


 42

 42

**TARTAN**  
Marine Company



## SPARKMAN & STEPHENS DESIGNED

# Performance


*"For those who appreciate what that means"*

Tartan and Sparkman & Stephens firmly believe that a cruising boat should sail well. She should be weatherly, perform in light air, and be seakindly in a blow. In commissioning Sparkman & Stephens to design the new Tartan 42, sailing characteristics were given the highest priority. In the creation of the new 42 Sparkman & Stephens used the experience gained from highly successful Tartan 41, a boat that not only has cruised many of the oceans of the world, but has also won most major ocean races from the Transpac to Bermuda. Cruising comfort was also a major design consideration. The result . . . Tartan 42 is very fast and yet seakindly, plus she has an interior that may well make her owners more comfortable afloat than ashore.

### CONSTRUCTION

Hull and deck all hand layed up fiberglass, mat, woven roving, and unidirectional roving in stress areas. Balsa coring in both hull and deck for strength with minimum weight, acoustical and thermal insulation. The deck is mechanically fastened, the joint bedded with butyl and polysulfide. There is non-skid pattern on all horizontal surfaces.

### KEEL



To offer high performance and yet provide a draft of only 4' 11½", the Scheel® Keel is standard on Tartan 42. After thorough testing by Tartan and Sparkman & Stephens, it was found that the Scheel® Keel offers very similar performance to a deep fin. For those who sail in waters without draft consideration, a 6' 4" draft fin keel is available as an option.

### POWER

Westerbeke 50 four cylinder fresh water cooled diesel engine drives 18" diameter two bladed propeller through an interior stuffing box and water lubricated strut bearing. Engine is enclosed in a sound deadened fiberglass enclosure and exhaust is muffled with a water lift system.

### ELECTRICAL

Two 100 Amp-hour batteries are standard. Selector switch may be changed while engine is running without damage to the 55-Amp alternator. All wiring is minimum 14-gauge stranded copper with solderless terminals properly sized for wire and studs; wiring is protected from chafe and run in conduit where appropriate. Power distribution through 6-place circuit breaker panel to lights, water and sump pumps. Dockside 110 volt/30 Amp power inlet; interior outlets in galley and head. Navigation lights to meet IMCO requirements; interior lighting with berth and dome lights.

### PLUMBING

Fresh water tankage of 165 gallons is divided among four tanks for offshore security. Water is heated in a 12 gallon tank either by an engine heat exchanger or from shore power. Water distribution is manifolded, and runs in FDA approved materials. Fuel capacity is 79 gallons, in aluminum tankage, with proper venting and return system. All thru hulls below water line have proper 90° throw ball valves with stainless balls turning on Teflon® seats, which do not require maintenance.

## ACCOMODATION

### OWNERS STATEROOM

A private aft stateroom provides the owner with shore side luxury and comfort. There is ample storage with a full size hanging locker and large bureaus. Sleeping accommodation is provided by an over-sized double berth. Three (3) opening hatches give the stateroom ample light and ventilation. In addition, there is a private area with a head and sink.

### NAVIGATION STATION

Ocean going navigation is facilitated by a large chart table, provisions for electronics, as well as a locker for

# with Traditional

sextant tables and charts. Lighting is provided by a gooseneck chart light plus a combination red/white overhead light. Aft of the chart table is a wet locker for foul weather gear which is convenient to the companionway.

## GALLEY

The large U shaped galley is designed for seagoing efficiency and ease of meal preparation. A deep double stainless steel sink with hot and cold pressure water plus a manual backup pump. A gimbaled 3 burner stainless steel propane stove with oven is thermostatically controlled. Counter top lockers, outboard of sink with locker under. Lockers with sliding doors outboard of entire galley area. Well insulated 8.5 cubic foot ice box, which is top loading (mechanical refrigeration is available as an option).

## MAIN CABIN

**Port side:** Pilot and transom berths. Lower berth has comfortable upholstered backrest for lounging, and pull out for dining or sleeping.

**Midships:** Rigidly mounted deck drop-leaf table with appropriate fiddles with convenient condiment/wine storage.

**Starboard side:** Contoured cushioned sofa with lockers and book shelves above and outboard.

**Forward head:** Shower with teak grate drains and separate pump. Seat in shower area. Over 6 cubic feet of storage for toilet articles. Highest quality marine toilet with bronze components and oversized pump for clog free operation. Separate entrances for forward and main cabin.

## COCKPIT

The T-shaped T-42 cockpit is designed to make an ocean passage comfortable and secure. The cockpit coamings are orthopedically designed for comfort and to reduce fatigue.

The seats are teak gratings in the best yacht tradition. Sail storage is to starboard and built in propane storage is to port. Pedestal steering with a destroyer wheel and 5" binnacle compass. The throttle and transmission controls are mounted on the pedestal. Engine instrumentation has been conveniently recessed into the cockpit side. The large bridge deck provides security for blue water sailing. A manual diaphragm bilge pump is mounted in the cockpit.

## VENTILATION

T-42's ventilation was designed by blue water sailors who understand how to make a boat comfortable in warmer climates. There are 3 dorades, 7 deck hatches, and 8 opening ports. To insure that the T-42's interior will always be light, there are in addition to the hatches and ports, 5 strategically located deck prisms.

## RIG

Tartan and Sparkman & Stephens has given careful thought to the design of the T-42 sail plan. The result is a powerful, efficient rig commensurate with the sailing qualities of the hull, and yet is easily handled by the cruising couple. The staysail sloop configuration allows genoas to be carried in light winds and simply furled and dropped in heavier air, rather than having to be changed, as the inner staysail is capable of efficiently taking the 42 to weather in a blow. A club boom is available for the staysail for effortless tacking.

## SPARS & RIGGING

**Mainmast:** 6061-T6 aluminum alloy, .188 wall thickness, 38,000 lb. minimum tensile strength, 11" x 7" true elliptical section. Masthead fitted with four 6061-T6 sheaves, grooved for line and wire, with Oilite bushings turning on 304 stainless passivated shafts. Stainless, double-jaw headstay toggles; stainless backstay link plates. Tangs for uppers and lowers are double stainless plate for internal retention of marine eye swage. Tangs and bolts are sufficiently strong to exceed breaking strength of wire. Single

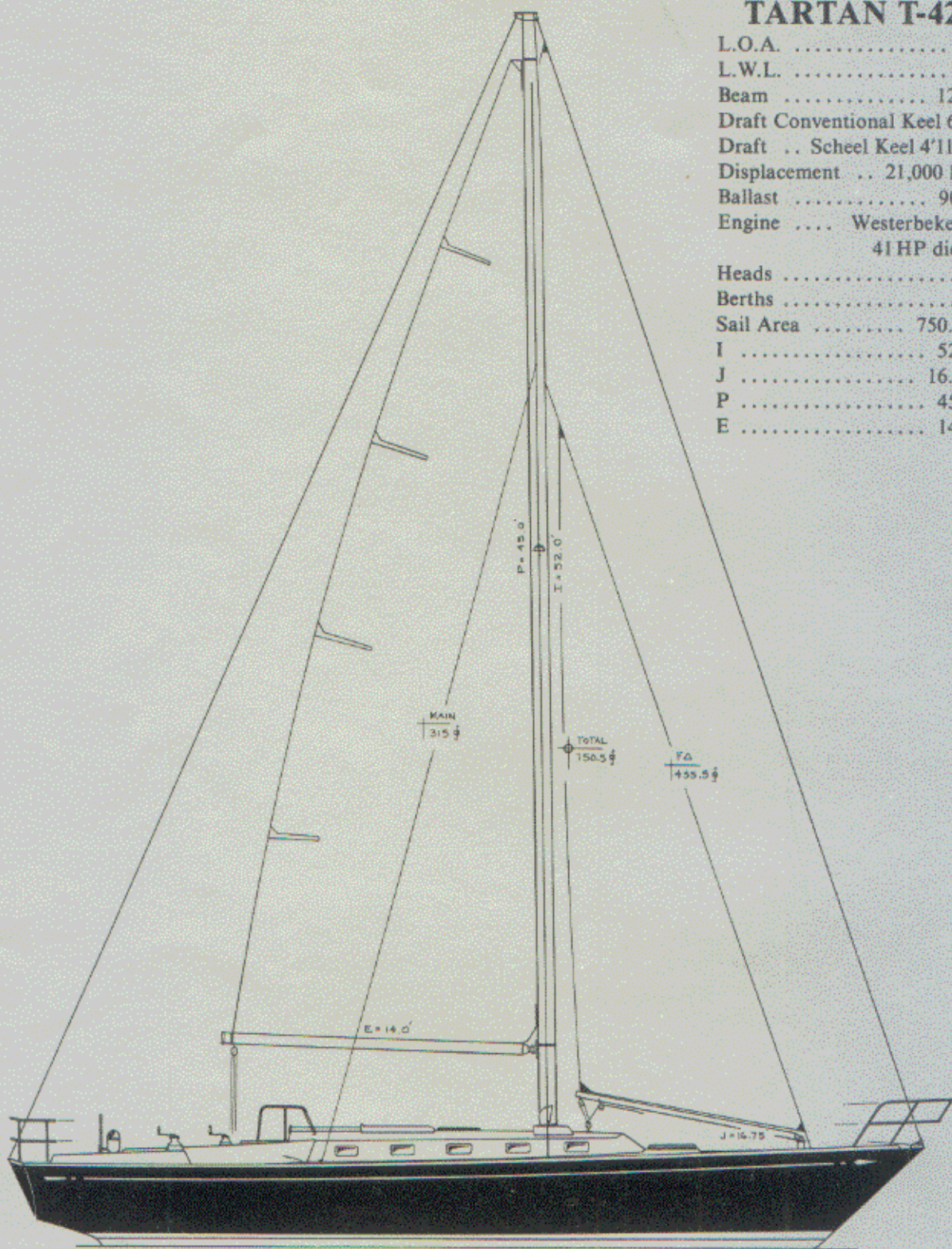


# Standard Equipment For T-42

- Hand lay-up on hull and deck
- Contour Core® construction for rigidity. Deck, mechanically fastened to hull
- Non-skid pattern molded in
- Lead ballast
- Exclusive Scheel® Keel
- Sail stowage hatch in cockpit
- Pedestal steering
- 32" destroyer-type wheel
- 5" binnacle compass
- Throttle and transmission controls on pedestal
- Engine instrumentation, including tachometer recessed in cockpit
- Manual diaphragm bilge pump
- Automatic electric bilge pump.
- Double rail bow and stern pulpits with lifelines
- Teak toe rails
- Staysail sloop rig
- Full teak interior joiner work
- Fabric cushions
- Teak grab rails, exterior and interior
- Cast aluminum stem head fitting with stainless steel tang
- Four mooring cleats
- Cast aluminum mast collar
- Molded companionway hatch cover
- Two marine toilets
- Two holding tanks
- Shower with grate and separate sump
- Shower curtain track
- Pressure hot & cold water
- Drop-leaf table
- Full-size chart table
- Shore power system with 50' cord
- Electrical circuit breaker power distribution panel
- 8.5 cubic foot icebox, well insulated
- Double stainless steel sink at galley
- Teak and holly cabin sole, varnished
- 3 dorade boxes
- 24" x 24" aluminum framed forward hatch
- 19" x 19" Midships hatch
- Eight 4" x 14" opening ports with screens
- 3 - 10" ventilation hatches
- Two speed 48:1 power ratio cockpit winches
- Genoa and main halyard winches
- Westerbeke 4 cylinder 41 hp diesel engine
- Fresh-water engine cooling
- 2:1 reduction gear, vee drive
- 1" diameter stainless steel shaft
- 18" diameter 2-bladed bronze propeller
- Engine alarm system
- Water lift exhaust system
- Two 100 Amp-hour battery with master switch
- Navigation lights, including steaming light
- Bronze and stainless steel ball valves
- Electric bilge pump
- Winch for jiffy reef system
- Standing rigging is 1 x 19 stainless wire
- Turnbuckles, forged-bronze chrome plated
- Link plates at headstay
- All rigging is lightning grounded
- Genoa tracks with associated rigging
- Two snatch blocks
- Vinyl coated stainless steel lifeline and stainless steel stanchions thru bolted
- Roller-bearing mainsheet traveller with adjustable stops
- Two locking and one regular winch handle
- Emergency tiller
- 22 lb. anchor and 150' 3/4" anchor rode
- Fog horn and bell
- 6 life preservers
- Two fire extinguishers
- Main sheet system with cockpit winch
- Genoa sheets — dacron braid
- Wire/rope spliced Genoa halyard
- Low stretch main halyard
- Vinyl covered wire main boom topping lift
- Vee berth filler cushion
- Internal jiffy reefing
- Tapered airfoil spreaders
- 3 burner L.P. gas stove w/oven
- 165 gal. fresh water in four tanks
- 79 gal. fuel in aluminum tank
- Two 19 gal. waste tanks with deck pump outs
- 12 gal. water heater operates from engine or shore power

## TARTAN T-42

L.O.A.	42'
L.W.L.	32'
Beam	12'3"
Draft Conventional Keel	6'2"
Draft .. Scheel Keel	4'11½"
Displacement	21,000 lbs.
Ballast	9072
Engine	Westerbeke 50 41 HP diesel
Heads	2
Berths	7
Sail Area	750.5'²
I	52.0'
J	16.75'
P	45.0'
E	14.0'



**TARTAN**   
Marine Company

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