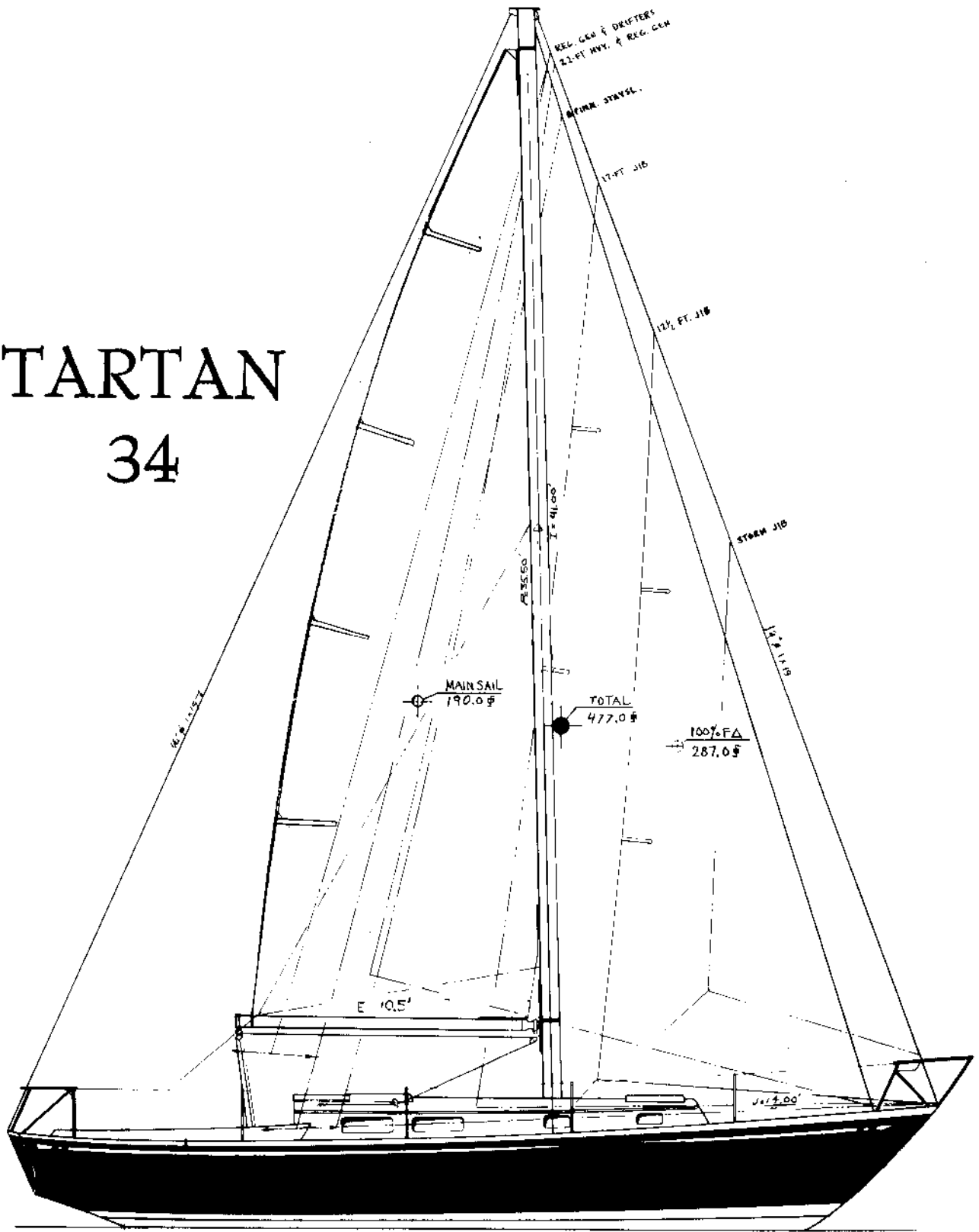


TARTAN 34



TARTAN MARINE COMPANY

Box 27 - 320 River Street

GRAND RIVER, OHIO 44045

TARTAN 34

DESIGNER: Olin Stephens

Sparkman & Stephens

New York, New York

BUILDER: TARTAN MARINE COMPANY

320 River Street

Grand River, Ohio

Phone (216) 354-5671

SPECIFICATIONS

LOA — 34'5"

LWL — 25'0"

Beam — 10'2"

*Draft (board up) — 3'11"

*Draft (board down) — 8'4"

*Displacement — 11,200 pounds

Lead ballast weight — 5,000 pounds

Sail area sloop — 483 sq. ft.

Sail area yawl — 520 sq. ft.

1970 CCA Rating — 28.2

1972 Mark III — 25.14

*These dimensions will be affected
by loading.

Length cockpit — 9'3"

Head room main cabin — 6'2"

Head room fore cabin — 6'2"

*Vertical clearance DWL to mast truck — 44'0"

Deck width alongside cabin house — 24"

Fore cabin hatch — clear opening — 24" x 25"

Berth length — 6'5" or more

Longitudinal center of flotation — .557

Moment to change trim 1" — 1087 ft. pds.

Pounds per inch immersion — 807

GENERAL

In 1960 we, at Tartan Marine Company, turned to Sparkman and Stephens for the design of our first auxiliary: Tartan 27. Since her introduction in 1961 she has proven to be the most consistent long distance winner under 30 feet. In 1965, in keeping with our philosophy of developing each design as a unique entity — rather than attempting to adapt existing models, we undertook the Ted Hood designed Black Watch and Tartan 37. With this design proven in competition and the market place, we recognized the need for an auxiliary that fell between. For this development we returned to Olin Stephens who at the same time had been commissioned to do the *America* and Twelve Meter, *Intrepid*. As in the case of Tartan 27, our request was for a high performance, off-shore cruising-racing boat.

The decision to make her a keel centerboard was based on the builder's experience with 500 such boats built and the concurrence of builder and designer that the advantages of being able to balance the helm on all points of sail, the significant lifting action of up to three degrees on the wind, the flexibility in shoal waters, and reduced wetted surface off the wind more than offset the added cost of the keel-centerboarder.

Tartan 34 is a coherent blend of past experience and innovation. She features a high aspect rig with a high ballast to displacement ratio. Indeed, her weight distribution, adapted from the Twelves, puts as much required equipment weight, e.g. engine, as close to the center of balance as possible. Her divided rudder, well aft of a sceptor keel section, is supported along the entire leading edge by a skeg. This innovation provides much greater stability and helm balance, particularly off the wind, than a freely suspended rudder. As a point of practicability, protection to the vital steering mechanism is also afforded.

-- TWO --

HULL

CONSTRUCTION:

High glass, low resin content, alternate layers of hand lay up mat and 24 oz. woven roving. Laminate is 5/16" at sheer line increasing to 5/8" at garboards and 3/4" at keel. All bulkheads are secured to the hull with fiberglass laminations.

COLOR:

Hull colors are available from a wide selection at no additional charge. Cove stripe and boot are painted colors.

BALLAST:

Lead ballast weighing 5000 pounds is located so that the highest possible density at the lowest center of effort is obtained.

CENTERBOARD:

The centerboard trunk houses a fiberglass steel cored centerboard moulded to an air foil shape and employing a sharp trailing edge. Positive control of the board via cables for both raising and lowering leave no doubt as to position for most effective balance of helm. This precise control of board position, combined with easy board operation from the cockpit, permits optimum centerboard trim under all conditions.

RUDDER:

The skeg attached rudder forms a second air foil and lifting surface aft and allows the helmsman to feel his boat. The rudder is steel reinforced fiberglass with a sharp trailing edge and is supported at the heel by a manganese bronze shoe. Fairing strips are attached to the skeg ahead of the rudder to improve flow characteristics.

ACCOMMODATIONS

Her generous beam and water line length account for the space below decks. The builder and designer have innovated to make maximum usage of the available area.

HEAD:

Two separate entries are provided for the head to permit complete privacy and flexibility in the use of the space. Lockers and shelves outboard, plus a stainless steel washbasin, complete the head facilities.

BERTHS:

Headroom carried forward to forecabin is 6'2". Sleeping accommodations for six are provided. V berths in forecabin are 6'5", quarter berth port side is 7'2". Portside berth main cabin is 6'5", starboard berth is 6'7". Mattresses are 4" polyfoam with removable nylon or expanded vinyl covers. Pilot berth, portside main cabin, is available.

FINISH:

Cabin trunk interior is laminated imported wood. The two main bulkheads are also laminated while all others are finished in white pressure laminate. Eight fixed ports and windows provide open, bright atmosphere. Cabin sole is wood veneer, lightly varnished.

MAIN CABIN:

The galley starboard side aft has gimballed stove, stainless steel sink with lockers outboard. Portside aft is quarter berth with chart table forward. A settee covers the engine located midships and combines with fixed sea-going berth portside to make into double berth. Table is hinged to head bulkhead for storage. Starboard side forward of galley is fixed berth with shelves outboard. Three drawers are over the berth with alcove below for leg room. Hanging locker forward opposite portside head. Bins and foot lockers below all berths. Grab rails port and starboard. The absence of the engine aft of the companion way ladder opens up space not available with conventional engine locations. The sole is imported wood veneer with teak hatches.

ICEBOX:

The insulated deck-loading icebox is separated from the food compartment which is accessible from galley below deck. Icebox drains overboard.

FORECABIN:

A translucent forehatch and two ports provide light for forecabin. Shelves port and starboard outboard of berths and drawers, foot lockers, and traps below both berths. Foot locker and seat between berths, chain locker forward with door.

WATER TANK:

The 36 gallon water tank is located under starboard berth main cabin.

GAS TANK:

The 26 gallon gas tank is located under the the port berth main cabin.

DECK

PLAN:

Sail handling efficiency and safe uncluttered space are the keys to Tartan 34's deck plan. Wide decks alongside the cabin house permit the crew to go forward with confidence, or find ample room to line up on the weather rail. The cockpit measures 9'3" fore and aft within the coamings and provides working room for sheet handling abaft the helmsman.

PROFILE:

A traditional tapered teak toe rail accents a well proportioned sheer line while a low coach roof, still providing 6'2" headroom, affords a pleasing profile.

MATERIALS:

All deck hardware is stainless steel, high tensile, non-corrosive aluminum, or satin chrome plated bronze. Coamings, toe rails, hatches, grab rails, and trim are in select Burma teak.

Two-speed Bariant No. 21 winches, mounted on bases with winch handle stowage and equipped with all necessary genoa gear, are standard equipment as well as the main sheet traveller vital to proper trim.

STANDARD EQUIPMENT

Dorade vent boxes with 3" pvc cowls	Stainless steel pulpit with lifelines
Complete engine vent system with blower	Stanchion sockets with pad eyes
Companion hatch cover	2 pvc shell snatch blocks
Deck loading ice box	Translucent forward hatch
Bulkhead mounted compass	Anchor and 150' 5/8" nylon rode
#21 two speed Bariant winches	Fog horn and bell
16' genoa track with cars & end stops	Coast Guard approved life jackets
Main sheet traveller	Fire extinguishers
	Compass for bulkhead mounting

— FOUR —

SPARS AND RIGGING

MAST:

A light rugged 7½ x 5" elliptical section carries the 34's high aspect rig. The spar is properly stepped through deck on the lead ballast assuring rig stability. #10 Bariant winches mast mounted for main and genoa halyards.

RIGGING:

Stainless 1 x 19 standing rigging is lead to knee and flange mounted chain plates. Running rigging is dacron with wire rope splices where applicable.

BOOM:

Elliptical 4.5" x 2.75" extrusion with integral sail track. Internal outhaul with stainless steel car and 4:1 purchase tackle integral to boom. Cheek block, pad eye, and cleat provided for outboard end of jiffy reefing system.

SPECIFICATIONS AND STANDARD EQUIPMENT

High aspect rig	Inboard & outboard end jiffy reef system
Two No. 10 Bariant halyard winches	Internal outhaul
Wire rope spliced halyards	Fast pin operated tack stem fitting
Genoa sheets, main sheet, boom topping lift, jiffy reefing lines.	Aluminum spar stepped through deck
Two #3 snatch blocks	Tapered spreaders
	Mast head pennant halyard

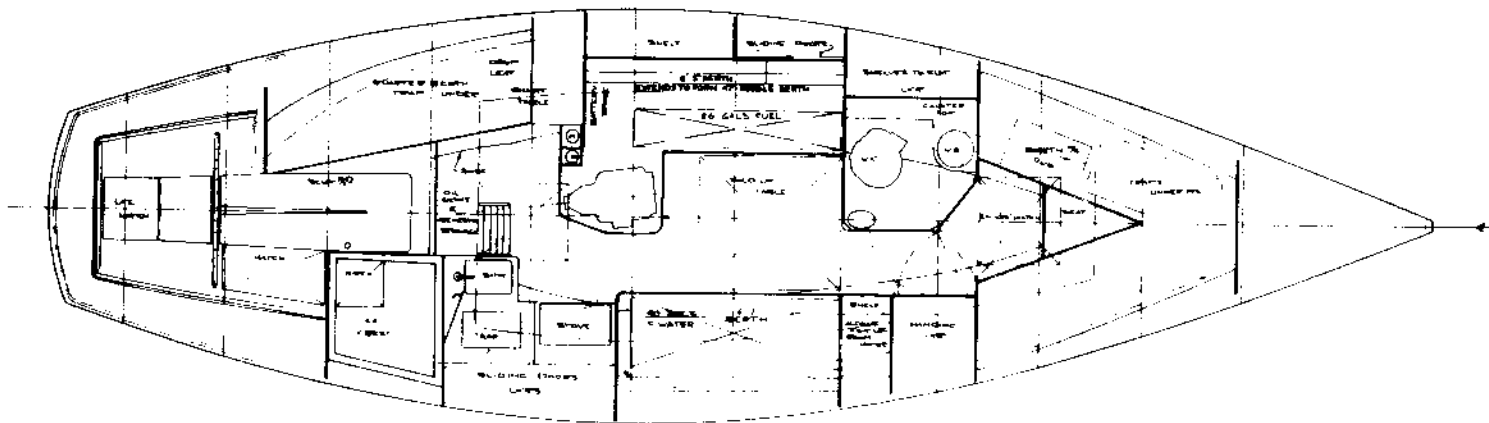
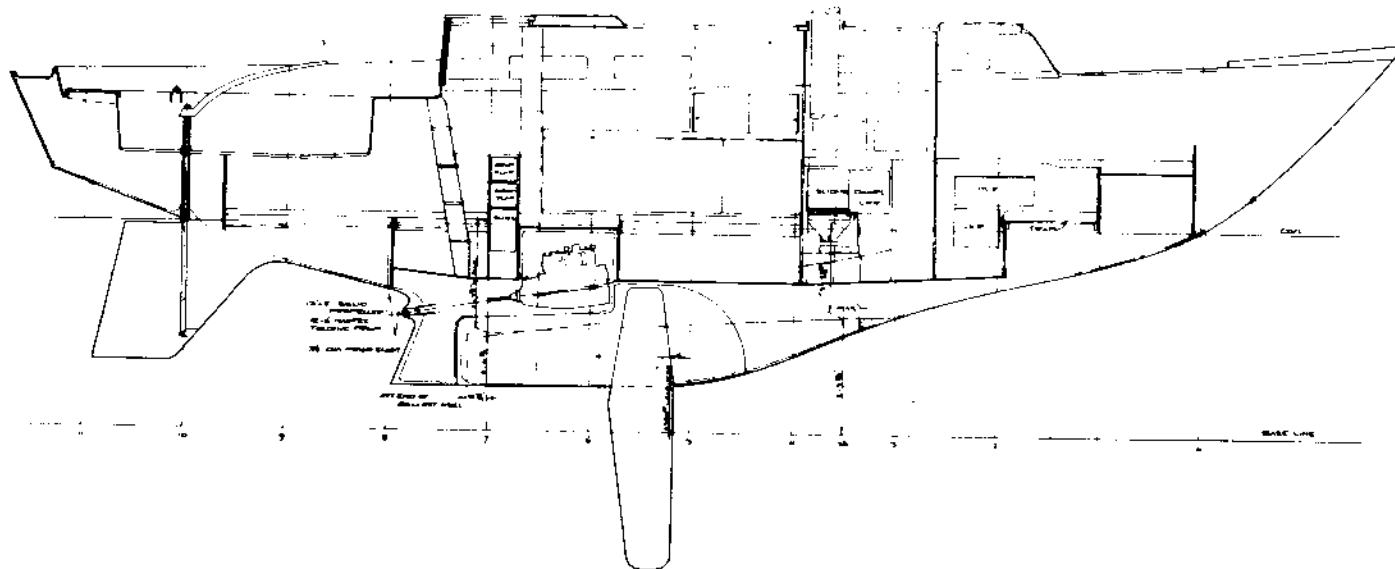
MECHANICAL AND ELECTRICAL

Auxiliary power by Universal is positioned forward over center of ballast reducing tendency to hobby horse in a seaway, and shaft angle is set three degrees to port to eliminate propeller torque. The shaft is 1" stainless through 10" bronze sleeve. Narrow blade wheel on centerline (Martec wheel optional) Two lever engine control, full instrumentation, Coast Guard approved ventilation system, midships silencer, exhaust duct, bilge pump, and blower.

Electrical system, 12 volt, supplied by heavy duty 90 amp hour battery, 30 amp alternator. Minimum 14 gauge wire throughout to fused panel. System supplies seven cabin lights and required navigational lights.

STANDARD EQUIPMENT

Universal Atomic four engine	90 amp hour battery
Immediate engine access through removable insulated box	Loom wiring to gang terminal boards
Off set drive eliminates torque	6 place fuse panel
30 amp alternator	4 dome lights
Removable handle reverse gear linkage	2 swivel base reading lights
Oil pressure gauge, ammeter, temperature gauge	1 shaded bulkhead light
Exhaust loop silencer	All running lights and compass illumination



DESIGN NO. 1704
 CABIN ARRANGEMENT PLAN
 27
 28' 0" P.M. CONTINUOUS BLOOM
 2 1/2"
 DOUGLASS & MELLOR PLASTICS CORP.
 SCALE: 3/4" = 1'-0"
 SPARKMAN & STIMPING INC.
 79 MADISON AVE., N.Y., N.Y.
 7 JULY 67. No. 1704-1704-1704-1704



