

# TARTAN 34C “FROLIC”

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- Tartan Marine, T-34 Classic
- Boat Name: FROLIC
- Year: 1974 (hull no. 313)
- **Current Price: US\$ 17,900**
- **Located in Havre de Grace, MD**
- Hull Material: Fiberglass
- Bottom has had 3 coats of Interlux 2000 sealant
- Includes a red Achilles 9.6 inflatable dinghy (plywood floor), large tubes.

**GENERAL DESCRIPTION:** The Tartan-34C is a traditional Sparkman Stephens CCA racer-cruiser designed in 1969, with wide decks and a generous cockpit that drains well. The companionway is designed for off-shore sailing such that up to three hatch boards can be set to prevent any boarding wave from going below.

When going below there is a well-ventilated quarter berth to port, just aft of a small navigation table with chart drawer underneath. An 18' opening port provides excellent air and light. Immediately to starboard is an L-shaped galley that has a 10" deep sink with a retractable swiveling spray hose. The original, non-functioning pressurized alcohol stove (with oven) has been replaced with a two drawer plywood module and a generous counter top. A single burner, counter-top propane stove/burner and a gimbaled Sea Swing burner provide adequate cooking capability even when underway.

The 'icebox' is accessible from the galley counter as well as from the cockpit hatch. In the main cabin, there is a generous dinette to port that utilizes one of the seat-back cushions to create a large double berth. A bulkhead-mounted drop down table with an extension leaf provides for comfortable seating for five. Under the dinette is a 25 gallon fuel tank and dual, oversized batteries.

The engine is located amidships, along the centerline – a product of smart S&S nautical engineering. Then the easily removed engine cover provides nearly 360° engine access.

To port is an admittedly *small* pilot berth that has a padded bunk board that can be positioned to serve as either a back rest or lee board. Underneath is a 35 gallon water tank that has two access /inspection ports to facilitate cleaning.

Forward of the mast, and to port is a double entry head with a standard WC and vanity sink with pressure water.

To starboard is a generous hanging locker along with three stacked drawers.

Far forward is a wonderful V-berth with lots of foot room and a filler insert with cushion. The two opening ports and overhead hatch provide excellent ventilation.

**What stands out** is the fact that there are NO OPEN CABINETS. All cabinet storage areas are closed with varnished, sliding doors. This creates a very tidy and pleasantly warm interior.

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#### **COMMENTS:**

Most 40 yr old boats have their own unique 'Achilles Heels'. The Tartan-34C is prone to some stage of deck delamination at the forward corners of the cabin trunk and at the port & starboard chain-plates, causing deck cracking. The repairs are very straight forward BUT can be expensive. The centerboard control system has a square shaft that interfaces with a square hole in the CB. The square shaft gradually wears the corners away and/or enlarges the square hole in the CB. The result is that the centerboard cannot be retracted fully up (and will 'droop') or will simply stay fully down. The immediate 'temporary fix' is to mechanically lock/jam the board in the full 'up' position. This is NOT a serious issue as the T-34C sails very well without a CB. In fact, most boat owners sail with their CB fully up, 100% of the time.

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#### **DIMENSIONS:**

LOA: 34 ft - 5 in  
Beam: 10 ft - 4 in  
Draft: 3 ft - 11 in, 8 ft - 4 in (CB)  
Displacement: 11,200 lbs  
Ballast: 5000 lbs

#### **ACCOMMODATIONS:**

- New blue interior cushions (2013)
- V-berth berth (with filler board & cushion)
- Pilot berth (starboard) with padded lee board
- Double berth (dinette to port)
- Quarter berth (port side, aft) with an 18" opening port into the cockpit (screened)
- Bulkhead-mounted drop-down table with extension leaf (accommodates five)
- Recent 3" white vinyl cockpit cushions

#### **GALLEY:**

- Single burner propane counter-top stove
- Gimballed 'Sea Swing' propane burner
- Built-in, cockpit loading, ice box with galley access, also.
- Stainless steel sink (deep)
- Pressure cold water with retractable hand sprayer
- 25 gallon FW tank with two inspection ports for cleaning

**HEAD:**

- Standard WC marine head. A holding tank has been designed (with a cardboard tank mock-up of a commercial tank); an overboard thru-hull with seacock has been installed.
- Double entry head to port with vanity – pressure cold water
- Hanging locker with three stacked drawers to starboard.

**DECK HARDWARE and EQUIPMENT:**

- Edson pedestal steering with compass (recent control cable replacement)
- Enkes-24 primary genoa winches (2-speed) -- 2ea
- Barient-22 secondary winches (single speed) -- 2 ea
- Barient-10 cabin-top spinnaker halyard/topping lift winch
- Mast-mounted Barient-10 (main & genoa halyard winches) -- 2 ea
- Multi-sheet genoa cars (plus 2 snatch block cars (both sides) -- with snatch 4-blocks)
- Boom Vang (4:1)
- Mainsheet (4:1)
- Spinnaker pole (14 ft)
- Horseshoe life rings – (2 ea)
- 25 lb CQR Plow
- 22 lb Bruce
- 75 feet 3/8 chain plus 150 ft x 1/2" nylon anchor rode
- Double lifelines (new top life line)
- Bow pulpit has welded SS brackets & that have been wired for new rail-mounted running lights.
- Mid-cabin top opening hatch (12" x 12") with screen
- Six large snatch blocks

**ELECTRONICS: COMMs & NAVIGATION EQUIPMENT:**

- AH-4000 autopilot (with spare AH-4000 control box)
- Raytheon Ray-398 GPS
- ICOM VHF radio (with rail-mounted & masthead antennas)
- Signet Depth Sounder (internally mounted transducer)
- Uniden depth sounder
- Stereo & FM radio system (not installed)
- Shore-side, dual-battery charger (Dytek 12v-15a)
- 115 VAC (30 amp) shore-power outlet and cord (w/30 amp ends). Also stub adapter for 15 amp extension cord)

**SAILS & RIGGING:**

- Mainsail: Hood Main (new batten pockets)
- Headsails: North 150% RF Dacron genoa; Hood 150% Kevlar genoa; Moorhouse high clew 115% Dacron; North storm-sail (used once).
- Spinnakers: Starcut & Tri-Radial, symmetrical spinnakers; Hood Multi-Purpose

asymmetrical spinnaker (MPS).

- Main & genoa halyards are run internally

#### **ENGINE DETAILS:**

- Universal Atomic-4 (Moyer rebuilt 2008), electric fuel pump, solid-state ignition, freshwater cooled, gasoline inboard, 75 amp alternator, dual HD marine batteries.
- New driveshaft, cutlass bearing, and stuffing box (2008).
- Tachometer (not mounted)
- Engine cylinder compression gage (tool)
- Fuel tank – 25 gal

#### **SAFETY EQUIPMENT:**

- USCG standard -- to include new manual bilge pump; 1500 gph auto electrical bilge pump has not been mounted yet.
- Eight clean & fully serviceable PFDs; two new inflatable PFDs (in the bag)

#### **CANVAS and OTHER MISC:**

- Sail cover – black with hull number (313)
- Large canvas cockpit & coach-roof awning
- Wind scoop for forward hatch
- 35 ft x 1/2" nylon spring lines (4 ea)
- 25 ft x 1/2" nylon breast lines (6 ea)
- 35 ft x 5/8 braided dock lines (2 ea)
- Varnished (folding) boarding ladder; also aluminum boarding ladder.
- Four large (10") fenders
- Companionway & forward hatch have screens
- Four opening ports (with screens)
- Coach roof 12 x 12 opening hatch with screen
- Cockpit table & drink holder (binnacle mounted)

#### **RECENT REPAIRS/IMPROVEMENTS:**

- Edson wheel steering cable replaced in 2009
- Deck delamination repair (at port & starboard chain-plates) accomplished by Fairhaven Yacht Works.
- Deck delamination repair (at forward cabin trunk corners) accomplished by Fairhaven Yacht Works.
- New white topside paint and red boot-top paint by Fairhaven Yacht Works.
- Sliding varnished wood cabinet doors for closing the main cabin open storage bays.
- Main cabin fixed ports have new 'glass' (see "Work in-progress")
- Three coats of 2000 bottom barrier paint
- Fresh paint on interior white surfaces
- Mast wiring has been replaced

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#### **WORK IN-PROGRESS:**

- Replace the two sliding doors in the head
- Paint the remaining white head door panels.
- Install the new 1500 gph electric bilge pump

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#### **STILL NEEDS:**

- Needs a holding tank. A good design has been finalized; commercial marine tank has been identified.
- Audio system (in the box), not yet installed.
- New leather wheel cover (in the box) needs to be installed.
- Re-install AH-4000 autopilot control box
- Re-install Hood roller-furling on head stay
- Will replace batteries (if older than 4 yrs)

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Cruising at 8 knots in 15-20 kts of wind







## **Paint used on FROLIC (2004-05) - - by Fair Haven Yacht Works**

Paint info used on the boat: All topside paint supplied by Akzo Nobel Coatings, Inc.

Hull - U-Tech Part # FLNA 4027 White

Boot - U-Tech Part # FLNA 3062 Coca-Cola Red

Accent - U-Tech Part # FLNA 9163 Gold Metallic

Bottom paint is Interlux Micron CSC (an equal blend of blue #5580 and black #5583)

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This Achilles has an aluminum floor; the red Achilles has a plywood floor







