convenient to helmsman) for complete control of mast-bend.

**Halyards:** Jib halyard  $\frac{1}{8}$ " 7x19 stainless steel wire spliced to  $\frac{3}{8}$ " braided Dacron® tail. Main halyard low-stretch Dacron® cordage. Halyards run through deck-mounted cam-actuated stopping devices.

**Winches:** Halyards, vang and reefs are grouped and lead aft to two Lewmar # 8 chrome winches, located on house top on both sides of companionway. Stopping devices provided to free up winches to handle all duties. Sheet winches: two Lewmar # 30 aluminum two-speed, 30:1 power ratio, mounted on cockpit coaming.

**Boom vang:** Dead end of 3:1 tackle attached to mast base and led aft to cockpit. Standing part attached to tag line running through block on boom. Free end of tag line may be either attached to mast base as a "dinghy" type vang or led to rail for reaching/running preventer/vang.

## ACCOMMODATION

**Sleeping and sitting:** Comfort is the design criterion for the interior. This is a racing and daysailing boat, not a long-range cruiser. The V-berth forward accommodates two and may be removed for sail stowage. A self-contained marine toilet is positioned beneath a removable filler-piece.

## SPECIFICATIONS

L.O.A.....	33'1 $\frac{3}{4}$ "
D.W.L.*.....	27'0"
Beam.....	9'3"
Draft*.....	5'10 $\frac{1}{2}$ "
Ballast.....	3,340 pounds
Displacement*.....	6,700 pounds
Sail area.....	486 sq. ft.
I.....	35'0"
P.....	40'3"
J.....	12'0"
E.....	13'9"

Design..... Sparkman & Stephens

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

Port and starboard berths in the main cabin have 3" foam cushions and are contoured for comfort on over 12 feet of facing seating. An upholstered backrest, running full length of each berth, can be moved to fasten to inboard edge and become padded leeboards. Port and starboard quarter berths are root-type and can be adjusted for angle of heel.

**Amenities:** The large companionway hatch with standard dodger provides more standing headroom than would be expected in a flush deck arrangement. The portable ice chest, which fits into the port cockpit seat locker, provides easy transport of food stuffs and can be brought below.

Midships, port and starboard, are counters beneath which is storage to starboard, hanging locker to port. In the starboard counter is set a stainless steel sink with hand pump, connected respectively to sea-cocked overboard drain and 19-gallon fresh water tank. Mozambique-faced storage lockers run outboard of counters and main berths. Drop-leaf table. Forward privacy curtain.

## MECHANICAL & ELECTRICAL

**Motor:** A safe and reliable Farymann diesel engine is installed as standard, housed in a sound-insulated molded box and mounted on heavy hull stringers. It employs a waterlift exhaust silencer. Engine controls are cockpit-mounted.

**Propeller:** Intensive prototype testing demonstrated the efficiency of a shaft, strut and folding propeller against other "state-of-the-art" alternatives. This hydrodynamically "clean" underwater configuration least affects Tartan Ten's sailing characteristics.

**Electrical:** 56 ampere-hour battery in a covered container is charged off engine. Master switch and fused switch panel. Three interior lights, port and starboard navigation lights on stem, stern light, steaming light on mast.

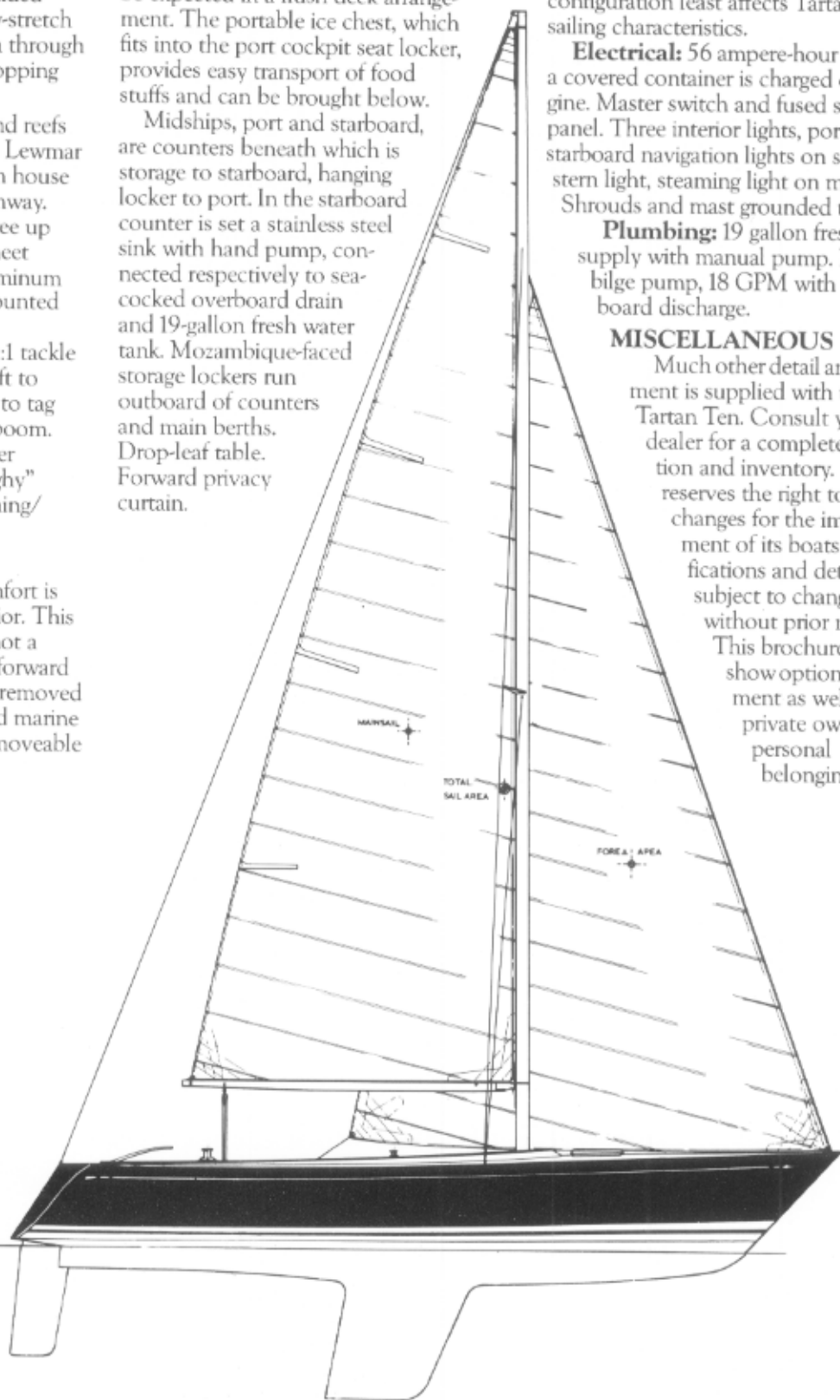
Shrouds and mast grounded to keel.

**Plumbing:** 19 gallon fresh water supply with manual pump. Manual bilge pump, 18 GPM with overboard discharge.

## MISCELLANEOUS

Much other detail and equipment is supplied with the Tartan Ten. Consult your dealer for a complete inspection and inventory. Tartan reserves the right to make changes for the improvement of its boats; specifications and details are subject to change without prior notice.

This brochure may show optional equipment as well as private owner's personal belongings.



320 River Street, Grand River, Ohio 44045, USA, 216/354-5671

