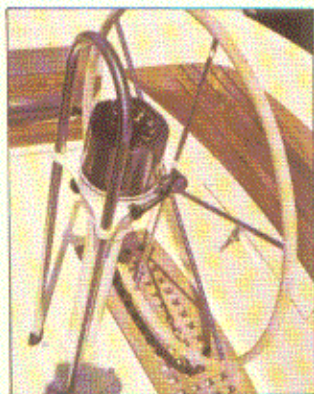


TARTAN 37



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Prospective owners for a boat this size are faced with a choice between a "cruising," character-oriented boat that compromises sailing qualities for below-decks volume, or a performance-directed design with associated draft, handling and accommodations considerations. The Tartan 37 is neither of these: she is a fast, able boat, responsive and a pleasure to sail. Shoal draft increases her range of sailing activities as well as the waters in which she may sail. A generous below-decks plan provides comfortable and private accommodations, whether underway or in port. Wide walkways make moving about on deck easy and secure; her low coachroof insures good visibility for the helmsman and complements a pleasing shear. Both above and below, tasteful joinerwork gives the boat an attractive, warm look and feel. And Tartan's manner of construction has traditionally resulted in boats with long and trouble-free life.

HULL & DECK

Construction: Hand lay-up fiberglass of high glass content mat and woven roving with uni-direction roving in stress areas and balsa-coring in the underbody. A strong hull, well-prepared for offshore sailing. Deck, balsa-cored for stiffness, is mechanically fastened, the joint bedded with butyl and polysulfide. There is non-skid pattern on all horizontal surfaces.

Centerboard: With lead ballast of 7,500 lbs. and a half-load displacement of 15,500 lbs., the Tartan 37 is a fully-ballasted vessel. Her centerboard gives additional windward pointing ability and can be used to balance the helm for effortless steering. From experience building more than 1,000 keel-centerboard auxiliaries, Tartan has developed a centerboard-adjustment design so simple and free-running that the pennant can be changed while afloat.

Cockpit: High, comfortable, raked coamings. Teak slat seats port, starboard and over the lazarette hatch. Sail stowage hatch to starboard. Elevated helmsman's seat with raised coaming-seating outboard.

Primary winches forward of, but accessible to, helmsman on coaming platforms. Pedestal steering with 32" destroyer-type wheel and 5" compass; throttle and transmission controls on pedestal. Engine instrumentation, including tachometer, recessed in starboard cockpit side. Storage lockers port and starboard of helmsman's position. Cockpit sole 6" lower than companionway sill. Teak grating aft with two 1½" scuppers draining overboard. Manual diaphragm bilge pump cockpit-mounted.

Deck detail: Tapered, teak toe rails at shear with ¼" stainless steel bolt-fastenings. Low, straight coachroof profile with teak grab rails over entire length. Double-rail bow and stern pulpits with lifelines. Large mooring chocks forward. Cast aluminum stem head fitting with stainless steel tang. Four mooring cleats. Cast aluminum mast collar expressly designed for rubber chocks and leading additional halyards. Molded companionway hatch cover.

ACCOMMODATION

Forecabin: Fully qualifies as owner's stateroom with two hanging lockers, bureau, ample shelf space, separate door closure to a dressing area, and private access to the head compartment. Two large berths with 4" foam mattresses and removable nylon fabric covers. Bridge with cushion provided to form, if desired, one continuous forward berth.

Head: Marine toilet, located above waterline, with holding tank. Shower with teak grate. Stainless steel sink. Pressure hot and cold water. Deep storage shelves with sliding doors.

Main cabin: 11'9" beam easily allows for pilot berth behind transom berth to starboard. Transom berth pulls out for full-width sleeping; upholstered with comfortable back-rest for use as seat facing dining table; back rests open to large bin lockers. The portside is for lounging and dining with large L-shaped seat and drop-leaf table, which stows vertically on the forward bulkhead when not in use. Seat backs open to large lockers; above are bookshelves and additional closed stowage.

Navigator's station: Aft and to port is the full-size chart table with separate navigator's seat, inboard and lower than the

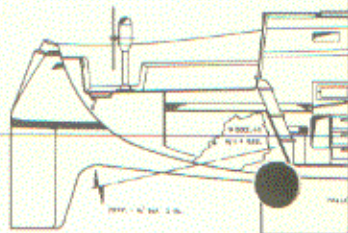
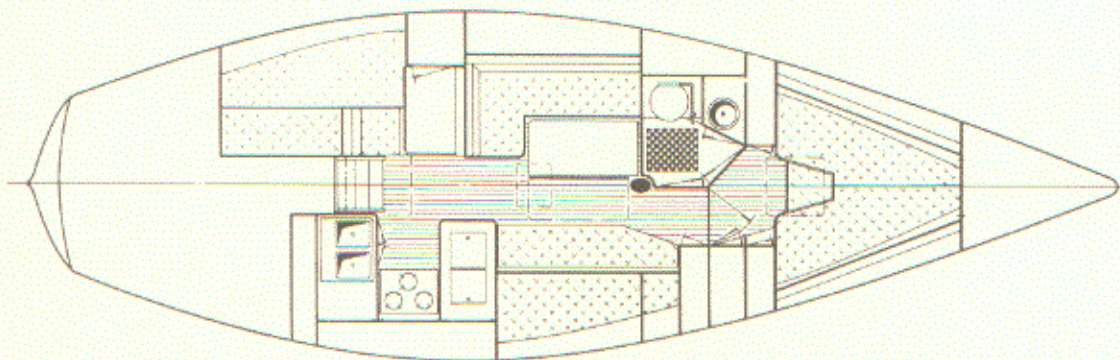
navigator's quarter berth. Beneath the table are chart compartment and a 3-drawer bureau; alongside are a locker and shelf for sextant, tables, electronics, etc. (not provided); electrical circuit breaker panel is positioned over the table with additional space for instruments. Berth expandable to a double by insert with cushion above navigator's seat. Engine compartment, alongside, is accessible through port side as well as from forward end.

Galley: Located to starboard. Well-insulated, 7-cubic foot icebox with shelves, grating and teak partitions runs athwartships with counter over. Outboard running fore and aft is a 3-burner alcohol stove with oven. Athwartships aft is a counter with deep, double, stainless steel sink with pressure hot and cold water. Dish, cup and cutlery lockers are located outboard while dry goods storage lockers are positioned aft.

Finish: The main cabin and house sides are finished in a warm combination of imported woods; the cabin sole is straight-grained hardwood, lightly varnished. Hatches run longitudinally throughout the sole. Removable dust pan forward; teak grating at foot of companionway. Teak grab rails on house sides.

Ventilation: Four Dorade boxes with two cowl vents and two exhaust vents promote circulation of air throughout the boat regardless of weather. 24" x 24" translucent, opening, aluminum-framed hatch over owner's stateroom; similar 13" x 17" hatch over main cabin. Eight 4" x 14" opening ports add ventilation to forecabin, head, main cabin, galley and navigation station.

Storage: Only after one has lived on board a Tartan 37 will the abundance of storage be fully appreciated. In addition to the 6 drawers, 10 storage lockers, 2 bureaus, and 3 hanging lockers, there are added storage areas under forward and aft berths. The main cabin alone has more than 20 cubic feet of storage, all behind sliding or hinged doors; there are 11 cubic feet in the galley above counter level and behind sliding doors. There are also shelves above berths, for the navigator and even a special tool bin close to the engine compartment.



MECHANICAL & ELECTRICAL

Power: We have chosen the 40 Hp. Westerbeke 40 (4-107) diesel for its reliability, low operating cost, reduced fire hazard and proper power. Included are fresh-water cooling, a cold-weather starting aid, full instrumentation, engine alarm, primary and secondary fuel filters and 2:1 reduction gear. The 1" diameter, special-alloy stainless steel shaft, running through an interior stuffing box and water-lubricated strut bearing, turns a 16" diameter 2-bladed bronze propeller (folding propeller optional). Engine noise is muffled by insulated engine spaces and a water-lift exhaust system, exiting at the transom.

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: Bronze and stainless steel ball valves on all thru-hull fittings. Tankage for 90 gallons of water in two tanks and 50 gallons of fuel. Pump for pressure water plus electric and manual bilge pumps. Water is heated in a 12-gallon tank either from the engine's heat exchanger or via shore power.

SPECIFICATIONS

L.O.A.	37'3 1/2"
D.W.L.	28'6"
Beam	11'9"
Draft (Board up)	4'2"
(Board down)	7'9"
Ballast	7,500 lbs.
Displacement	15,500 lbs.*
Sail area	625 sq. ft.
Dimensions: I	47'0"
J	16'0"
P	41'6"
E	12'0"

Design Sparkman & Stephens

*measured at datum waterline; actual weight and associated draft will vary.

SPARS & RIGGING

Mainmast: 6061-T6 aluminum alloy, .188 wall thickness, 38,000-lb. minimum tensile strength, 8.8" x 5.5" 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 airfoil-shape spreader rig with tapered aluminum spreaders. Bow light mounted below spreaders.

Boom: 6061-T6 aluminum alloy, 6" x 4" deep oval section. 4:1 internal outhaul system exits near gooseneck. Winch mounted for adjustable jiffy-reef system. Fixed gooseneck. All appropriate gear installed.

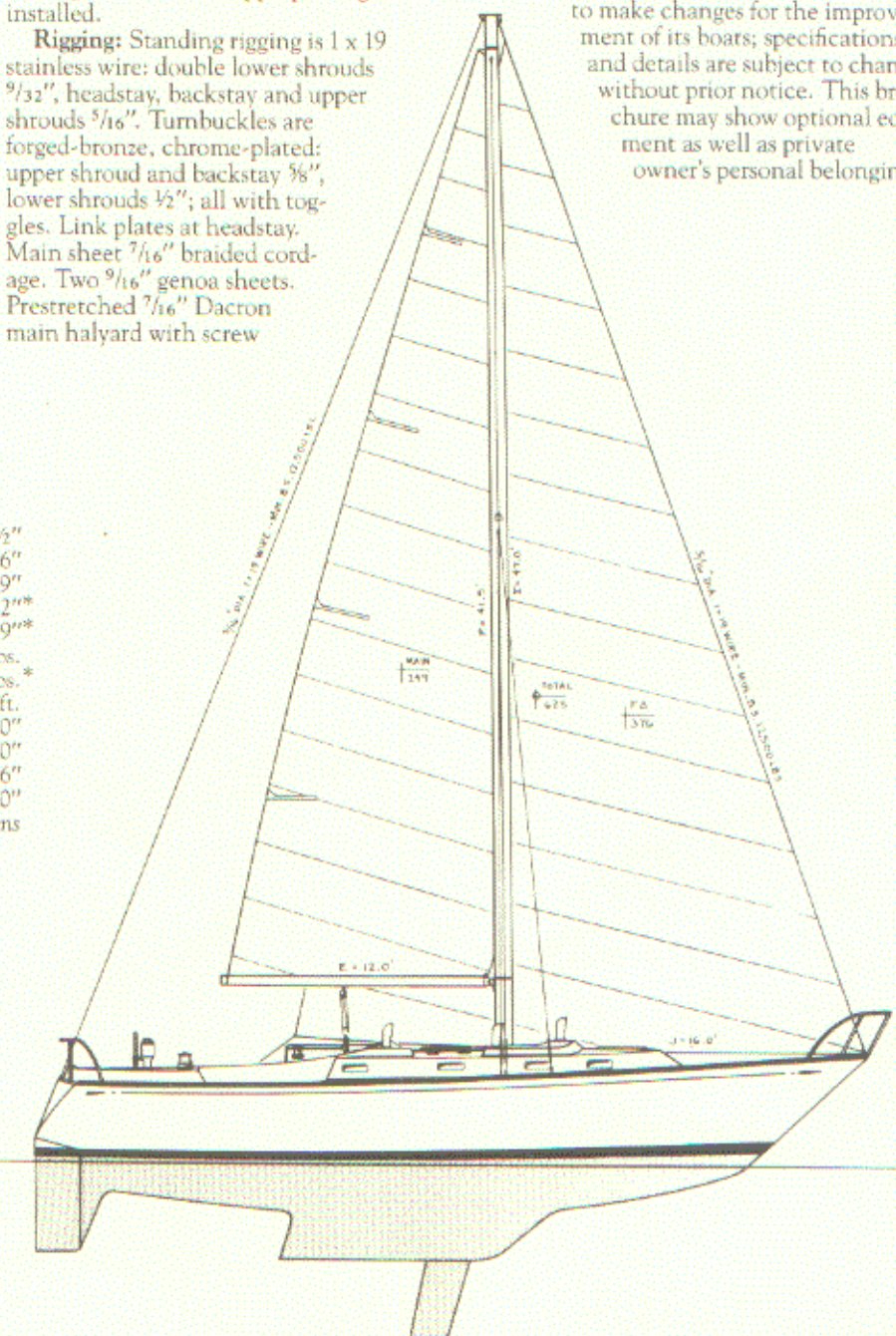
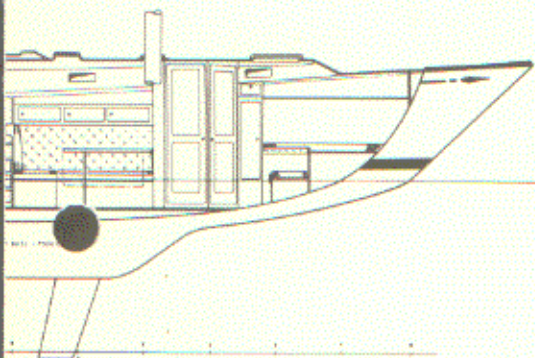
Rigging: Standing rigging is 1 x 19 stainless wire: double lower shrouds 9/32", headstay, backstay and upper shrouds 5/16". Turnbuckles are forged-bronze, chrome-plated: upper shroud and backstay 5/8", lower shrouds 1/2"; all with toggles. Link plates at headstay. Main sheet 7/16" braided cordage. Two 9/16" genoa sheets. Prestretched 7/16" Dacron main halyard with screw

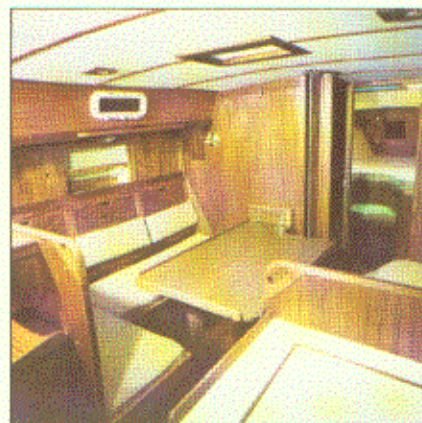
headboard shackle to eliminate strain on wire/rope splice when reefed. 3/16" wire with 7/16" rope tail for genoa halyard. Pennant halyard to masthead. 7 x 19 wire mainboom topping-lift 1/8" diameter. All rigging is lightning grounded. Port and starboard genoa tracks with associated rigging and snatch-blocks. Roller-bearing mainsheet traveller with adjustable stops.

Winches: Genoa sheet winches, halyard winches, mainsheet and centerboard winches are standard. Two locking and one regular winch handles are supplied.

MISCELLANEOUS

Much other detail and equipment are supplied with a Tartan 37. Among them are emergency tiller, anchor and rode, fog horn and bell, 6 life preservers, two fire extinguishers. Please consult your dealer or Tartan for particular unlisted equipment. Tartan reserves the right to make changes for the improvement of its boats; specifications and details are subject to change without prior notice. This brochure may show optional equipment as well as private owner's personal belongings.





TARTAN 
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