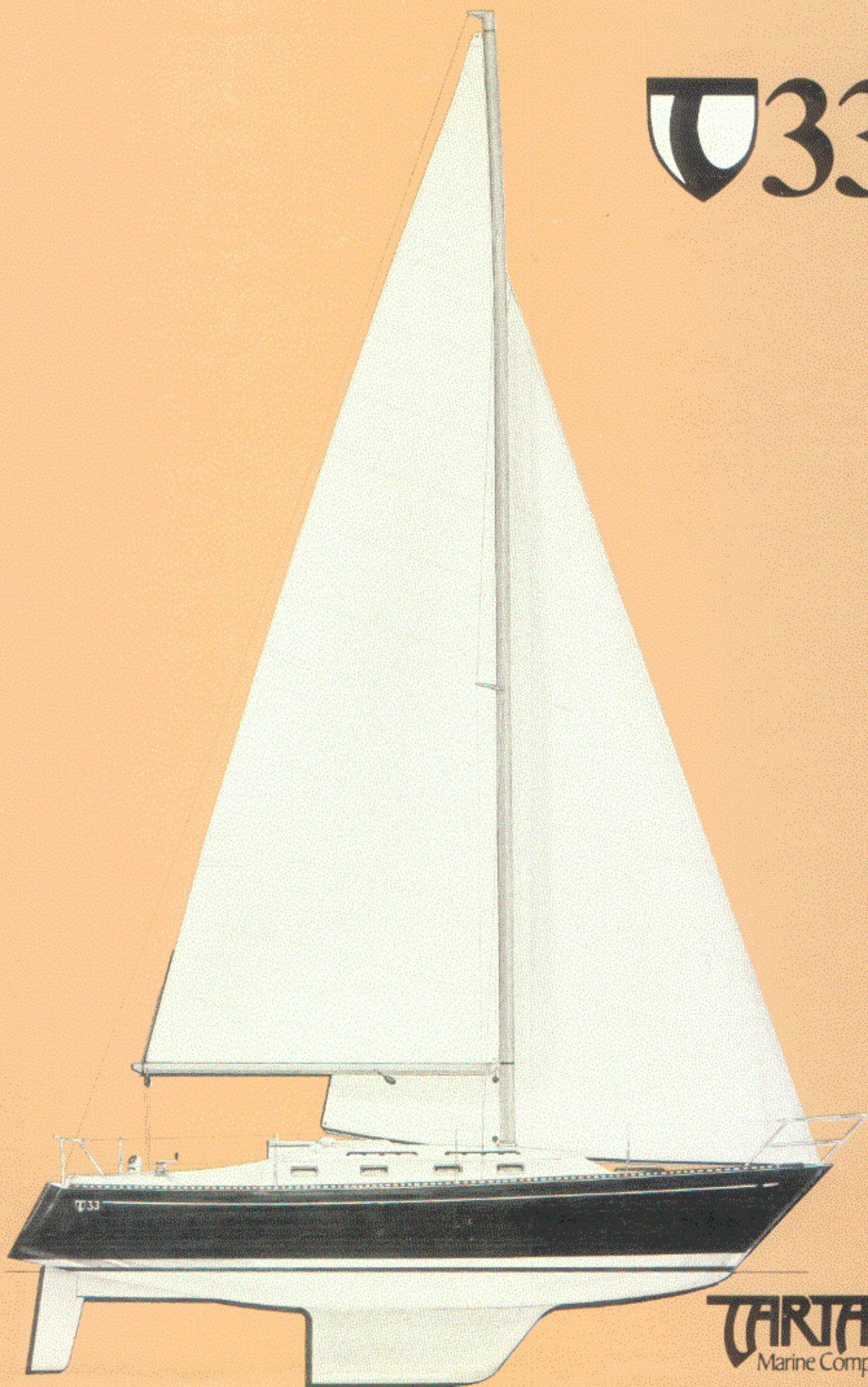


 33



**TARTAN**  
Marine Company



# Performance

Tartan 33 reflects Sparkman & Stephens latest thinking in fast cruising boats, and Tartan's attention to detail and fine craftsmanship.

She is a boat that the knowledgeable sailor will appreciate. She had to be, because 70% of the Tartan's sold every year are purchased by people who have previously owned a Tartan; and Tartan owners are an impressive group of people with an average of 15 years sailing experience.

Fast . . . simply because that is what makes sailing fun, weatherly . . . because someday we all have to get off a lee shore, sea kindly . . . because Sparkman and Stephens designed her and Tartan built her for blue water sailing. The advanced design of the Scheel® keel makes her stiff and yet has the draft that lets you get into your favorite gunk-hole without trouble.

The Tartan 33 7/8's rig makes her ideal for the racing sailor, as well as the cruising couple. Smaller headsails keep the cost of the sail inventory down, as well as the size and cost of the winches. Best of all, the 7/8's rig makes sail handling a joy instead of an awesome task.

Down below, the 33 has the feel and comfort of a much larger boat, with the capability of cruising three couples in privacy. The hand rubbed teak interior is designed for sea going practicality, and provides an atmosphere of traditional warmth not seen on lesser boats.

## CONSTRUCTION

Hull and deck all hand layed up fiberglass, mat, woven roving, and unidirectional roving in stress areas. Balsa coring in both hull and deck for strength with minimum weight, acoustical and thermal insulation. The deck is mechanically fastened, the joint bedded with butyl and polysulfide. There is non-skid pattern on all horizontal surfaces.

## KEEL



The decision to use a Scheel® Keel on Tartan 33 was reached after two months of extensive testing. Upwind, at angles of heel under 30°m VMG-W (velocity made good to windward) was equal to

that of a fin keel with almost two feet greater draft. Off the wind, the lesser wetted surface and frontal area of the Scheel keel was superior to the fin. The Scheel keel was so impressive that we signed an exclusive agreement for use of the Scheel keel on production boats between 31' and 35'.

## ACCOMMODATION

### FORWARD CABIN

Two 6'4" vee berths upholstered foam cushions. Vee berth filler standard. Berths can be removed readily to convert area to sail storage. Two swivel lights.

Large anodized aluminum framed hatch over forecabin for ventilation. Door closes off fore cabin.

### HEAD

Athwartships design for spaciousness. Marine head connected to 19 gallon holding tank. Stainless steel sink with pressure water. Shower provided, with teak drain grating and electric pump. Overhead shower curtain track. Hanging locker and linen locker outboard in head area. Mirror and teak paper holder.

### MAIN CABIN

**Port Side:** Contoured upholstered settee. Pilot berth outboard with teak berth face. Storage lockers under berth.

**Starboard Side:** Settee converts to large double berth. Storage lockers above and outboard with sliding doors. Table accommodates 5 and is hinged to bulkhead to fold out of way when not in use.

### GALLEY

Deep stainless steel sink with pressure water. Hand pump for secondary use. Double burner gimbaled alcohol stove (stove with oven optional). Large lockers outboard of stove with sliding doors. Storage under sink with louvered teak door.



# with Traditional

## NAVIGATION CENTER

Chart table 24" x 30". Contoured navigator's seat with upholstered backrest and seat cushion. Large locker outboard of chart table with teak door accommodates electronics, sextants, and navigator's table.

## QUARTERBERTH

A double berth aft of navigation center.

## COCKPIT

Tee shaped cockpit, with high comfortable coamings, orthopedically angled. 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 recessed in cockpit side. Cockpit sole 6" lower than companionway sill. Two 1½" scuppers drain overboard. Manual diaphragm bilge pump cockpit-mounted.

## DECK DETAIL

Black anodized aluminum perforated toe rail with ¼" stainless steel bolt-fastenings. Low, straight coachroof profile with teak grab rails over entire length. Double rail bow and stern pulpit 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.

## MECHANICAL

We have chosen the smooth 24 H.P. Universal 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, 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

A 100 Amp-hour battery is standard monitored by battery condition meter. The second battery is optional. 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. Navigation lights to meet IMCO requirements; interior lighting with berth and dome lights.

## PLUMBING

Bronze and stainless steel ball valves (90° throw) on all thru-hull fittings. Tankage for 60 gallons of water and 26 gallons of fuel. Pump for pressure water plus electric and manual bilge pumps.

## MAST

7.2" x 4.5" elliptical section 6061-T6 aluminum for maximum strength and deflection control with minimum weight. Spreaders swept back. Welded aluminum backstay crane. Provision for two genoa halyards at the hounds. Main and std. jib halyard internal, and exit to mast mounted winches.

## BOOM

6061-T6 aluminum alloy x 3.5 x 5.0" elliptical section with internal foot groove. 6:1 internal outhaul exits boom to winch (if needed). Two jiffy reefs enter boom at aft end and exit to boom mounted winch.

## RIGGING

Tartan 33 carries 531 square feet of sail. The 7/8 foretri-angle reduces sail inventory requirements and sail changes



# TARTAN Quality

as well as rig and sail expense. It permits easy handling of a few moderately sized sails, appropriate for a husband/wife crew. Upper and lower shrouds are 9/32" diameter 1 x 19 stainless steel wire to chromed bronze open center turn-buckles with internal toggles. Headstay 1/4" diameter 1 x 19 stainless steel wire to link plates at stemhead. Upper portion of backstay 7/32" 1 x 19 wire. Divided portion of backstay is 7/32" 7 x 19 wire with toggle terminations. Rollers on divided portion of backstay run to 4:1 tackle with built in cam cleat convenient to helmsman.

All running rigging is braided dacron. Main and two genoa sheets are 7/16" diameter. Two jiffy reefing lines 3/8". Main halyard 3/8" diameter special low stretch cordage. Genoa halyard 3/8" rope tail spliced to 1/8" 7 x 19 stainless wire with investment cast stainless snap shackle. Masthead flag halyard.

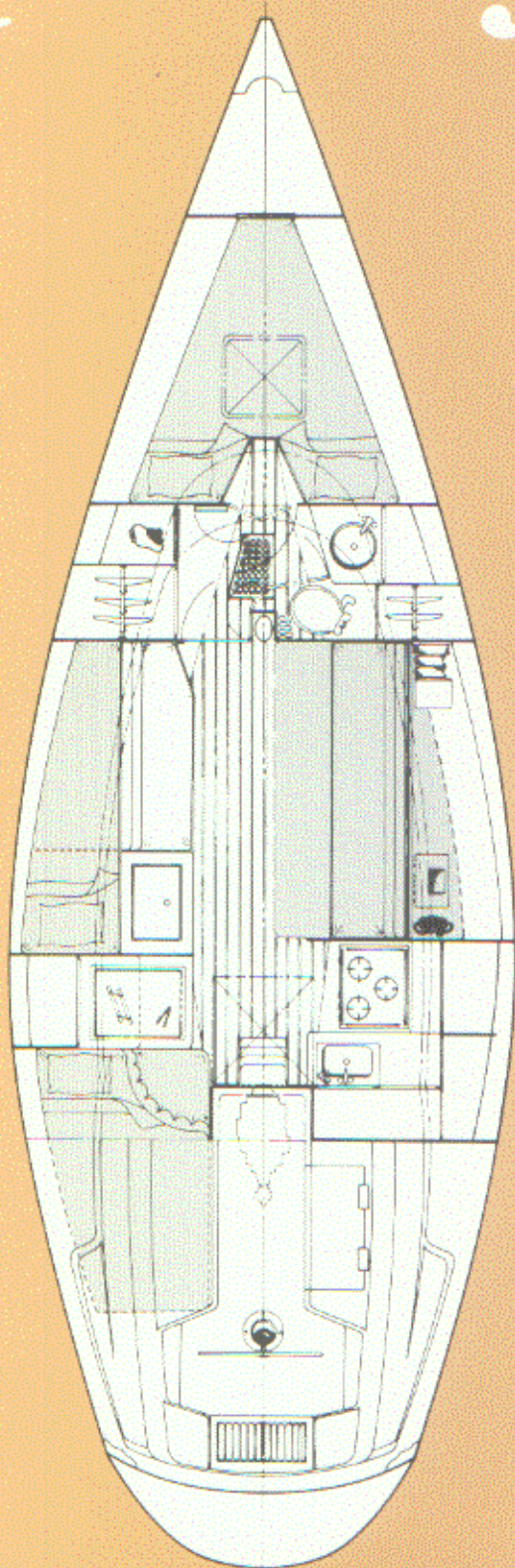
All standing rigging lightning grounded. Roller bearing main sheet traveller with 5:1 roller bearing blocks and built in cam cleat convenient to helmsman.

## WINCHES

40:1 power ratio Lewmar chrome genoa sheet winches, two speed, #8 Lewmar main and genoa halyard winches and #8 outhaul/jiffy reefing winch.

## MISCELLANEOUS

Please consult your Tartan dealer for particulars. Tartan reserves the right to make changes for the improvement of its boats; specifications, details and pricing are subject to change without prior notice.





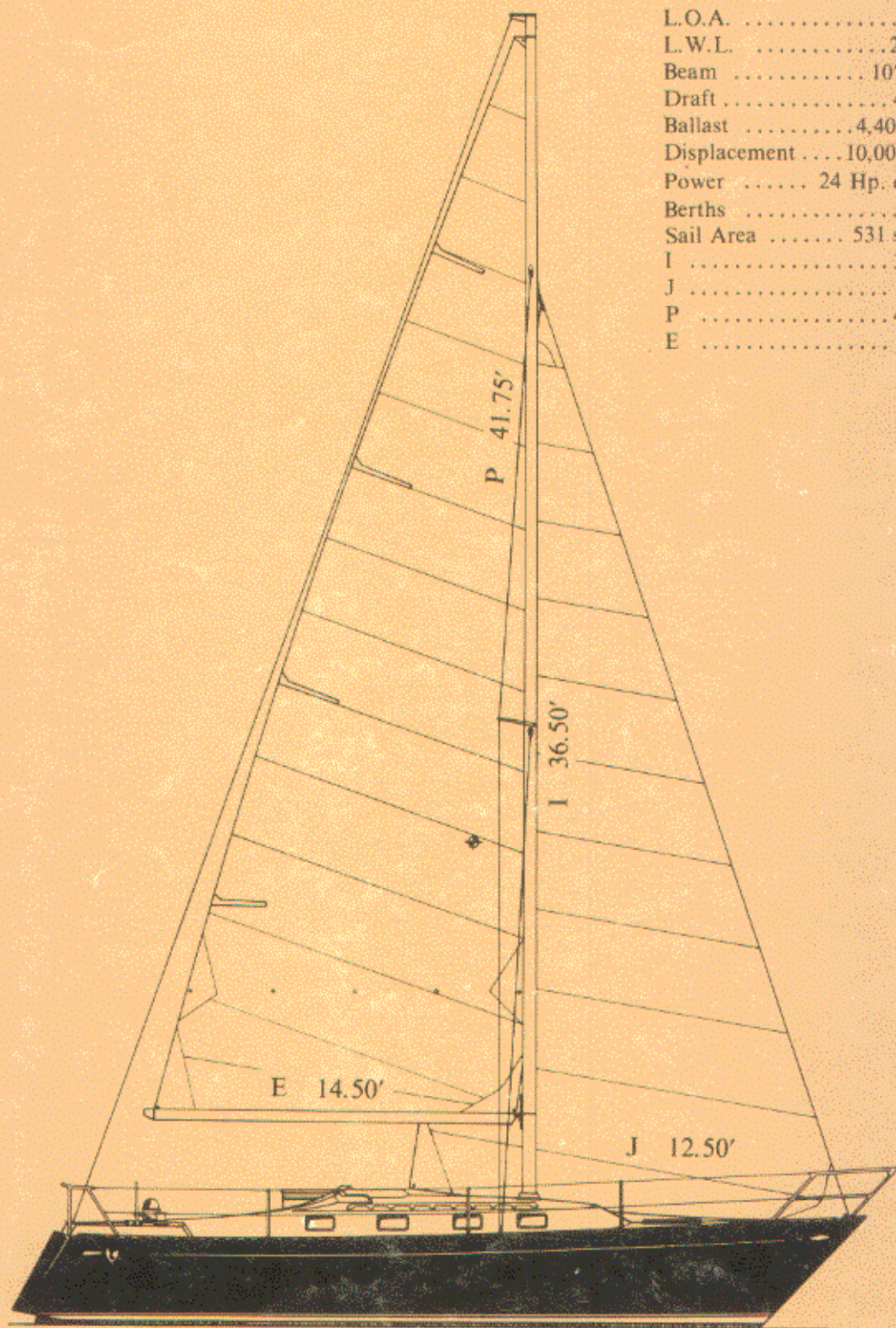
# Standard Equipment For T-33

- Hand lay-up on hull and deck
- Contour® Core construction for rigidity deck, mechanically fastened to hull
- Non-skid pattern molded in
- Lead ballast
- Exclusive Scheel® keel
- Sail stowage hatch in cockpit
- Elevated contoured helmsman's seat
- Pedestal steering
- 32" destroyer-type wheel
- 5" binnacle compass
- Throttle and transmission controls on pedestal
- Engine Instrumentation, including tachometer recess in cockpit
- Manual diaphragm bilge pump
- Double rail bow and stern pulpits with lifelines
- Hard anodized aluminum toe rails
- Full teak interior joiner work
- Nylon fabric cushions
- Teak grab rails, exterior and interior
- Cast aluminum stem head fitting with stainless steel tang
- Four mooring cleats
- Cast aluminum mast collar
- Molded companionway hatch cover
- Marine toilet
- Holding tank
- Shower with grate and separate sump
- Shower curtain track
- Pressure water
- Drop-leaf table
- Full-size chart table
- Electrical circuit breaker power distribution panel
- 6 cubic foot icebox, well insulated
- Deep stainless steel sink at galley
- Teak and holly cabin sole, varnished
- Dorade boxes
- 19" x 19" aluminum framed forward hatch
- Eight 4" x 14" opening ports with screens
- Fractional rig
- Two speed 40:1 power ratio cockpit winches
- Genoa and main halyard winches
- Universal 24 HP diesel engine
- Fresh-water engine cooling
- 2:1 reduction gear
- 1" diameter stainless steel shaft
- 16" diameter 2-bladed bronze propeller
- Water-lift exhaust system
- 100 Amp-hour battery with master switch
- Navigation lights, including steaming light
- Bronze and stainless steel ball valves
- Electric bilge pumps
- Winch for jiffy reef system
- Standing rigging is 1x19 stainless wire
- Turnbuckles, forged-bronze chrome plated
- Link plates at headstay
- All rigging is lightning grounded
- Genoa tracks with associated rigging
- Two snatch blocks
- Vinyl coated stainless steel lifeline and stainless steel stanchions thru bolted
- Roller-bearing mainsheet traveler with adjustable stops
- Two locking and one regular winch handle
- Emergency tiller
- 22 lb. anchor and 150' 5/8" anchor rode
- Fog horn and bell
- 6 life preservers
- Two fire extinguishers
- Ball bearing block  
Main sheet system 5:1
- Genoa sheets—dacron braid
- Wire/rope spliced Genoa halyard
- Low stretch main halyard
- Vinyl covered wire main boom topping lift
- Lightning ground
- Vee berth filler cushion
- Internal jiffy reefing
- Tapered airfoil spreader
- Two burner alcohol stove
- 60 gal. fresh water in two polyethylene tanks
- 26 gal. fuel in aluminum tank
- 19 gal. waste tank with deck pump out



## TARTAN T-33

L.O.A. .... 33'8"  
L.W.L. .... 28'10"  
Beam .... 10'11½"  
Draft .... 4'5½"  
Ballast .... 4,400 lbs.  
Displacement .... 10,000 lbs.  
Power ..... 24 Hp. diesel  
Berths ..... 5  
Sail Area ..... 531 sq. ft.  
I ..... 36.50'  
J ..... 12.50'  
P ..... 41.75'  
E ..... 14.50'



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