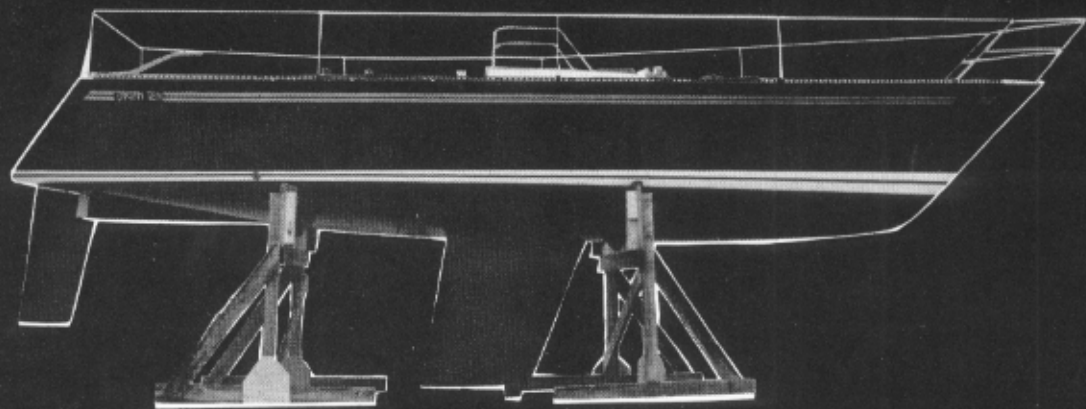


# TARTAN TEN



Somewhere, fine coastal racing/cruising/daysailing boats became lost in the complexity and expense of handicap rating rules. Sparkman and Stephens designed the Tartan Ten without regard to any rating rule. The result: an esthetically 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 light displacement.

Long and narrow, Tartan Ten carries 486 square feet of sail. The 7/8 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 simply 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.

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.

#### MAST:

7.4" x 4.6" elliptical section 6061-T6 aluminum for maximum strength and deflection control with minimum weight. Spreaders swept back 22°. Welded aluminum backstay crane. Provision for two genoa/spinnaker halyards at the hounds. All halyards internal.

#### MAST STEP:

Deck mounted custom casting exits all halyards through integral sheaves. Supporting member below to reinforced flooring system.

#### BOOM:

Elliptical section with integral foot groove. Double quick reef lines lead internally, exiting at gooseneck and fairlead aft to cockpit. 4:1 power ratio internal outhaul.

#### STANDING RIGGING:

Shrouds employ internal "T" type tangs on mast with chromed forged bronze turnbuckles and toggles at deck. Upper shrouds 1/4" x 19 SS wire. Lower 9/32" x 19 SS wire. Headstay and upper part of backstay 3/16" x 19 SS wire. Divided lower backstay 3/16" x 19 SS.

#### BACKSTAY 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:

Main and jib halyard 1/8" x 19 SS wire spliced to 3/8" braided Dacron tails. Balls swaged on wire portion of halyards engage deck mounted stops positioned to free winches for other uses.

#### SHEET WINCHES:

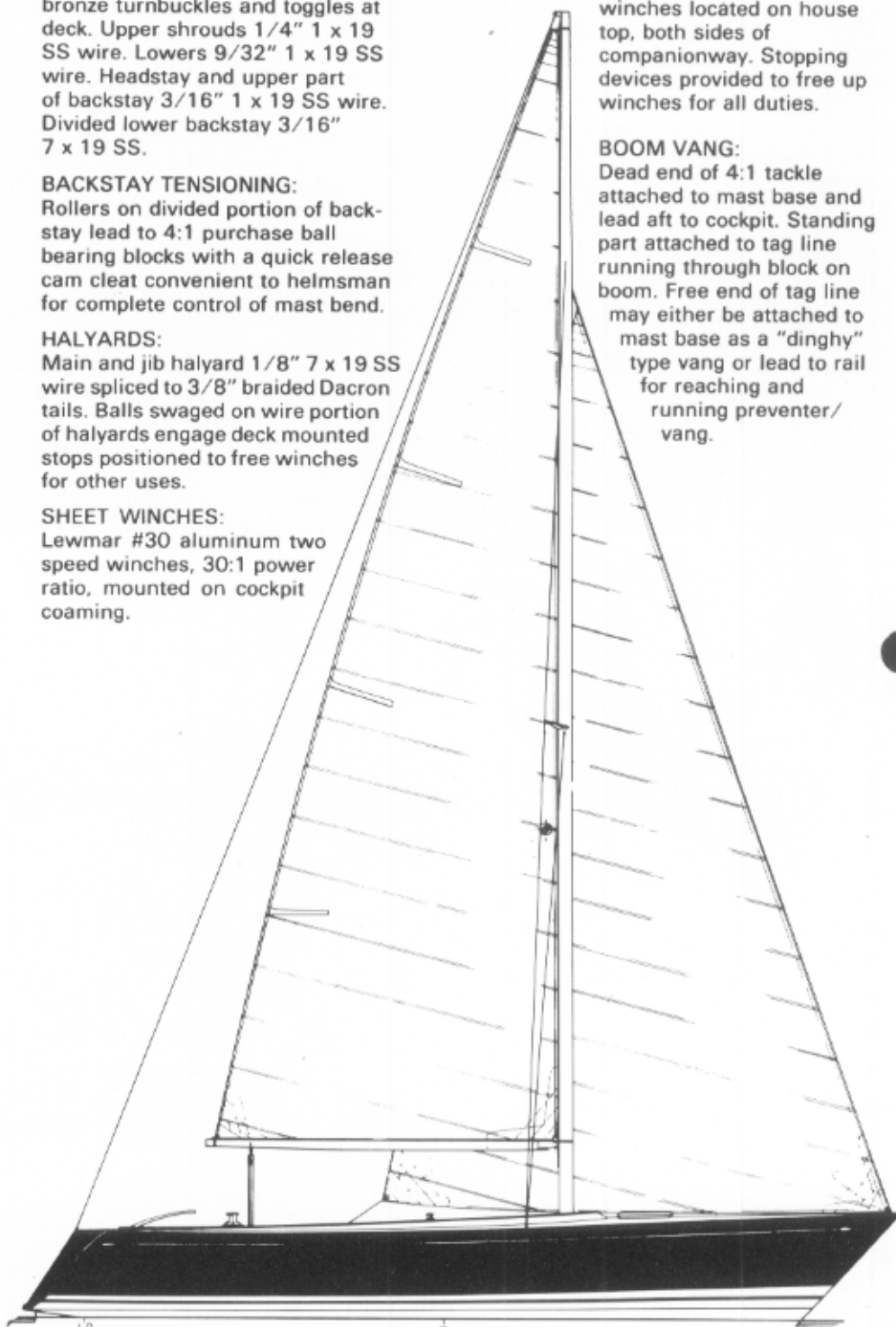
Lewmar #30 aluminum two speed winches, 30:1 power ratio, mounted on cockpit coaming.

#### HALYARD WINCHES:

Halyards, vang, and reefs are grouped and lead aft to Lewmar #8 chrome winches located on house top, both sides of companionway. Stopping devices provided to free up winches for all duties.

#### BOOM VANG:

Dead end of 4:1 tackle attached to mast base and lead aft to cockpit. Standing part attached to tag line running through block on boom. Free end of tag line may either be attached to mast base as a "dinghy" type vang or lead to rail for reaching and running preventer/vang.



Designed by: Sparkman & Stephens  
New York, N.Y.

#### SPECIFICATIONS:

L.O.A. .... 33' 1 3/4"  
Beam ..... 9' 3"  
\*Draft ..... 5' 10 1/2"  
\*D.W.L. .... 27' 0"

Ballast (lead) 3340#

\*These dimensions will be affected by loading.

TOTAL SAIL AREA (100% Foretriangle)  
486.72 sq. ft.

I Dimension ..... 35' 0"  
J Dimension ..... 12' 0"  
P Dimension ..... 40' 3"  
E Dimension ..... 13' 9"

# TARTAN TEN

## DECK:

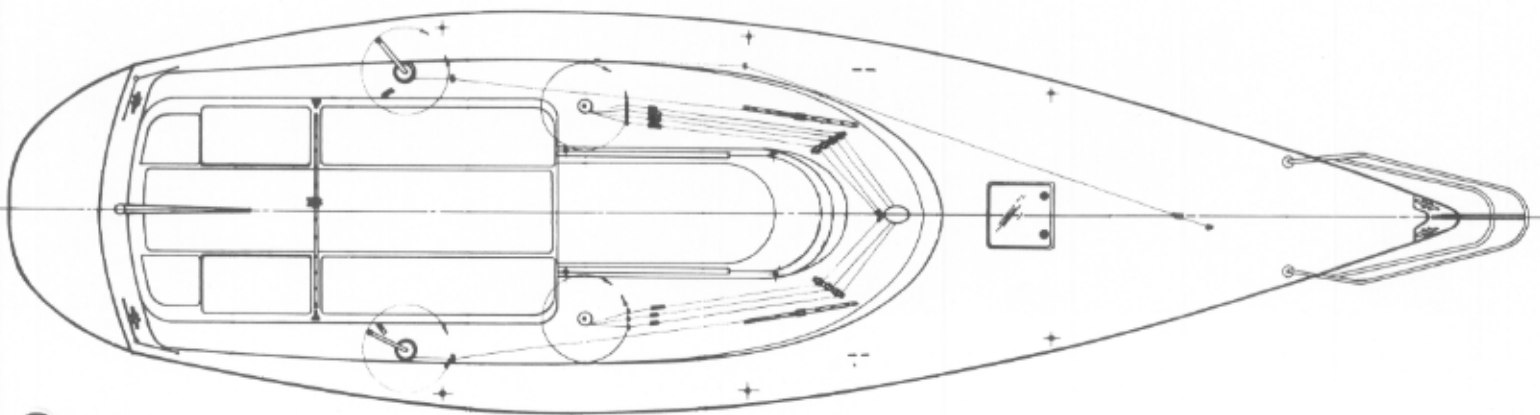
Cored fiberglass structure with molded non skid pattern. Double rail welded SS bow pulpit, 24" high stanchions with life-lines, reinforced aft quarter stanchions with stern lifeline. 9' 6" long cockpit seats with radiused edges and angled backs for seating comfort. Hatches in seats P&S for sail storage and ice box access. Aluminum framed 19 x 19 clear opening forward hatch

ventilates boat and facilitates sail handling. 5' 6" long companionway with molded security hatch. Dodger over companionway allows access and ventilation below in bad weather. Two stainless steel grab rails alongside companionway.

Quick release cleats are used for running rigging for ease of sail

handling. Extruded aluminum hard coat anodized perforated full length toe rail. 7" mooring cleats. Laminated tiller. Track and leadblocks for Tartan Ten Class One Design genoa. Track for 150% genoa optional.

Full cockpit width ball bearing traveller with 3:1 carriage control lines to clam cleats.

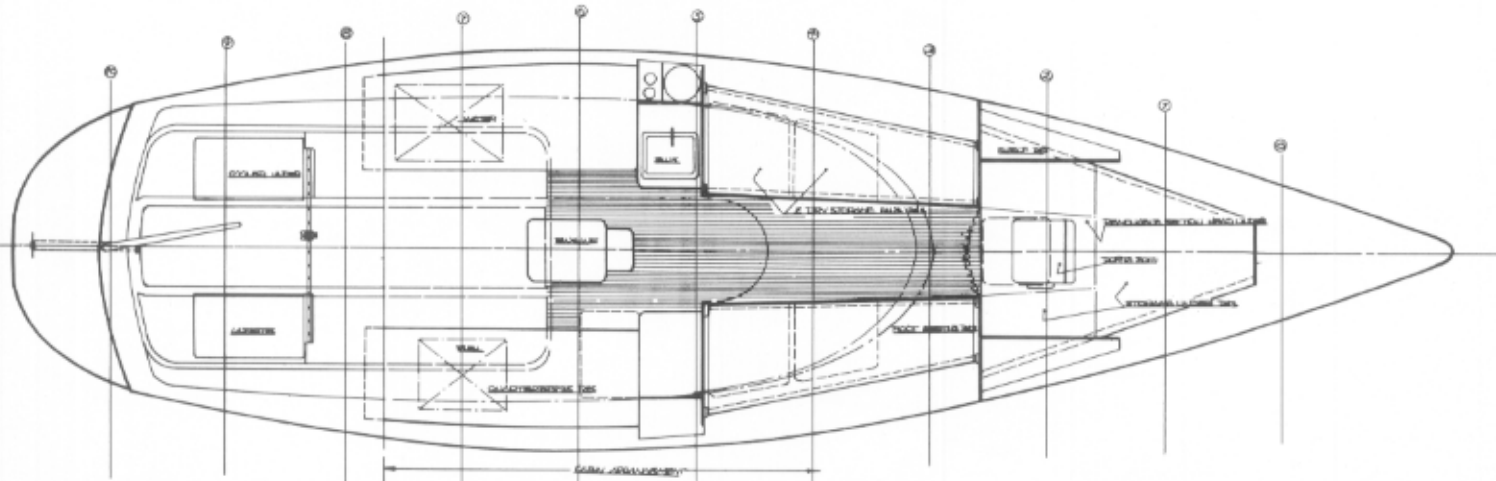


## MECHANICAL:

Extensive prototype testing has demonstrated the efficiency of a shaft, strut, and folding propeller for the Tartan Ten hull. This hydrodynamically "clean" underwater configuration is coupled to a Farymann diesel engine, a reliable safe power plant. Engine is

housed in a sound insulated molded box, and employs a waterlift exhaust silencer. Engine controls are cockpit mounted. 56 amp hour battery in covered container. Master switch and fused switch panel. Three interior dome lights with red or white

illumination. P&S navigation lights on stem. Stern light. Steaming light on mast. Shrouds and mast grounded to keel. 19 gallon fresh water supply with manual pump. 18 GPM manual bilge pump with overboard discharge.

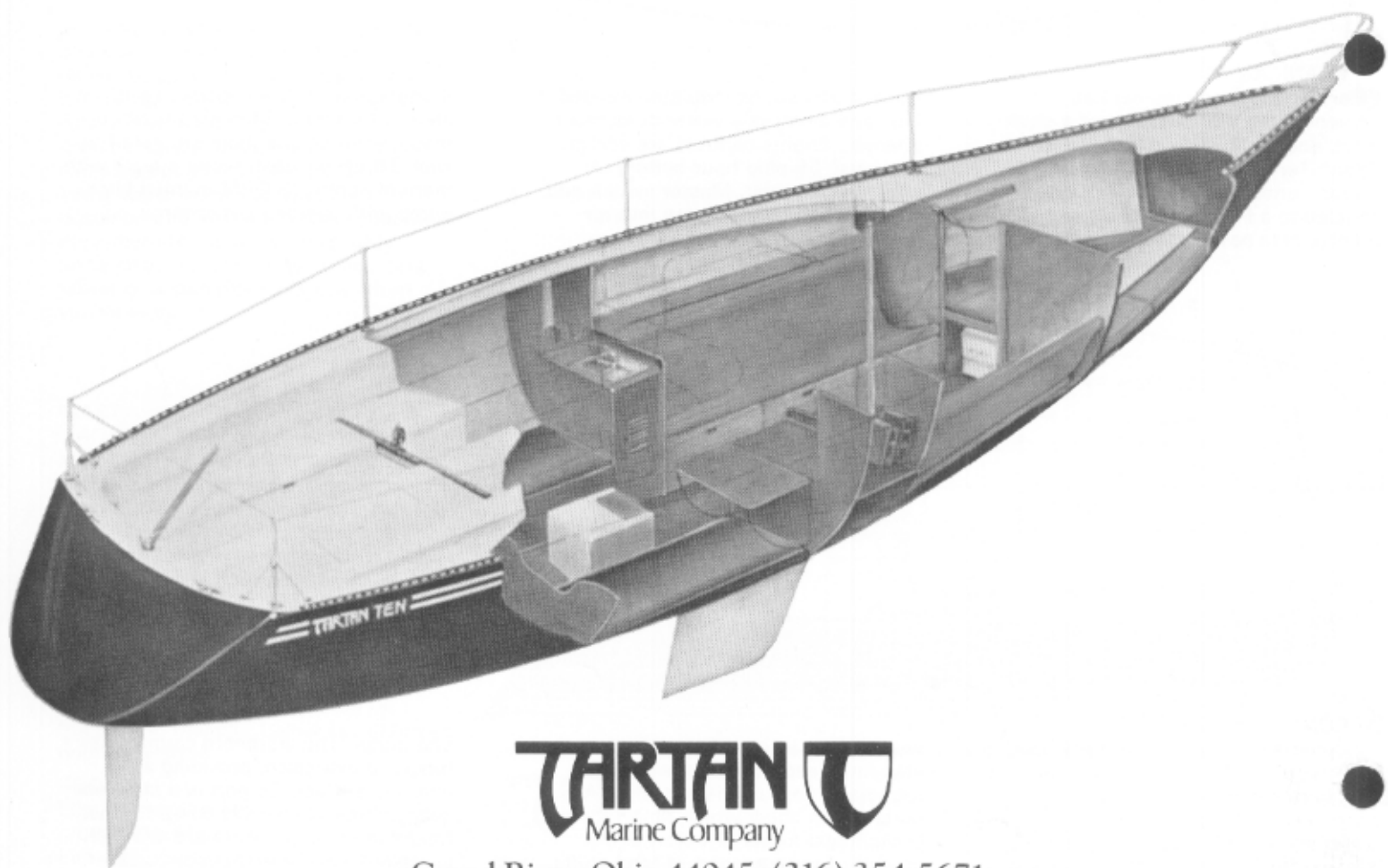


## ACCOMMODATION:

Sleeping and sitting comfort are the design criteria for the interior. Four berths may be adjusted to accommodate angle of heel, an additional fixed V berth forward. Over 12 feet of contoured seating available with unique padded settee berth system. Large companionway hatch

with dodger standard gives more standing headroom than would be expected in a flush deck design. A portable ice chest which fits in the port cockpit seat locker or below decks provides easy transport of food-stuffs. Midships port and starboard are counters with locker space outboard

and under. The starboard counter has a hinge up extension, providing a charting surface. To port is a stainless galley sink with a hand pump for the fresh water supply. Forward is a self contained head with privacy curtain.



**TARTAN**   
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