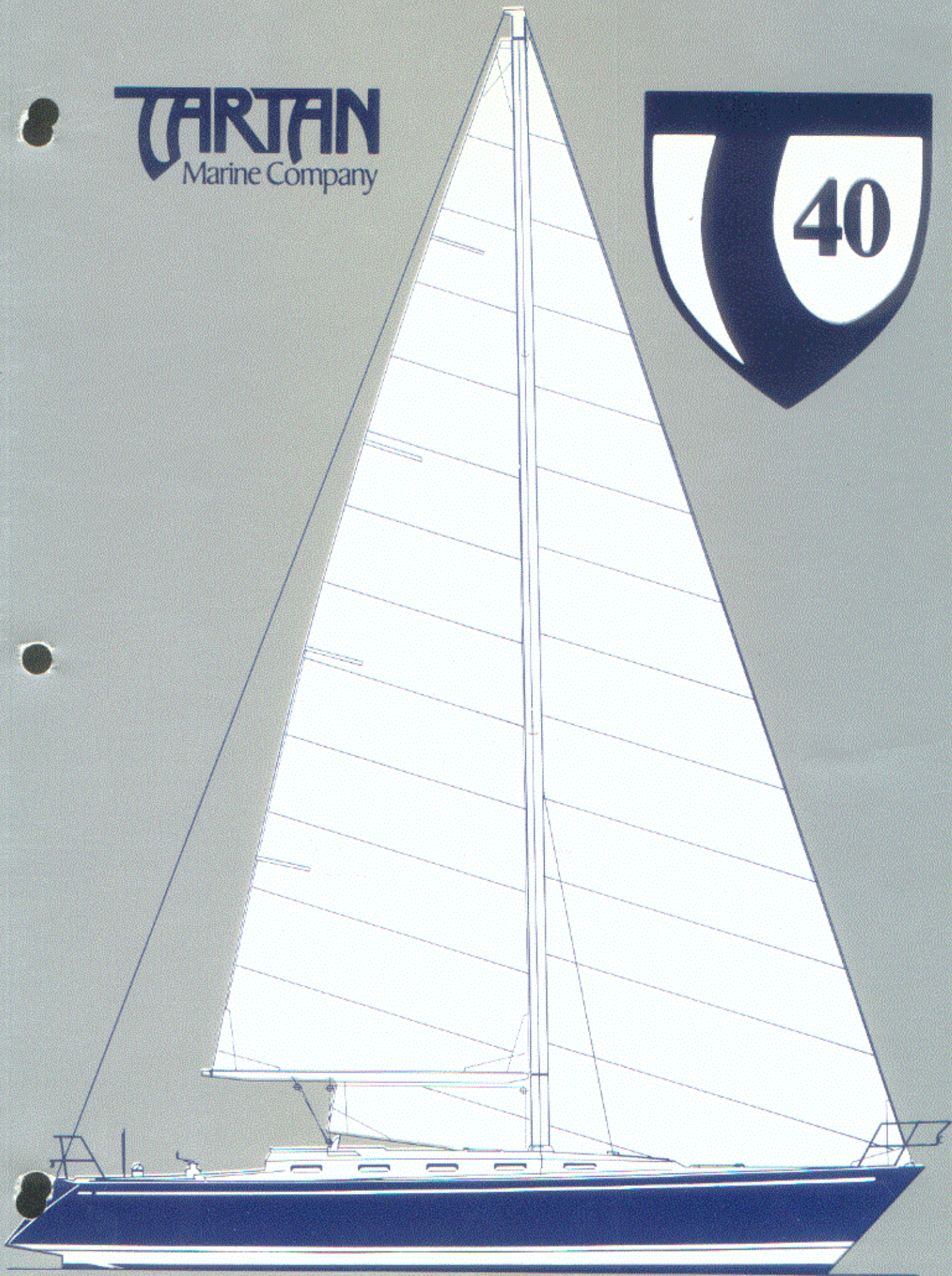
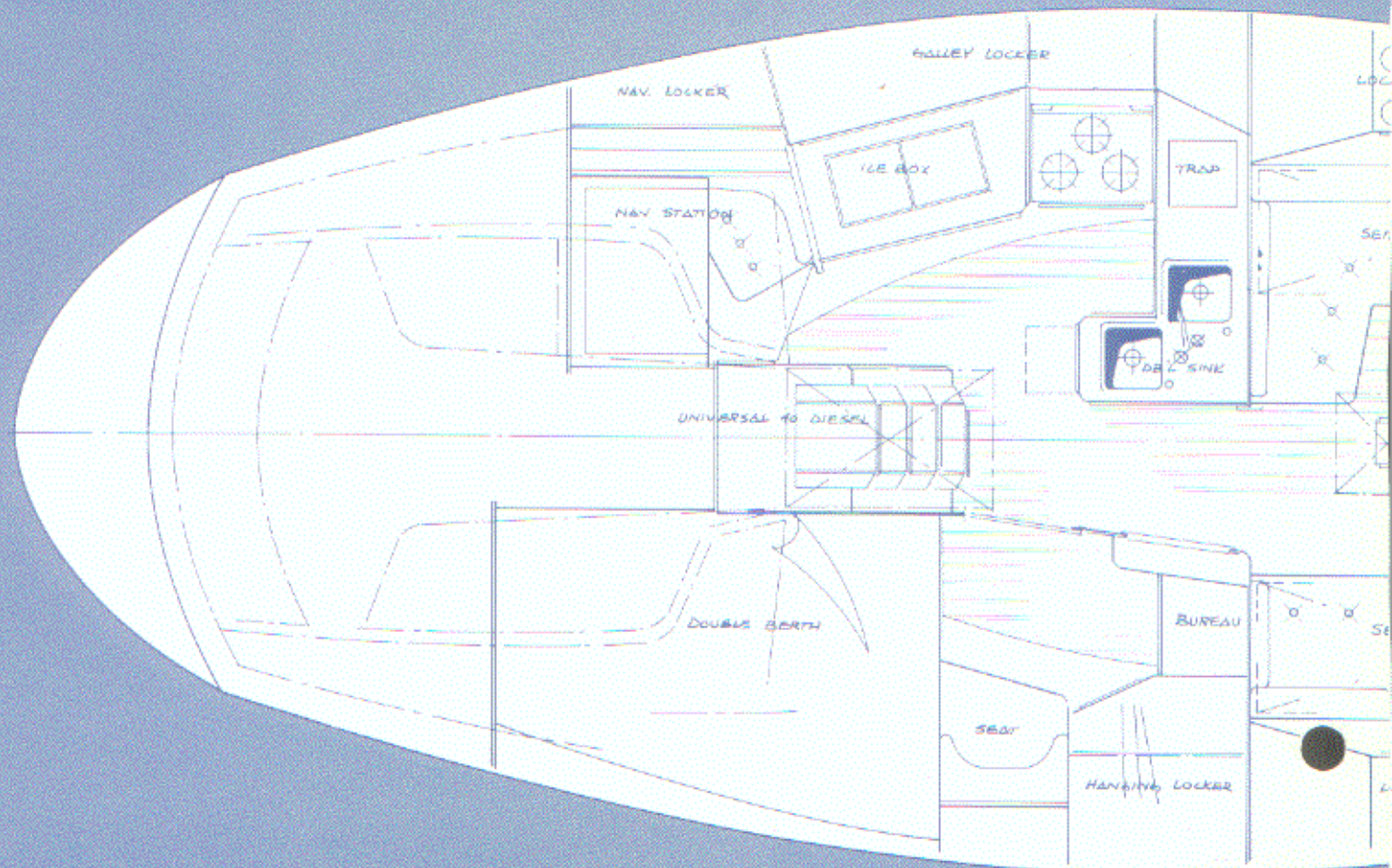


TARTAN
Marine Company



The Silver Anniversary TARTAN 40.

The result of a 25 year relationship between Tartan Marine and Sparky
A Fast, Responsive, Luxurious Yacht to carry you wherever the winds



HULL AND DECK:

Construction: The hull is cored with $\frac{1}{4}$ " end grain balsa over 90% of its surface area. Fiberglass mat and unidirectional fabric are employed to form the sandwich construction. Stress areas are reinforced with woven roving, mat, and unidirectional material. All bulkheads are glassed to the hull. The floor timber and mast step system is heavily glassed into bilges and deep keel sump. Longitudinal stringers intersect the floors and carry the shroud chain plates.

The deck also uses $\frac{1}{4}$ " balsa core on all horizontal surfaces with marine plywood forming the core at hardware attachment points. Nonskid surfaces are molded and have proven to be very effective and easy to clean. Deck hardware under load is backed with $\frac{1}{4}$ " aluminum plate.

Centerboard: The board is essentially an extension of the keel. Its airfoil section is 4" thick with a 12:1 chord ratio. Windward performance is dramatically enhanced with the board down. The centerboard is raised and lowered via rope pennant and winch at the cockpit. Tartan developed the centerboard system after construction of more than 1600 keel-centerboard auxiliaries from 27 to 37 feet. Outside ballast at 7600 pounds assures sail carrying capability. An optional fin keel with a draft of 7'6" is available.

Cockpit: Seat hatch to port and two lazarette hatches access the after spaces for stowage. A molded helmsman's seat provides good vision from centerline steering position. The pedestal steering system is equipped with a 48" destroyer wheel, transmission and throttle levers mounted on pedestal, also a brake and pedestal guard. A 5" binnacle compass is installed. Recessed engine instrument panel forward of helmsman to starboard.

Edson high capacity manual bilge pump mounted to port. Two cockpit sole gratings over sumps drain the cockpit well quickly. Cockpit sole 6" lower than companionway sill. All cockpit seating designed for comfort.

Deck Detail: Teak toe rails are fastened with stainless bolts on 8" centers. The deck to hull joint is butyl caulked on a 3" hull flange. Stanchion sockets are heavy stainless steel set inboard of the toe rail. Light and ventilation are provided by eight 4" x 17" opening aluminum port lites, two 4" x 14" to aft cabin spaces, and four aluminum deck hatches of various sizes. Two 4" dorade type cowl ventilators are positioned over quarter cabin and galley. All halyards are led aft to the cockpit through clutch operated stoppers. The self tailing main sheet winch is also situated at the aft end of the house. Self tailing Lewmar #52 winches are located on a low coaming with direct leads from the inboard or outboard genoa track.

ACCOMMODATION:

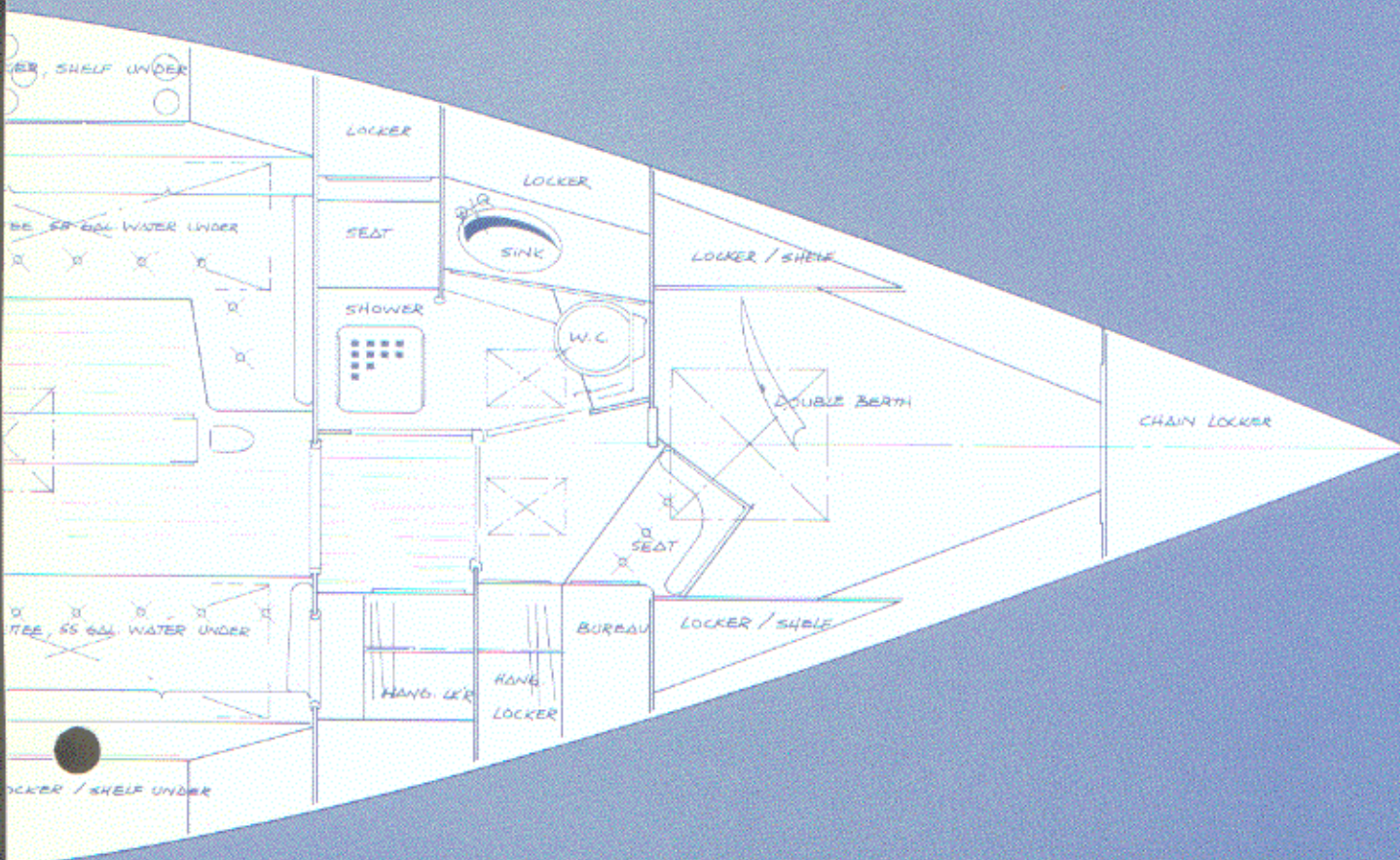
Finish: Teak joinerwork, cabinetry, and solid trim. Teak sole with contrasting strips of holly. Pressure laminate counters. Designer selected interior fabrics. Teak grab rails.

Forward cabin: A "V" berth 6'6" long. Two cedar lined hanging lockers, a bureau, and a dressing seat. Shelves and lockers and further under bunk storage.

Head: Port side forward. Separate stall shower, sink, and toilet. Extensive lockers for linens and supplies.

Main Cabin: U-shaped settee to port and straight settee berth to starboard. Drop leaf table. Very extensive lockers outboard.

Galley: Port side U-shaped with two stainless steel sinks, standard 3 burner compressed natural gas stove with oven. Propane



is optional. Hinged trash bin under sink. Large 10 cu. ft. heavily foam insulated ice box. Water cooled mechanical refrigeration optional.

Navigation station: Aft on the port side. Opening port to communicate with the helmsman. Plenty of room for electronics. Full sized chart table.

Quarter cabin: Starboard side large double berth 58" wide by 6'7" long. Bureau and large cedar hanging locker. Second head optional.

MECHANICAL AND ELECTRICAL:

Power: 4 cylinder 33HP Universal 40 diesel, fresh water cooled, cold weather starting aid, full instrumentation, engine alarm, primary and secondary fuel filters. 2:1 reduction gear, 2-blade 17" diam. bronze propeller, interior stuffing box, external strut bearing. Water-lift exhaust silencer.

Electrical: 2-105 amp hour batteries, 3rd battery optional. Master switch, 55 amp alternator. 14 gauge stranded copper wiring minimum, solderless terminals, chafe-protected. 15 place circuit breaker panel in navigator's station with provision for 9 additional circuit breakers if needed. Shorepower 110 volt/30 amp inlet, 50' cord; outlets in galley, head, owners cabin, and main cabin.

Lighting: Dome and berth lights, fluorescent fixtures in head and cabin. Special red and white lighting in nav station. Pulpit mounted navigation lights to meet international standards.

Plumbing: 110 gallons of water in 2 aluminum tanks; 47 gallons of fuel in an aluminum tank; 16 gallon holding tank with deck pump-out; 12 gallon water heater operates from engine and shorepower. Bronze and stainless ball valves (90° throw) on all thru-hull, Teflon seats.

Pumps: Manual Edson diaphragm bilge pump, electric bilge, and sump pumps. Pressure water system; secondary foot pumps for fresh and salt water in galley.

SPAR, RIGGING, AND EQUIPMENT:

Mast: 6061-T6 aluminum alloy 8.4" x 4.9" "D" shaped section. White ESP coated. Stainless T ball tangs and backstay link plates. Steaming light and foredeck illumination. Double spreader rig with airfoil shape tapered aluminum spreaders. Cast aluminum mast collar.

Boom: 6061-T6 aluminum alloy 6" x 4". 4:1 internal outhaul exits near fixed gooseneck. Internal jiffy reefing system led aft to the cockpit. All appropriate gear and lines.

Rigging: Stainless steel 1 x 19 wire rope standing rigging throughout appropriately sized. Forged bronze chrome plated open center turnbuckles with integral toggles. Rigging grounded. Running rigging braided Dacron, pre-stretched main halyard. Genoa halyard wire rope with braided Dacron tail. Vinyl coated stainless topping lift.

Hardware: Two 2-speed Lewmar #52 self-tailing aluminum genoa winches. One Lewmar #43 self tailing main sheet winch. Two Lewmar #43 winches for halyards, reef lines, and centerboard. All lines led aft to cockpit through rope clutches. Wide sheave roller bearing lead blocks. Harken ball bearing travellers for mainsail and babystay with integral control line systems.

Miscellaneous: Emergency tiller, 3 lock-in winch handles and other equipment appropriate to this size yacht. All equipment and specifications subject to change without notice.

THE TARTAN 40. EXCELLENCE, NOT EXCUSES.



101 River St., P.O. Box 127, Grand River, OH 44045. Tel. (216) 354-5671

TARTAN 40 PRINCIPAL DIMENSIONS:

L.O.A.	40'3"
L.W.L.	31'7"
Beam	12'8½"
Draft (C/B up)	4'9"
(C/B down)	8'5"
(Deep Keel)	7'6"
Ballast	7,600 lbs.
Displacement	
(C/B)	17,800 lbs.
(Fin Keel)	17,250 lbs.
Sail	
I (Foretriangle height)	51'
J (Foretriangle base)	16'
P (Mainsail luff)	45'5"
E (Mainsail foot)	14'
Sail Area	727 sq. ft.
Diesel	Universal 40
Berths	6-7

