



36' (10.97m) 2023 Tartan 365 #5  
Seattle Washington United States



## OVERVIEW

Manufacturer:	Tartan		
Engines:	1 Volvo Penta	Hull Material:	Composite
Engine Model:		Cruise Speed:	
Engine HP:	29	Max Speed:	
Beam:	12' 0"	Cabins/Heads:	2 / 1
Max Draft:	5' 0"	Fuel Type:	Diesel
Water:	60 G (227.12 L)	Fuel:	35 G (132.49 L)

\$475,840



## Data Sheet

Category: Cruisers  
Subcategory: Cruiser-Racer  
Condition: New  
Model Year: 2023  
Documented Year: 2023  
Beam: 12' (3.66m)  
Max Draft: 5' (1.52m)  
LOA: 36' 5" (11.10m)  
LWL: 31' (9.45m)  
(0.00m)  
Cabins: 2  
Sleeps: 5  
Heads: 1

Fuel Type: Diesel  
Hull Material: Composite  
Hull Shape: Monohull  
Hull Finish: Painted  
Hull Warranty: 2 years  
Air Conditioning: Yes  
Bridge Clearance: 58'

lbs  
Fuel Tank: 35 gal (132.49 liters)  
Fresh Water: 60 gal (227.12 liters)  
Holding Tank: 24 gal (90.85 liters)  
Builder: Tartan Yachts  
Designer: Tim Jackett  
HIN/IMO: MMG36505C323  
Stock #: Hull # 5  
In Stock: Yes

## Engines/Generators

### Engine 1

Volvo Penta  
Inboard  
29HP  
21.63KW  
Fuel: Diesel  
Year: 2022  
Location: Middle



## Summary/Description

This new model is a melding of the latest design ideas from Tim Jackett, legendary Tartan/C&C in house designer. The new 365 offers an innovative interior and cockpit with powerful sailplan, solent rig, self tacking jib and more. Hull # 5 is IN STOCK at our Anacortes WA location.

### 2023 Cruising World Boat of the Year: Best Mid-Size Cruiser

The Tartan 365 moves the performance in “performance cruising” genre into another gear. With her narrow waterline at beam max, fine lines aft, and nearly plumb bow, the Tartan 365 looks ready to fly even when tied to the dock or mooring. That said, her standard carbon-fiber mast and solid lead keel provide a ride second to none available in this size and price range no matter where in the world the building takes place. The Tartan design team was tasked with creating a modern dual-purpose, family-friendly boat with a strong cruising ethos. Tim Jackett and his team have once again proved their talents and created just what is needed in this size at this time.

Don't let the sparkle of the stainless, gorgeousness of teak, intelligence of opening portlights, and ventilation cowls with dorade boxes fool you. The new Tartan 365 is designed to move at a pace unexpected by her competition. Once below, the richness of solid stock cabinets, luxury of custom upholstery, and comfort of properly-designed cabins and furniture remind you why you wanted to come aboard in the first place. Tartan Yachts has created another unmatched jewel. Let's go sailing! From Florida, to California, to the Pacific Northwest, any of our Seattle Yachts Sales Professionals can assist you in the purchase of a Tartan Yacht. Use our Contact Us page to find your closest location.

#### Designer's Notes About The Tartan 365:

Performance in all aspects of design and construction has been the foundation for Tartan design since Sparkman & Stephens laid down the lines for Tartan 27 #1 nearly 60 years ago. The new Tartan 365 wholeheartedly embraces this heritage then, ups the ante.

The Tartan 365 is a bit leaner than other models in the line, and sports a very long waterline. Due to Tartan's advanced laminating resins and reinforcements brought together in our industry leading infusion process, the 365 is very strong, yet displacement remains moderate at 13,160 pounds. This produces an impressive displacement to length ratio of 164 which indicates a slippery and quick design. With a ballast to displacement ratio of 38% and a lightweight, stiff, and strong carbon-fiber mast, the 365 will have great stability. By controlling weight and maximizing stability the 365 can be powered by a tall and efficient CCR sail plan. Upwind with the self-tacking jib, the 365 boasts a sail area to displacement ratio of 20.8. Unfurl the masthead 150% reacher and the sail area to displacement ratio is a robust 29.6. All of this performance is packaged into a deck plan, hardware plan, and rig that make exhilarating sailing a snap for cruising crews.

As with all Tartans, the 365 interior is so much more than those offered by today's fare of cookie cutter, high volume, production boats. Featuring handcrafted North American maple or cherry wood interior, solid stock trim, raised panel doors and cabinet faces, and teak and holly cabin sole all finished with a highly durable satin conversion varnish, the interior is stunning. The two-cabin layout features abundant storage in hanging lockers, drawers, and under seat and berth areas. The galley to starboard is fit with a convenient drawer-style refrigerator that includes an upper freezer section and the two-burner LPG stove is flanked by generous countertop space the cook will appreciate. Directly to port is a comfortable navigation station that doubles as a nice sit down work space. The head aft and to port includes a separate shower with a handy access door to the cockpit locker space. Through the use of the best composite manufacturing processes, the 365 will deliver superior sailing performance while pampering the crew with interior

comfort and elegance.

On deck the Tartan 365 allows a cruising crew or perhaps the occasional racing crew to optimize performance and as with all Tartans, ventilation is given the attention it deserves. The large cockpit is fit with dual, custom, carbon-fiber steering pedestals that weigh a mere four pounds each. The sailing sight lines from each steering position provide excellent visibility allowing the driver to chase that last tenth of a knot or navigate the most beautiful harbor entrance. For the sail tweeker in all of us, all sail controls are led to housetop winches through rope clutches. Wide side decks, with double lifelines and properly placed handholds provide safe and convenient movement on deck. Ten opening portlights, four deck hatches, and a pair of dorade boxes with chromed cowls and stainless steel guards provide ventilation that is second to none. Comfortable, safe, and efficient—the 365 deck is designed to satisfy.

Powered by a lofty carbon-fiber mast, built by Tartan sister company AMP Spars, the now tried-and-true Tartan CCR rig (Cruise Control Rig) drives the 365's slippery hull with ease. Carbon-fiber is simply the best material for a sailboat mast and Tartan is the only performance cruising boat that is delivered with a carbon-fiber mast and boom as standard equipment. The light weight, stiffness, and strength of carbon-fiber increases stability and reduces pitching moment all combined to deliver greater performance, safety, and comfort. Other builders may attempt to duplicate the benefits of a self-tacking jib and off wind reacher, but without the commitment to the best build practices and carbon-fiber spars, they come up short.

Tartan's all new 365 is a further refinement of the brand's commitment to performance sailing for sailors who appreciate the benefits of great build practices and award-winning design.

## EQUIPMENT & DETAILS

### HULL

- NPG Isophthalic gelcoat
- Modified epoxy vinylester laminating resin
- Partially cored with CNC computer cut closed-cell synthetic foam coring
- Locally reinforced in high-load areas
- Laminated in "one shot" resin infusion process eliminating secondary bonding of structural materials
- All hull penetrations made through solid E-glass laminate "core windows"
- Interior surfaces painted out for aesthetics
- Internal structural grid designed to carry rig and keel loads, bonded and glass-taped into hull
- UL and ABS approved, corrosion free Marelon flush through hull fittings
- (3) Fixed deadlights
- Built to meet ABS Plan Certification
- Transferrable 10-year hull structural and blister warranty

## DECK

- NPG Isophthalic gelcoat
- Modified epoxy vinylester laminating resin
- CNC computer cut sealed premium coring
- Locally reinforced in high-load areas
- Laminated in “one shot” resin infusion process eliminating secondary bonding of structural materials
- All deck penetrations made through solid E-glass laminate “core windows”
- Interior surfaces painted out for aesthetics
- Molded nonskid surface on working areas
- 6061 T6 aluminum backing plates added at lamination for all loaded hardware
- Inward-facing hull flange with integrally molded 6061 T6 aluminum bar forming a full length backing plate for hull-to-deck joint
- Hull-to-deck joint fasteners, stainless steel and meet or exceed ABS standard for offshore use
- Hull-to-deck joint bonded with 3M 5200 adhesive sealant

## RUDDER & STEERING SYSTEM

- Twin wheel pedestal style chain and wire rope steering system
- Carbon fiber twin pedestals
- (2) 36” stainless steel wheels
- Stainless steel pedestal guard
- Single-lever engine control with stainless steel handle
- Lighted binnacle compass on each pedestal
- High density, closed-cell foam rudder blade with reinforced skins
- Tapered carbon fiber rudder post
- High density, low friction rudder bearings
- Bronze rudder stuffing box
- Emergency tiller



## DECK HARDWARE

- (2) Harken 35 STC Radial (self-tailing chrome) cabin top winches
- (2) Harken 46 STC Radial (self-tailing chrome) cockpit winches
- Harken self-tacking jib traveler
- 24" x 1" diameter stainless steel stanchions
- 24" x 1" tube double stainless steel bow rail with navigation light
- 24" x 1" tube double stainless steel split stern rail with navigation light
- 1 x 19 double lifelines with port, starboard, and transom boarding gates
- Stainless steel stem fitting with integral bow roller
- Stainless steel 10" bow mooring cleats
- Stainless steel 8" mid-ship mooring cleats
- Stainless steel mid-ship chocks
- Stainless steel 10" aft mooring cleats
- Aluminum toe rail standard, teak toe rail optional
- (2) Harken aluminum winch handles
- Custom stainless steel mast collar with attachment points for mast-base blocks
- Harken turning blocks at base of mast for leading sail controls aft to cockpit
- Spinlock rope clutches on cabin top for aft led sail controls
- Mainsheet led aft to house top winches
- Self-tacking jib sheet led to house top winch
- Reacher sheet blocks
- Traveler taglines led to cabin top cam cleats
- Harken aft lead control blocks
- Companionway hatch sea hood with instrument pod
- Match molded anchor locker lid with latch
- Deck drains to waterline discharge, eliminates hull streaking
- Stainless steel cabin top handrails
- Cockpit mounted manual bilge pump
- Offshore ready, match-molded and gasketed cockpit seat hatches

#### VENTILATION

- (3) Aluminum CE approved deck hatches
- (10) Cabin-side mounted stainless steel portholes with fly screens
- Cockpit-mounted stainless steel porthole with fly screen
- (2) polished chrome 4" cowl vents on composite Dorade boxes
- Lexan sliding companionway hatch with composite hatch boards and trim

#### ENGINE & MECHANICAL

- 30 hp diesel saildrive with two-blade fixed propeller
- 35-gallon fuel capacity in aluminum tank with remote gauge
- Fuel filter/water separator
- High density, foil faced engine insulation
- Engine service access forward, sides, and aft

#### ELECTRICAL

- (2) AGM Group 31 batteries
- 30A battery charger
- Polished chrome and stainless steel interior lighting fixtures with LED lights
- Courtesy floor lighting
- Service lighting in engine compartment and cockpit lockers
- Directional reading lights at berths and main cabin settees
- Directional spot lights in galley and over main cabin table
- 110 VAC ELCI protection
- Shore power cord
- 110 VAC distribution panel
- 110 VAC outlets in each cabin with GFI protection
- 12 VDC metered distribution panel with 12VDC USB outlet
- Battery selector switch
- ABYC compliant color coded wiring throughout

- Stranded, tinned, copper wiring
- All wiring is chafe-protected where it passes through internal structure
- Wiring bundled in PVC conduit with room for future installations
- Electrical bonding system
- Electric sump pump with automatic float switch for icebox and shower drains
- Electric bilge pump with automatic float switch with manual override
- High-water bilge alarm
- USCG approved navigation lights on bow rail, stern rail, and mast

## INTERIOR

- Structural fiberglass timbers taped to hull to carry mast and keel loads
- Structural bulkheads bonded to hull and deck
- Choice of maple or cherry hardwood interior buildout
- Solid stock hardwood trim throughout
- Solid stock hardwood raised panel passage doors
- Polished chrome, mortised door lock sets
- Solid stock hardwood cabinet faces throughout
- Positive lock polished chrome cabinet hardware
- Solid hardwood-faced, dovetail joined, all-wood drawers throughout
- Hardwood-battened overhead with strategically placed access panels
- Varnished teak handrails placed for security in a seaway
- Interior woodwork sprayed with satin finish, solvent and UV resistant two part conversion

varnish

- Varnished teak and holly cabin sole with bilge access lift outs
- Selection of designer fabrics available for interior upholstery

## ACCOMMODATIONS & STORAGE

- Forward cabin with storage lockers, hanging locker, and dovetail drawers
- Approximately 78" x 60" forward berth



- Furniture-grade main cabin settees and seats with contoured cushions
- Maple or cherry cabinets with ventilated raised panel doors throughout
- Storage outboard of main cabin seat backs
- Main cabin table folds up to mast for exceptional available floor space
- Full navigation station
- Navigation lockers with installation space for extensive electronics
- Aft cabin with a double berth, hanging locker, and shelves
- Storage below berths
- Cockpit seat locker
- Cockpit lazarette to starboard
- LPG gas bottle storage in cockpit for 11-lb tank

#### GALLEY & PLUMBING

- Two-burner Force 10 gimbaled stove with oven
- LPG sniffer with automatic shut off
- Maple or cherry-faced cabinetry with raised panel access doors
- Maple or cherry-faced, dovetailed cutlery drawers
- 9" deep, stainless steel, single sink with marine grade galley faucet and manual foot pump with swivel spigot
- Granicoat solid surface galley countertops
- Storage under galley sink through ventilated raised panel Maple or cherry doors
- Built in 12VDC refrigeration
- Hot and cold pressure water with service access to pump and plumbing
- Polyethylene tubing and Whale mechanical fittings for freshwater plumbing
- All below waterline hose connections are double-clamped with stainless steel hose clamps
- Premium marine-grade hoses used throughout
- 60 gallons of freshwater tankage with distribution manifold
- 6-gallon water heater, operates on 110 VAC or engine heat exchanger



## HEAD

- Manual marine head with 30-gallon holding tank
- Deck pump out with vent
- Low-odor premium grade marine sanitation hose
- Holding tank gauge
- Shower drains to sump box with automatic overboard discharge
- Premium, marine-grade head faucet and shower mixer
- Molded Granicoat solid surface counter top
- Stainless steel sink
- Utility storage under sink through raised panel maple or cherry door
- Solid maple or cherry-faced upper vanity cabinet with storage

## SPARS & RIGGING

### MAST

- AMP Spars, painted carbon-fiber mast with integrally molded carbon-fiber masthead
- Double, tapered airfoil aluminum spreaders with machined through bars
- Low friction mainsail track
- 1 x 19 Stainless steel wire rigging with forged turnbuckles
- Internal halyards
- Internal, single-line lazy jack system
- Furler for self-tacking jib
- Furler for masthead 155% reacher
- Mast-to-deck tie rod to carry running rigging loads
- Masthead anchor light
- Steaming light with foredeck illuminator
- Mast wiring conduit
- Custom stainless steel chain plate system links to structural fiberglass grid in hull
- Spartite mast sealing and chock system
- Molded mast boot



## BOOM

- AMP Spars carbon-fiber traditional boom
- (2) Single line reef led aft to cabin-top winch
- 2:1 outhaul led aft to rope clutch and cabin top winch
- Two-part boom topping lift
- Rod vang with tackle led aft

## RUNNING RIGGING

- Polyester double-braid jib sheet, mainsheet
- Polyester double-braid main traveler control lines

## SAILS

- Fully-battened Dacron mainsail with (1) reef, Sunbrella mainsail cover
- Dacron self-tacking jib
- Light weight Dacron 155% (of larger reacher J dimension) masthead reacher

## Disclaimer

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