

Sailing Vessel

“Tortuga’s Lie”

1977 Tartan 37, hull #59

History:

Tartan Marine built 486 of the Sparkman & Stephens designed Tartan 37 between 1976 and 1987 of which “Tortuga’s Lie” is hull #59. She was built in Hamlett North Carolina along with many of her sisterships at the same time producing boats in Grand River Ohio. At some point, there was a fire at the plant in Hamlet and Tartan moved all of their operations to Grand River. The Tartan 37 has gained wide respect among sailing enthusiasts as a boat that will take you to far shores safely while delivering beautiful sailing performances. To my knowledge there have been at least seven T-37’s that have safely circumnavigated and many cruising the Caribbean. Tartan incorporated balsa coring in both the deck and parts of the hull to deliver a stiff yet light boat that can stand up to the rigors of the ocean. Some people that are concerned with a cored hull should not be so with the Tartan 37 for the outer skin of fiberglass is still thicker than most solid hulls built today! The coring ends where there are stress points (bulkheads, structural stringers and thru hulls) and to my knowledge, there has never been an issue of water intrusion on any Tartan 37.

“Tortuga’s Lie” is a centerboard boat drawing 4’-2” making her a perfect choice for those considering the Chesapeake Bay or the Bahamas. The board is designed primarily for the ability to point closer to the wind and not for stability. In fact, I often will sail many months without ever dropping the board. A few years ago, I rebuilt the centerboard and replaced the hinge assembly. I also rebuilt the rudder in the last few years as well. The hull of the boat has a heavy barrier coat to help prevent osmotic blistering. The topsides of the boat are original gel coat and still shine very well. The decks are also original gel coat and are in fair condition. I have been purposely avoiding painting the deck since this then creates a maintenance issue and the slight imperfections of the decks are purely cosmetic and present no cause for concern. The non-skid gel coat on the decks is in near perfect condition, people are often very surprised to find out that it is not freshly painted!

Life in the cockpit is enjoyed under a full dodger-bimini set up protecting you from the elements and I also have a full zippered enclosure when the rain or cold weather hits creating a whole other living space. Above the bimini, I have 2 Kyrocera 135 watt(each) solar panels delivering enough juice to keep up with all of the electrical demands of the refrigeration and house needs. There is a Morning star charge controller keeping the panels from over-charging the batteries. I also have an AmpAir 100 wind generator which is extremely quiet and produces a 3 to 8 amp trickle charge, also regulated. There are also dinghy davits, a cockpit mounted VHF radio, cockpit speakers, Raymarine ST60 wind, speed and depth instruments, Raymarine A-60 color chart plotter, Raymarine ST 4000 + wheel pilot, remote windlass switch, fold-down teak cockpit table, Lewmar #48 self tailing primary winches, Lewmar #32 spinnaker winches, Barient winch for the centerboard and a two-speed Lewmar winch for the mainsheet (I forgot the #). I replaced the mainsheet traveler with a nice Garhauer unit along with a rigid boom vang. Originally, the Tartan 37 came with all plastic Beckson portlights and I have since replaced these with all Hood brand Stainless ports as well as adding two in the cockpit. I have also replaced the

original overhead hatches with Hood stainless hatches as well. I also added an additional small hatch above the V-berth for added ventilation (huge difference!). The original teak grab rails on the coach roof were getting old and thin and for safety reasons, I had them fabricated out of stainless. Now, you don't have to sand and varnish them all the time. Tortuga's Lie has a Schaeffer brand roller furler; she has a Quick brand windlass with capstan. Two anchor rollers off the bow with a Bruce 33# with 30' chain and 150' nylon rode and a Delta 35# with 100' of chain and 100' of nylon rode with a divided anchor locker for each rode. The lifelines were replaced about 4 years ago and the standing rigging was replaced about 6 years ago (approximately). She has an older Hood main still in serviceable condition and a newer (2010) Ulman brand main with 3 reef points Great condition. She has a 100% jib (very good), 135% genny (fair), 150% genny (decent), a storm jib (v.good), a genoa staysail (v. good) all of these by Hood. She also has a spinnaker pole.

Below:

When we first bought This T-37, she was a very stock boat, nothing was wrong with her but she wasn't ever improved upon. She had the original oiled teak trim, old upholstery, plywood sliding cabinet doors. Very stock. I am a woodworker by trade and I took it as a challenge to improve upon the great bones of the boat and make her into something that really shines. My wife and I sanded down all of the interior teak and refinished her with polyurethane (still looks great after almost twenty years). She had plain white Formica countertops in which I added white tile with a custom boarder tile. The upholstery has been replaced, along with the foam with a fairly neutral gray pattern the blends with most décor. The drop leaf table had fake teak Formica on it which made her look cheap. I replaced with a gray granite Formica which blends nicely with the new upholstery. When replacing the portlights, I added a vertical tongue and groove teak treatment on the cabin sides to build out the thickness that the new ports required. I also insulated behind and areas that were not structural with rigid foam insulation. I also fabricated a custom crown moulding to finish off the T&G teak. The ceiling headliner is all new and insulated above with the same rigid foam. While the ceiling liner was down, I re-bedded all of the deck hardware, including the mast collar.

The walls of both the V-berth and the quarter berth came from the factory with birch veneer plywood epoxied to the hull which, when oiled, looked rather dingy. I stripped this plywood off, laminated ribs to the hull, insulated between the ribs and faced it with ship-lapped ash wood strips. This wall treatment is beneficial for added stiffness in the hull (because of the ribs) and will yield a warmer boat in the winter/cooler in the summer because of the insulation plus the aesthetic beauty is undeniable. The original cabin sole is a tiger stipe teak veneer that still shows good. I have replaced the sliding plywood cabinet doors to port with custom teak raised panel doors with an arched panel which is a theme I carried to other parts of the boat bring continuity. This boat originally had a pilot berth which we found acted as a garage and only used for sleeping a few times. I designed and built a storage cabinet in its place that houses: a LED TV with a retractable arm and a Blu-Ray player, a two shelf pantry, two fairly large drawers and also contains the HVAC system (Flagship Brand: <http://www.flagshipmarine.com/>) which is the 16,500 BTU with a heating element. I have also added red LED courtesy lamps at the companionway and midships to guide you along at night without destroying night vision.

She has a large icebox which I have added a Frig-O-Boat Keelcooler refrigeration with a digital thermostat (works great). She has a freshwater foot pump as well as Hot and cold pressure

water, water heater, new water hosing throughout. She has 1-60 gallon water tank and 1-30 gallon giving you 90 gallons of water. She has a Shipmate 3-burner propane stove with oven/broiler. Propane locker with new 10 lb bottle.

She has her original Westerbeke 40 engine with approximately 2680 hours (all original and accurate). She starts immediately and has been very reliable. The injector pump was replaced several years ago and I replaced her raw water pump and heat exchanger last year (2014) along with a new Balmar 80 amp alternator and charge controller. She has a new (2 years old) Flex-O-Fold 2 blade prop. She carries 50 gallons of diesel in an aluminum tank which I replaced a dozen years ago (the old steel one leaked a touch). She has a new Blue Seas circuit panel with digital readouts. She has a new Link Pro battery monitor with 4-6volt golf cart batteries for the house(new 2014) and a starter battery. She has a new digital Kenwood stereo with CD/USB/ and remote control. Two Bose interior speakers and two PolyPlaner cockpit speakers. She had a mix of LED interior lighting and incandescent. Her navigation lights are all LED along with the anchor light.

Specs:

LOA: 37'-3"

LWL: 28'-6"

BEAM: 11'-9"

DRAFT: 4'-2" (bd up) & 7'-9" (bd down)

SAIL AREA: 625 sq.ft. (100%)

DISPLACEMENT: 15,500 lbs