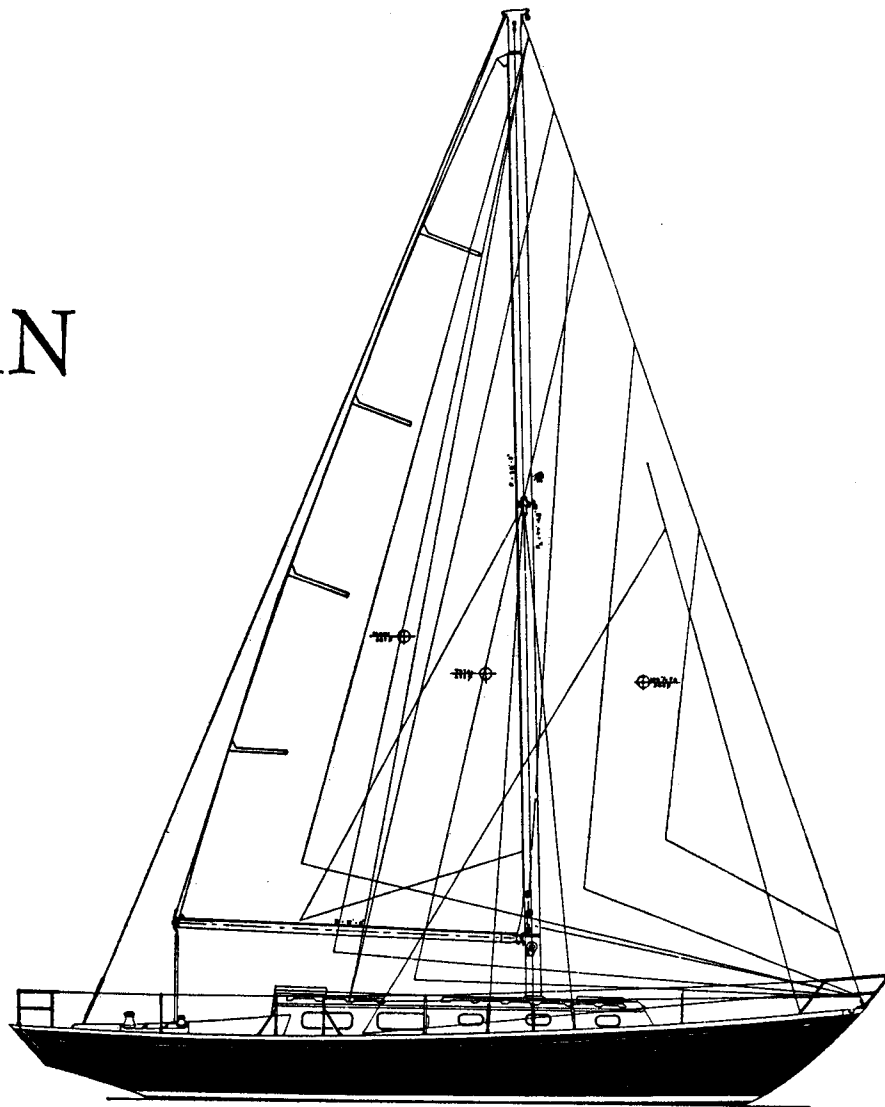


TARTAN

37



Douglass & McLeod Plastics Corp.

Box 27 — 320 River Street

GRAND RIVER, OHIO 44045

TARTAN 37

BUILDER: Douglass & McLeod Plastics Corp.
320 River Street
Grand River, Ohio
Phone (216) 357-5592

DESIGNER: Ted Hood
Marblehead, Massachusetts

SPECIFICATIONS

LOA — 37'	Length cockpit — 9'1"
LWL — 25'6"	Head room main cabin — 6'2"
Beam — 10'6"	Head room fore cabin — 6'2"
Draft (board up) — 3'10"	Vertical clearance DWL to mast truck — 48'0"
Draft (board down) — 9'4"	Deck width alongside cabin house — 24"
Draft (keel model) — 5'1"	Fore cabin hatch — clear opening — 20" x 22"
Displacement — 15,700 pounds	Sail area sloop — 596 sq. ft.
1967 CCA Rating (sloop) — 28.7	Sail area yawl — 653 sq. ft.

GENERAL

Douglass & McLeod have been building fine sailing auxiliaries since 1960. We first introduced the Sparkman and Stephens designed Tartan 27 in that year and her continued success is a result of her outstanding racing record as well as the quality of craftsmanship that exemplifies traditional yacht construction.

In 1965 we introduced Black Watch designed by Ted Hood as a development of Robin II. She quickly proved her hull shape to be high performing and has established an enviable racing record on the Great Lakes and East Coast. In addition, the extensive use of fine woods in her construction set her apart as the most distinctive stock boat being offered today.

Tartan 37 is a modification of the Black Watch employing the same hull and deck lay out with an all glass cabin house for those yachtsmen who may not care for the maintenance required in varnished wooden house sides. Additional modifications include the straight line of the coach roof, which makes for a pleasing profile and good visibility, and the conventional lay out below decks. Her above deck trim is teak adding to the reduced maintenance offered in this all glass counterpart of Black Watch.

HULL

CONSTRUCTION:

The hull is moulded of fiberglass mat and roving. The entire forefoot from stern through the forward cabin employs Tensilcor construction to eliminate oil canning and flexing. Additional steel reinforcement to carry the rigging load is provided at stern and transom. Hull thickness varies from $\frac{7}{8}$ " to $\frac{3}{8}$ " depending on strength requirements.

BALLAST:

Lead ballast is cast in place permitting highest possible density at the lowest center of effort. Ballast weight is 4800 pounds in the keel boat.

CENTERBOARD MODIFICATION:

A centerboard version is available. Ballast is increased to 5200 pounds and the integrally moulded trunk houses the fiberglass steel cored board moulded to an air foil shape. Standard specifications include a hydraulic system for board control, with position indicator in the cockpit.

COLORS:

Hull colors are integrally moulded with the laminate to owner's specifications. The recessed cove stripe is painted to the owner's choice of color, or gold leafed as an option.

HANDLING QUALITIES:

Tartan 37's long flat run aft and easy entry produce a light helm on any point of sail when combined with a low aspect, deadwood attached, rudder blade.

ACCOMMODATIONS

From chain locker to lazarette hatch, Tartan 37 is designed to offer uncluttered living room and a generous amount of storage space.

FORECABIN:

V-berths in the forecabin with seat-storage locker between, drawers and below bunk gear lockers enhance a well lighted state room.

HEAD:

The head to port is entered by a panel door to the forecabin or a second door from the main cabin. Dorade ventilators serve the head and main cabin. Sliding door cabinets, bin lockers, and a round stainless sink recessed in counter are all part of this large compartment.

To starboard is a wide hanging locker and a bureau of four shelves. Both are enclosed by panel doors and provide room for clothing storage.

MAIN CABIN:

The conventional main cabin demonstrates the most practical underway accommodation yet derived for comfort. Pilot and transom berth, port and starboard, with drawers and bin lockers below, are 6'5". The pilot berths with lee rails afford privacy, while the slide out transom berths are used for sitting at the table when not opened for berths.

ICE BOX:

The chart table and stainless steel ice box are starboard aft below a book shelf. The wet locker is abaft the chart table.

GALLEY:

The galley affords good locker shelf and drawer space with sea rails. The two burner stove on gimbals is flush with the counter top.

FINISH:

All below deck spaces are finished in white enamel with rubbed teak trim, drawers, and doors. The cabin sole is cork with teak hatches.

WATER TANK:

The fresh water tank located below the cabin sole has a capacity of 95 gallons. Stainless steel sinks are located in the head and galley.

DECK

PLAN:

Sail handling efficiency and safe uncluttered space are the keys to Tartan 37's deck plan. Wide decks alongside the cabin house permit the crew to go forward with confidence, or find ample room to line up on the weather rail. The T-shaped cockpit with after seats facing forward provide for ease in sail handling and the 9' cockpit is accommodating when cruising or moored.

PROFILE:

A traditional tapered toe rail accents a well proportioned sheer line while a low coach roof, still providing 6'2" headroom, affords a pleasing profile and good visibility. Companionway sea hatch is moulded into deck assuring a dry cabin under all weather conditions.

MATERIALS:

All deck hardware is stainless steel, high tensile non-corrosive aluminum, or satin chrome plated bronze. Coamings, toe rails, hatches, grab rails and trim are in select Burma teak.

Two speed Barient No. 22 winches mounted on bases with winch handle stowage, and equipped with all necessary genoa gear are standard equipment as well as the main sheet traveller vital to proper trim.

STANDARD EQUIPMENT

Dorade vent boxes with 3" pvc cowls	Crossed lifelines on foredeck
Complete engine vent system	Stanchion sockets with pad eyes
Companion hatch cover	2 pvc shell snatch blocks
Deck scuppered taffrail	All required running lights
4" deck mounted compass (lighted)	Lucite foreward hatch
#22 two speed Barient winches	Danforth anchor and 150' 5/8" nylon rode
Two 12' genoa tracks (1 1/4") with cars	Fog horn and bell
Main sheet traveller	Coast Guard approved life jackets
Stainless steel pulpit	Laminated ash and mahogany tiller

SPARS AND RIGGING

MAST:

The 8 $\frac{1}{2}$ " x 5" elliptical aluminum mast section is finished with a barrier coat. It is properly stepped on the lead ballast with a dacron boot at the partners.

RIGGING:

All standing rigging is 9/32" — 1 x 19 stainless steel wire. Dacron running rigging is supplied with wire-rope splices for halyards.

BOOM:

The 5" round aluminum boom is fitted with worm gear roller reefing and a ratchet winch mounted internally at the goose neck for out haul.

All necessary blocks, halyard winches, and rigging are standard equipment as well as the mainsail and #3 genoa.

SPECIFICATIONS AND STANDARD EQUIPMENT

Barient #10 winches for main halyard, jib halyard, and main sheet	Mainsail #3 genoa jib
Worm gear roller reefing	Tapered spreaders
7 forged chromed 1/2" turnbuckles	Internal out haul winch
Roller reefing goose neck	Spar stepped through deck
5" circular boom extrusion	Cast custom stemhead fitting
	Stainless 3/8" x 1-1/2" chain plates

MECHANICAL AND ELECTRICAL

The Universal Atomic four engine with 2:1 reduction drives a 15" wheel in aperture. Morse cable controls are used for shift lever and throttle. A full instrument panel with tachometer is mounted in the cockpit. Coast Guard approved ventilation system is installed.

Seven cabin lights are powered by 12 volt system driven by 30 amp alternator. All ships wiring a minimum of 14 gauge.

STANDARD EQUIPMENT

Universal Atomic Four engine	120 amp hour battery
With 2:1 reduction gear	14 gauge 2 wire system
Ready access to engine spaces	Loom wiring to gang terminal boards
30 amp alternator	Fuse panel and circuit breaker
Removable handle Morse reverse gear linkage	4 dome lights
Tachometer, hour meter, oil pressure gauge, thermometer	2 swivel base reading lights
Exhaust loop silencer	1 receptacle shaded bulkhead light

ORDER GUIDE

COLOR OPTIONS

HULL:

Topsides can be molded to any color specifications requested by owner. A wide variety of pigments are in stock from which the builder draws to duplicate color sample. Boot top and anti-fouling paint applied after molding. Boot top colors to specifications. Red anti-fouling standard, specify Pacific, Atlantic, Great Lakes.

DECK:

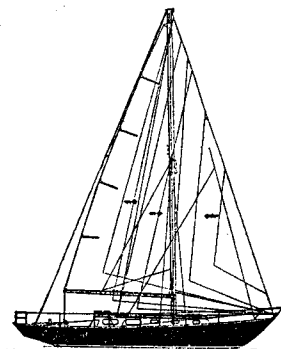
Tartan deck color choices are as varied as hull, though light colors and pastels are recommended. Cabin trunk and deck may be separately molded in two contrasting colors as an option.

MATTRESSES:

Available in sail cloth or vinyl for selection from forty colors. Optional cockpit seat cushions are recommended in vinyl white.

Payment is made in three steps: \$4500 deposit with order, \$5000 when deck and hull of assigned boat are joined, balance on delivery.

The boat is guaranteed under the builder's warranty.



TARTAN 37

ADDITIONAL EQUIPMENT AND RACING GEAR

Douglass & McLeod Plastics Corporation

Box 27 • Grand River, Ohio 44045

Owner _____ Date of Order _____
 Address _____ Date of Delivery _____
 1 December 1968 Dealer _____

TARTAN 37 SLOOP with working sails and all equipment listed in brochure	\$27,700.00	
Keel centerboard with increased ballast	\$1250.00	
Black Watch arrangement plan in lieu of standard	2100.00	
Yawl rig (includes all running and standing rigging, mizzen sail, staysail gear, running backstay)	910.00	
Stern rail (includes adjustable pelican hooks aft and provision for life line gates port and starboard)	195.00	
Signet Mark V Speedometer	195.00	
Signet Mark VI Speedometer with delta control	270.00	
Signet Log for above	245.00	
Constellation 5" Aires Compass mounted flush in aft end of house	190.00	
Orion 4" Compass mounted flush in aft end of house	95.00	
Additional 12 V battery with vapor proof transfer switch	82.00	
Screens for Companionway and Forehatch	55.00	
Shore power 110 V supply with galley receptacle	48.00	
Spreader lights (installed) —	52.00	
Additional Barient ratchet handle	70.00	
Barient lock-in handle	45.00	
Barient plain handle	25.00	
Barient double grip handle	45.00	
Pedestal steering with 5" Constellation compass	1390.00	
Opening 5" x 12" dog type port lites (with screens) each	48.00	
Micarta and stainless minimum windage backstay insulators	82.00	
Depth sounder	165.00	
Name in 4" gold letters (\$16.00) Hailing port in 3" gold letters (\$10.00)	26.00	
Gold leaf (replacing standard paint) cove stripe	60.00	
Spinnaker gear — tapered aluminum pole in chocks, halyard, sheets, topping lift, track and bell socket, 2 additional snatch blocks, 5 additional cleats, 2 additional track slides, 1 #10 Barient on spar	540.00	
2 Additional Barient #16 winches, cockpit pedestal mounted	230.00	
Reaching strut in chocks with pad eyes on spar	95.00	
Sail cover	62.50	
Cockpit seat cushions (full length and across aft seat hatch)	72.00	
Shipping and storage cradle	165.00	
TOTAL		

Sail prices vary by sailmaker and are available upon request.

Prices and Specifications subject to change.

All prices F.O.B. Grand River, Ohio 44045

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