

# TARTAN 34

The decision to make the Tartan 34 a keel-centerboarder was based on Tartan's experience with 500 such boats previously built and the concurrence of Sparkman & Stephens that the advantages of being able to balance the helm on all points of sail, the significant lifting action of up to three degrees on the wind, the flexibility in shoal waters, and the reduced wetted surface off the wind more than offset any added cost. Tartan 34 is a coherent blend of past experience and innovation. She features a high-aspect rig with a high ballast/displacement ratio. Indeed, her weight distribution, adapted from the Twelves, puts as much required equipment and weight (e.g. the engine) as close to the center of balance as possible. Her divided rudder, well aft of a sceptor keel section, is supported along the entire leading edge by a skeg; this provides much greater stability and helm balance, particularly off the wind, than a spade rudder and, as a point of practicability, protection to the vital steering mechanism. Generous waterline and beam measurements account for the spaciousness below where builder and designer have taken advantage of the space to provide attractive and comfortable accommodations.

## HULL & DECK

**Construction:** High fiberglass, low resin content, alternate layers of hand lay-up mat and 24-oz. woven roving. Laminate is  $\frac{5}{16}$ " at sheer increasing to  $\frac{5}{8}$ " at garboards and  $\frac{3}{4}$ " at keel. All bulkheads are secured to the hull with fiberglass laminations. Hull colors, molded in,

are available from a wide selection at no additional charge; cove stripe and boot are painted. 4,800 pounds of lead ballast is located to provide the lowest possible center of effort.

**Centerboard:** The centerboard trunk, located completely below the accommodations, houses a steel-cored fiberglass centerboard, molded in an airfoil shape with a sharp trailing edge. Precise control of board position, via cables, combined with easy board operation from the cockpit, permits optimum centerboard trim under any conditions.

**Rudder:** The skeg-attached rudder supplies a second airfoil lifting-surface aft and allows the helmsman to better feel his boat. The rudder is stainless steel-reinforced fiberglass with a sharp trailing edge, supported at the heel by a manganese bronze shoe. Fairing strips are attached to the skeg to improve flow characteristics.

**Deck:** Sail handling efficiency and safe uncluttered space are the keys to the deckplan; wide decks alongside the cabin trunk permit the crew to go forward with confidence and to find ample room to sit on the weather rail. A traditional tapered teak toe-rail accents a well-proportioned sheer line while the low coach roof (still providing 6'2" headroom below) affords a pleasing profile. 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 select Burma teak. The stainless steel pulpit with lifelines includes stanchion sockets with pad eyes. The hatch forward is translucent and there are two Dorade vent boxes with 3" PVC cowls.

**Cockpit:** The cockpit measures 9'3" fore and aft within the coamings

and there is even room aft of the helmsman for sheet handling. Engine controls (with removable handles) are located in the cockpit wall and a compass is supplied for bulkhead mounting. There is a cockpit hatch for deck-loading of ice into the icebox. Two large scuppers (draining overboard), laminated tiller, and thru-wall manual bilge pump are also provided.

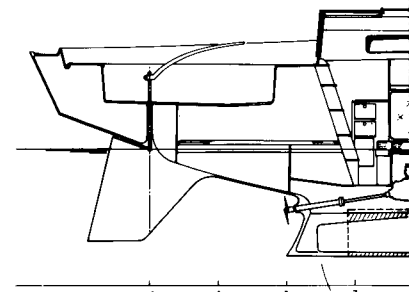
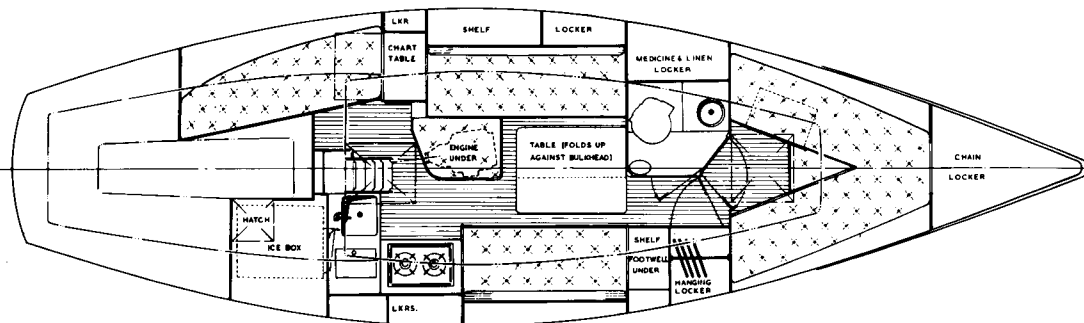
## ACCOMMODATION

**Berths:** Headroom carried into the forecabin is 6'2". Sleeping accommodations for six: V-berths forward are 6'5", quarter berth 7'2", main cabin berths 6'5" to port and 6'7" to starboard. Mattresses are 4" polyfoam with removable nylon covers. A portside pilot berth in the main cabin is available.

**Forecabin:** Two berths. Translucent forehatch and two ports for light and ventilation. Forward, closed off by a door, is the chain locker. Foot locker and seat between berths, shelves outboard above berths, drawers and foot lockers below and storage bins beneath.

**Head:** Two separate entries are provided to the head compartment for privacy and flexibility in usage. A marine toilet with holding tank, lockers and shelves behind and beside plus a stainless steel sink complete the facilities.

**Main cabin:** To starboard, aft of the hanging locker which faces the head, is a fixed berth with shelves outboard; its foot extends in an alcove beneath a 3-drawer bureau alongside the hanging locker. To port a settee covers the engine; the L-shape running forward as a fixed berth which can be made up as a double. The dining table is hinged and stows vertically on the forward bulkhead when not in use. Beneath



these berths, keeping the weight centered amidships, are tanks: 36 gallons of water to starboard, 26 gallons of fuel to port. On the house sides are mounted teak grab rails.

**Galley & navigation:** The galley on the starboard side aft has a gimbaled stove, stainless steel sink and, outboard lockers. Portside aft is the navigator's table and quarter berth. The insulated deck-loading icebox is separated from the food compartment, accessible from the galley below; icebox drains overboard. The absence of an aft engine room beneath the cockpit and companionway opens up a large volume of stowage space not generally available or accessible.

**Finish:** Cabin trunk interior is laminated imported wood. Two main bulkheads are also laminated while all others are finished in white pressure-laminate. Eight fixed ports and windows provide an open, bright atmosphere. The cabin sole is imported wood veneer, lightly varnished, with teak hatches.

**MECHANICAL & ELECTRICAL**

**Power:** A 30 Hp. Universal Atomic-Four engine is positioned forward over the center of ballast, reducing pitching moment in a seaway. Shaft angle is set three degrees to port to eliminate propeller torque. Shaft is 1" stainless steel. Narrow-blade propeller on centerline; folding Martec optional. Two

lever engine control, Coast Guard approved ventilation system with blower, midships exhaust duct and loop silencer. Engine's position makes service particularly easy by simple removal of the insulated box/settee. Instrumentation includes temperature, oil pressure and ammeter gauges.

**Electrical:** 35-Amp alternator. 90 Amp-hour 12-volt battery. Minimum 14-gauge loom wiring to gang terminal boards; 6-place fuse panel. System supplies seven cabin lights (4 dome, 2 swivel-base reading, one shaded bulkhead), all required running lights and compass illumination.

**SPARS & RIGGING**

**Mainmast:** 6061-T6 aluminum alloy, 7½" x 5" elliptical section with integral sail track, properly stepped through deck on the lead ballast assuring rig stability. Tapered, air-foil spreaders. Two halyard winches mounted for main and genoa. Masthead pennant halyard.

**Boom:** 6061-T6 aluminum alloy, 4½" x 2¾" elliptical section with integral sail track, internal 4:1-purchase outhaul with stainless steel car, in-board and outboard jiffy-reef system with complete hardware. Topping lift.

**Rigging:** Stainless 1 x 19 wire, led to knee and flange-mounted chainplates. Wire/rope

spliced halyards, Dacron genoa and main sheets. Fast-pin operated genoa-tack stem-fitting.

**Gear:** Two 2-speed geared sheet winches, mounted on bases with winch handle stowage. 16 feet of genoa track with cars, end stops and #3 PVC-shell snatch-blocks port and starboard. Adjustable mainsheet traveller with mainsheet winch.

**MISCELLANEOUS**

Much other detail and equipment is supplied with a Tartan 34. Among them are anchor plus 150 feet of ⅝" nylon rode, fog horn and bell, six Coast Guard approved life jackets and two fire extinguishers. Tartan reserves the right to make changes for the improvement of their 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.

**SPECIFICATIONS**

L.O.A. ....	34'5"
D.W.L. ....	25'0"
Beam ....	10'2"
Draft (Board up) ....	3'11"*
(Board down) ....	8'4"*
Ballast ....	4,800 lbs.
Displacement ....	11,200 lbs.*
Sail area (Sloop) ....	483 sq. ft.
(Yawl) ....	520 sq. ft.
DWL/Vertical clearance Lbs./Inch immersion ....	807
Design ....	Sparkman & Stephens

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

