



Yes. We certainly smoked them racing I.O.R. to Havana. But our real class is one-design.



"No Rebase," a Tartan Ten, took on an unsympathetic rating and a fleet of hot I.O.R. machines. And came out the clear winner, racing Key West-Havana.

Problem: we're not sure we care... except to congratulate the crew. We've known the Tartan Ten was fast from the day we launched the prototype. S&S designed T-Ten to sail that way—without resort to ratings, gimmicks or crazy I.O.R. features. So, with T-Ten no rule can ever slow you down.

Tartan Ten is naturally fast and exceptionally easy to sail. You get speed without experts, performance

without poverty. The 7/8's rig can be raced, as most T-Tens are, by husbands, wives, children and friends.

That's just part of Tartan Ten's appeal. Equally important is the pleasure and investment-security of a fine 33-foot one-design yacht. We're building them one-per-day to add to fleets all over the country. 200 T-Tens have already been delivered.

Her new interior dispels the notion of a "spartan" Tartan: it's now in keeping with Tartan's reputation. Protected by class rules, you get a complete boat—right down to 2-speed winches and diesel inboard power. And you get more than a racer: Tartan Ten is a handsome weekender, delightful daysailer and an honestly fast thoroughbred yacht.



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Tartan Ten might just be the fastest-selling sailboat over 30-feet in U.S. history. That means enough boats in harbors all around the country for class racing in 1979. And that, to some extent, is what a "one-design" is all about.

But joining "a" or joining "the" class can be very different. T-Tens are produced one-per-day; more than 200 are already delivered. That acceptance attests to the



quality of this 33-foot yacht and its long-term value for owners.

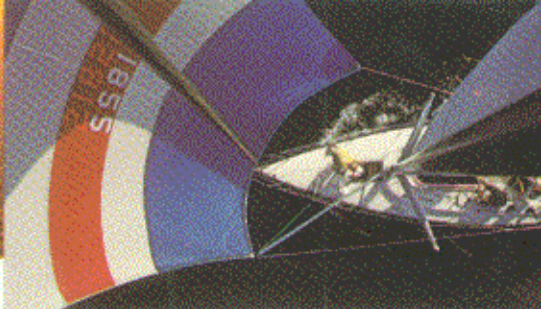
T-Ten was designed by S&S without regard to rating rules. She is sleek, seakindly

and forgiving: unlike I.O.R. machines, she'll perform beautifully when raced, as most are, by husbands, wives, children and friends.

Join the class in offshore

TARTAN TEN





An uncomplicated 7/8's rig is easy to manage and inexpensive to fill (there are sail restrictions for class events). Her new interior, no longer spartan, now matches Tartan's cruising yachts. And, as a one-design, everything you need (except sails) is standard—right down to 2-speed winches and diesel inboard power.

Tartan carries a justly-earned reputation for well-built and sensible yachts. T-Ten is no exception. Fast enough to beat I.O.R. machines (as she did Key West-

Havana), she is also a practical weekender which, boat-for-boat, can sail past yachts many feet larger.

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one-designs.





TARTAN TEN

A slick disguise: The outstanding 33' offshore one-design is also a practical weekender.



Of course, Tartan builds boats to outlast any rating rules.

Yet all these attributes also made T-Ten an ideal 1- or 2-couple daysailer and a fun weekend cruiser. Small sails are easy to handle; a fast boat is always enjoyable; flush deck accommodations are a practical weekend solution when most of your time is spent in T-Ten's large, comfortable cockpit or on her broad, flat deck.

125 of these diesel auxiliary sloops

are already sailing; fleets are class racing. And Tartan Tens are being built at nearly one-per-day to match the enthusiasm for this outstanding yacht. Can we arrange for you to inspect and sail a Tartan Ten?

TARTAN T
Marine Company

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Tartan Ten's sleek appearance and premier racing record generated an "Oh, that's just a raceboat" reaction at the Fall shows. After all, T-Tens surprised competition in Long Island Sound, the Chesapeake, Lakes Erie and Michigan, the Gulf and on the West Coast.

But that wasn't our intention. S&S designed T-Ten without regard to any rating to be honestly fast. Natural sailing lines make her forgiving—seakindly. And so easy to sail that a husband-wife crew can develop the same high performance as the "experts".

Racing buffs were quick to tell their friends that this speed didn't cost a lot... and wouldn't in the future: the 7/8's foretriangle doesn't gobble up inventory (3 sails are plenty) and rigid class rules do not permit obsolescence.

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