

The Real Poopdeck

Chosen to trap myself in this dark and bouncing capsule, a syncopated chorus of lunging and lurching, lifting and bumping, leaning and feinting. Too complex to call a rhythm, the multi-overlapping motions now contradictory and then additive converge with their various nefarious accomplices in the cramped and sloshing head. Unlike a docile cedar bucket which can be moved to the lee, the port-mounted head rises menacingly toward those crew unlucky enough to experience the relative luxury of regularity while sailing on the port tack.

You enter the vessel's smallest room, bravely turning as you latch the door shut. Now you can turn on the light without vexing the helmsman's night vision. Some kind soul before you has dogged the porthole shut, so sea spray is tamed to mere drip, drip dripping. 'Tis so minor compared to random drenchings while on deck that you scarcely resent its cold progress down your back.

Wriggling your foul weather gear past the knees is difficult while standing because your forehead first bangs the door, then the boat rolls the porthole dogs into the back of your skull. Trying to alight upon the tiny porcelain font, you wonder why the pump lever has come to rest in the forward position.

You simply must find a way to get pant legs below the knees in order for this project to succeed, but all garments are jammed between your kneecaps and the door. But you dast not open the door without first standing up to turn out the light, lest it reflect off the white epoxy paint into the helmsman's already salted and tired eyes. The unpredictable lurches and leaps of the vessel bounce you off bulkheads and protrusions until, finally, sartorial bonds are obligingly compressed at the ankles.

The water in the bowl swirls orbits in its own little level-seeking universe as your feet and arms brace against the caprices of gravity. Though the tiny concave gullet may roll with the ship through a brief moment of level on its way back to cranked over to starboard, that is, toward your feet, it threatens constantly to ladle its fresh contents into the helpless folds of clothing pilloried between your ankles. Only then does the magnitude of this irony ignite the worst of your fears.

This is no place for contemplation. Where's the paper? Oh, here. Like everything else in the ship's privy, it hath been anointed by the leaky porthole; and, eco-friendly as advertised, dissolves as you try to peel sheets from the roll. At last a useful wad is gathered, but on contact it disintegrates into myriad tiny pills of pulp. And the contents of the bowl are searching the rim. And you can't pull your pants up past your knees still pressed against the bright white door. And you twist your torso around to see if there is drier paper. And you get an eyeful of brine from the porthole dog. What you really need is to finish up and go back to the cockpit and the fresh, if wet, night air. More moist paper dissolves on your fingertips. And the contents of the bowl are swirling like Orcas about to leap.

Tartan 34C: Design # 1904

By George Colligan

The period 1967-1970 must have been a halcyon time at Sparkman & Stephens. The number and caliber of designs was extraordinary. "Dyna II", "Equation", "Running Tide", "Lightening", "Ragamuffin", the Hinckley 38, the She 31, the S&S 34 and the Tartan 34C, were produced among many others. The Tartan 34C, a shoal draft, centerboard sloop, similar in form to "Finesterre", but with appendages inspired by Olin Stephen's work with "Intrepid", was designed for Douglas & McLeod in 1967. The first boat went to Florida and promptly won her class in the prestigious 1968 SORC. Between 1968 and 1978 the company, which became Tartan Marine, after a fire which nearly ended production, built 525 of these delightful sloops.

The success of the Tartan 34C is attributable to two things: she sails well and looks lovely, a combination that continues to recommend it to a loyal group of owners who, today, are restoring and maintaining nearly the entire fleet of original boats. Of the 525 built, over 450 boats have been recorded in an owners' roster. The Tartan 34 Owners Association comprises 125 owners.

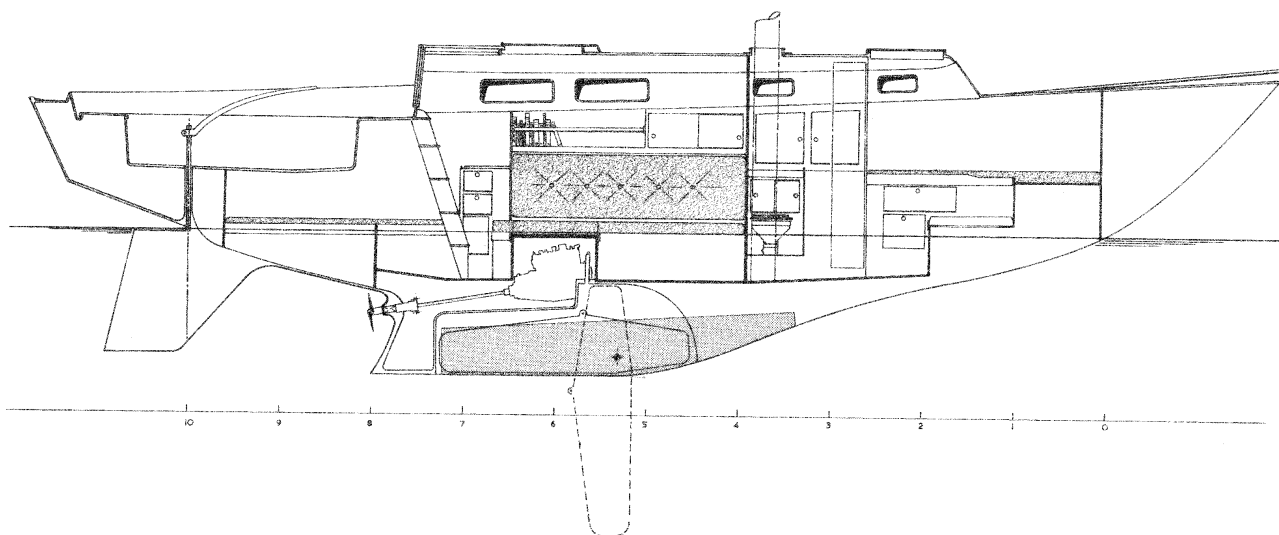
The drawings, attached, show, what would be considered today, a moderately heavy displacement boat with graceful overhangs and a purposeful interior. She has over 6' headroom throughout and with 10'3" beam carried well aft, she has plenty of room in the cabin, and wide decks.

Her engine is, like the S&S 34, over the keel, to bring the maximum weight amidships. The boat has three excellent sea berths, two of which have solid removable leeboards. The icebox is accessible from the long, roomy cockpit. There are excellent stowage lockers and the joinery is mostly teak and of very good quality.

It is no real surprise, looking at the team of designers, that the Tartan 34C has won the Port Huron-Mackinac Race, the Marblehead-Halifax Race, Chesapeake Bay High Point Championship, been successful in the Newport-Bermuda Race, the Marion-Bermuda Race, the Annapolis-Bermuda Race and countless local regattas, and, can boast at least one circumnavigation and thousands of successful cruising miles. The designers of S&S involved with the creation of the boat's plans include: Gerhard Gilgenast, German Frers, Jr., Francis Kinney, Myron Rappaport and Howard Pierce. Along with Olin Stephens and Rod Stephens, they created what has to be considered, based on the aggregate achievements the fleet, one of S&S's most successful boats.

Tartan 34C can, today, be seen almost anywhere you sail in the United States. They are particularly popular, because of their shoal draft, in the Chesapeake Bay. They continue to be in strong demand and to perform admirably for their owners.

George Colligan & Susan Colligan, Owners Tartan 34C - #162, "Temujin"
Homeport: Henderson Harbor, Lake Ontario



SPECIFICATIONS:

LOA: 34'5"
LWL: 25'0"
Beam: 10'3"
Draft: (board up): 3'11"
Draft: (board down): 8'4"
Displacement: 11,200 lbs.
Ballast: 5,000 #
Sail Area: Sloop: 483 sq.ft.
Yawl: 520 sq.ft.

Fuel: 26 gallons
Water: 40 gallons
Engine: Atomic IV.
(However, many are now diesel).
Berths: 6
Spars: Aluminum
Construction: solid GRP hull/cored deck & coach roof.

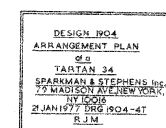
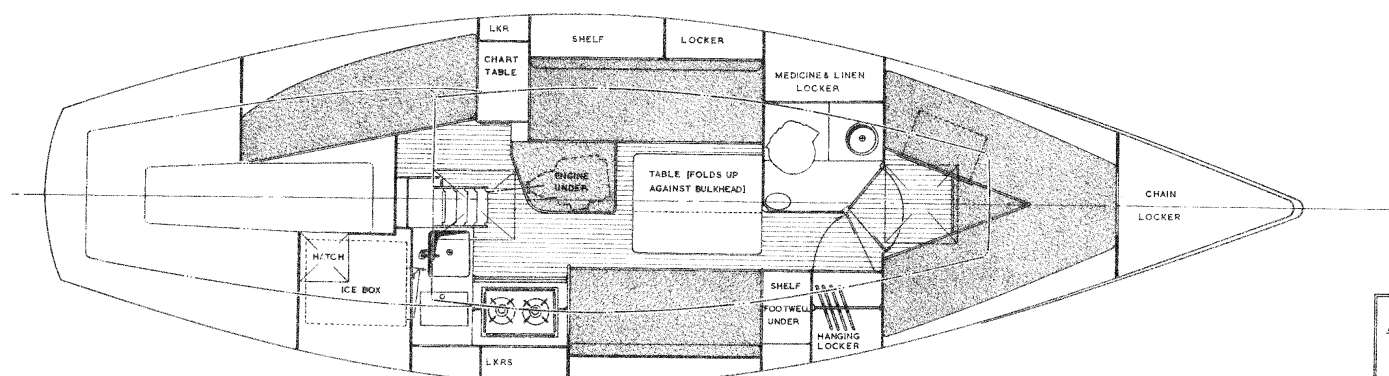
Displ./WL Length Ratio: 320

SA/Displ: 15 (sloop)

Estimated PHRF: 183

Capsize Screening Index: 1.84

Ballast: Encapsulated lead



For further information contact:
www.tartanowners.org/t34.htm
Or E-mail George Colligan:
colligan@northnet.org