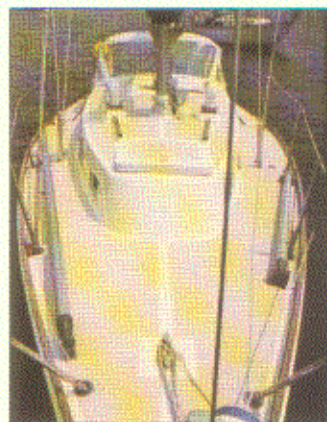


# TARTAN 30



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Previous experience by both Tartan and Sparkman & Stephens contributed heavily to the creation of the Tartan 30, which with more than 500 sailing remains one of the most highly desired cruising and racing auxiliaries. The outstanding resale values confirm the success of the design and the care with which each T-30 is built. A broad, sail-carrying beam, long waterline and modest draft are combined in non-compromising proportion to make the boat light on the helm and keep the skipper in charge under all points of sail. The control of helm has proven to be exceptional and will be particularly noticed by helmsmen unaccustomed to being able to leave the tiller. The designer has maintained the graceful shear line yet introduced a bit of a flare with a slightly hollowed stem and reverse transom. Tartan 30's well proportioned, beamy lines provide a feeling of expanse and room uncommon for a boat of her length. The builder has carefully blended new materials and methods with traditional to achieve a feeling of warmth so often wanting in the glass liners employed today.

## HULL & DECK

**Construction:** Fiberglass. High glass ratios of mat and

woven roving produce hull surfaces able to withstand the punishment of a head sea without "oil canning." The tasteful employment of liners eliminates condensation as well as providing a maintenance-free interior surface.

**Ballast:** Lead ballast of 3,700 pounds is cast and fastened with internally cast 1" S.S. bolts, thus concentrating the keel mass as low as possible. The keel's trailing edge is sharp and its bottom shaped to a V to provide lifting action.

**Skeg Rudder:** Skeg entry for the rudder provides additional lifting surface and eliminates the radical steering behavior of freely suspended blades. The rudder is not entirely dependent on its post, but is attached to the skeg with a bronze shoe. Fairing strips are utilized between skeg and rudder to assure smooth flow. An added benefit to the steering system is the protection for the rudder provided by the skeg.

**Deck & cockpit:** The functional uncluttered deck and cockpit are designed for comfort and service. Teak toe rails, seat hatches, and grab rails maintain character, while a companion-way hatch cover, Dorade vents, and a spray dodger coaming blend into the utility pattern. The cockpit is wide and long with a dual winch island and roller bearing main sheet traveller for sail handling efficiency. A bilge pump is standard and is easily accessible from the cockpit, per U.S.Y.R.U.

offshore requirements. Dodger coaming is molded.

**Hardware:** Three mooring cleats and four chocks make up the necessary dock-side equipment and, for offshore work, stainless steel pulpit and lifelines (including stanchion sockets equipped with pad eyes) are provided as standard equipment. The supplied compass mounts in the aft wall of the low-profile house. There are two Dorade vents with 3" PVC cowls.

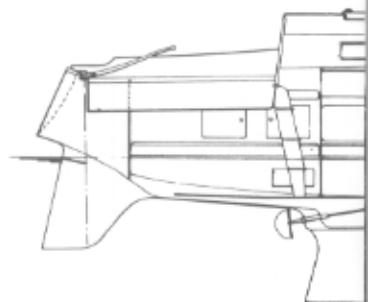
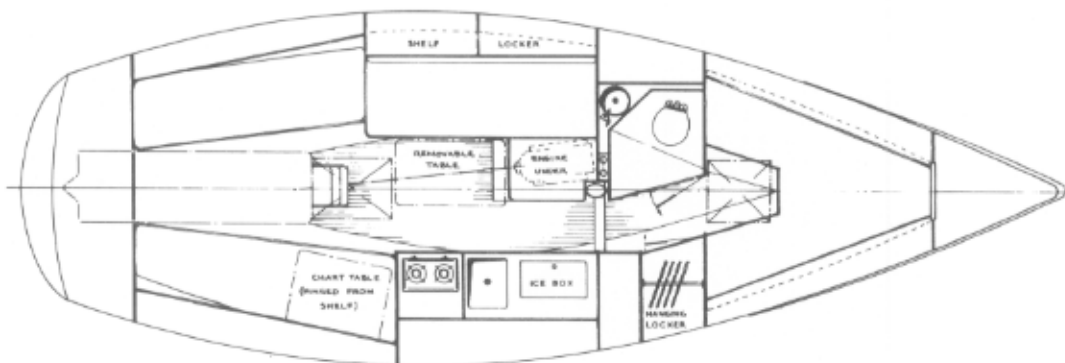
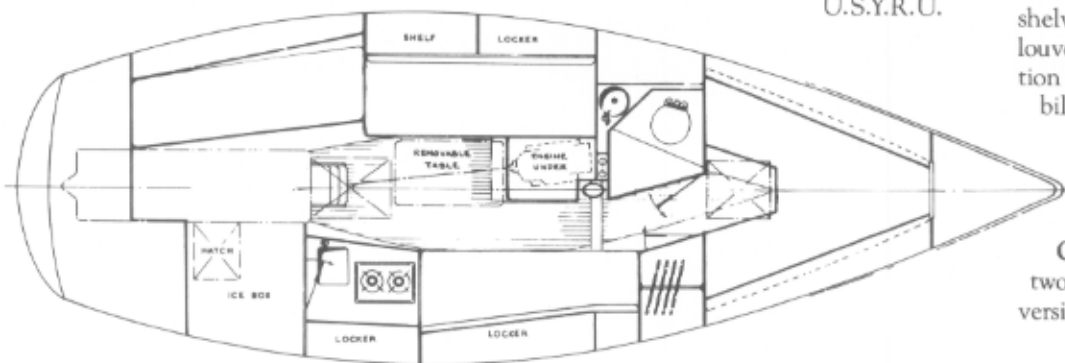
## ACCOMMODATION

**Forecabin:** Two forward berths have 4" foam mattresses and removable nylon fabric covers. There is substantial storage under forward berths; shelves outboard of berths and space for storage or additional water tankage located under-berth abaft chain locker bulkhead.

**Head:** Marine toilet with holding tank (recirculating system optional). Door can open to close off forward cabin. Lockers and shelves outboard for storage. Stainless steel wash basin. Provision for shower drainage provided in molded sole.

**Main cabin:** L-shaped settee portside with removable table which can be dropped to form a spacious double berth. Table can also be mounted athwartships for a chart table and stows above the port quarter-berth when not in use. Outboard of dinette/settee is storage with sliding doors and open lockers. Outboard of quarter berth(s) are shelves and storage behind hinged, louvered doors. Forward engine location (improving trim and accessibility) makes available over 50 cu. ft. of additional storage space under the cockpit for stowage of sails, wet weather gear and other equipment.

**Galley:** The owner may choose from two galley arrangements. Aft-galley version adds settee berth to starboard in



main cabin; galley placed close to companionway. Deck-loaded icebox with galley-access to food compartment replaces starboard quarter berth and chart table. Side-galley version includes below-decks icebox and 6' of counter space for meal preparation. Both galleys include stainless steel sink and two-burner recessed alcohol stove.

**Finish:** Cabin trunk is imported wood with hand-rubbed oil finish. Extensive joinerwork and wood-finish main cabin bulkheads present a traditional atmosphere. Eight fixed ports insure a bright interior. Cabin sole is imported wood, lightly varnished.

### MECHANICAL & ELECTRICAL

**Power:** The 30 Hp. Universal Atomic-Four drives a 12 x 8 propeller through a 1" stainless steel shaft. Located off-center to eliminate torque, the engine is set in the forward end of the main cabin to concentrate its weight (together with fuel and water tanks) over the center of ballast and reduce pitching moment. Because the engine is mounted on top of the lead ballast, it is remarkably quiet, free from vibration, and readily accessible. Positive ventilation from engine compartment. Engine instrumentation includes temperature, oil pressure and ammeter gauges, reverse gear and throttle linkage with removable handles at

cockpit; blower and engine vent system; muffler with water-lift exhaust exiting portside.

**Electrical:** 35-Amp alternator charges a heavy-duty 12-volt battery. 12 ship-board lights include 2 domes, 4 swivel-base reading lights, one receptacle/shaded bulkhead light, running and compass lights. All loom wiring with fused circuits.

### SPARS & RIGGING

**Mast:** 6061-T6 aluminum alloy, 7 $\frac{3}{4}$ " x 4 $\frac{3}{4}$ " elliptical section, properly stepped through deck to the lead ballast, finished with clear lacquer, internal extruded sail track. A mast boot is installed at the partners. Tapered air-foil aluminum spreaders.

**Boom:** 6061-T6 aluminum alloy, 4 $\frac{1}{2}$ " x 2 $\frac{3}{4}$ " elliptical section, internal track. Jiffy-reef hardware, internal outhaul system, fixed gooseneck.

**Rigging:** Single lower and upper shrouds are brought inboard to bulkhead fastened chain plates providing closer winded sailing ability, sheeting angles as low as 9°, and easier access to the foredeck. All standing rigging

is 1 x 19 stainless steel and  $\frac{1}{4}$ " or more in diameter. Link plates at headstay.  $\frac{1}{2}$ " forged-bronze chrome-plated turnbuckles. Two halyard winches, wire-rope spliced genoa halyard, three winch handles, genoa sheets, two geared two-speed sheet winches, 12 feet of genoa track port and starboard (each with car and PVC-shell snatch block).

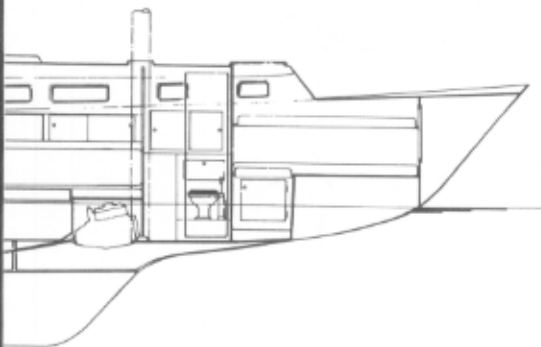
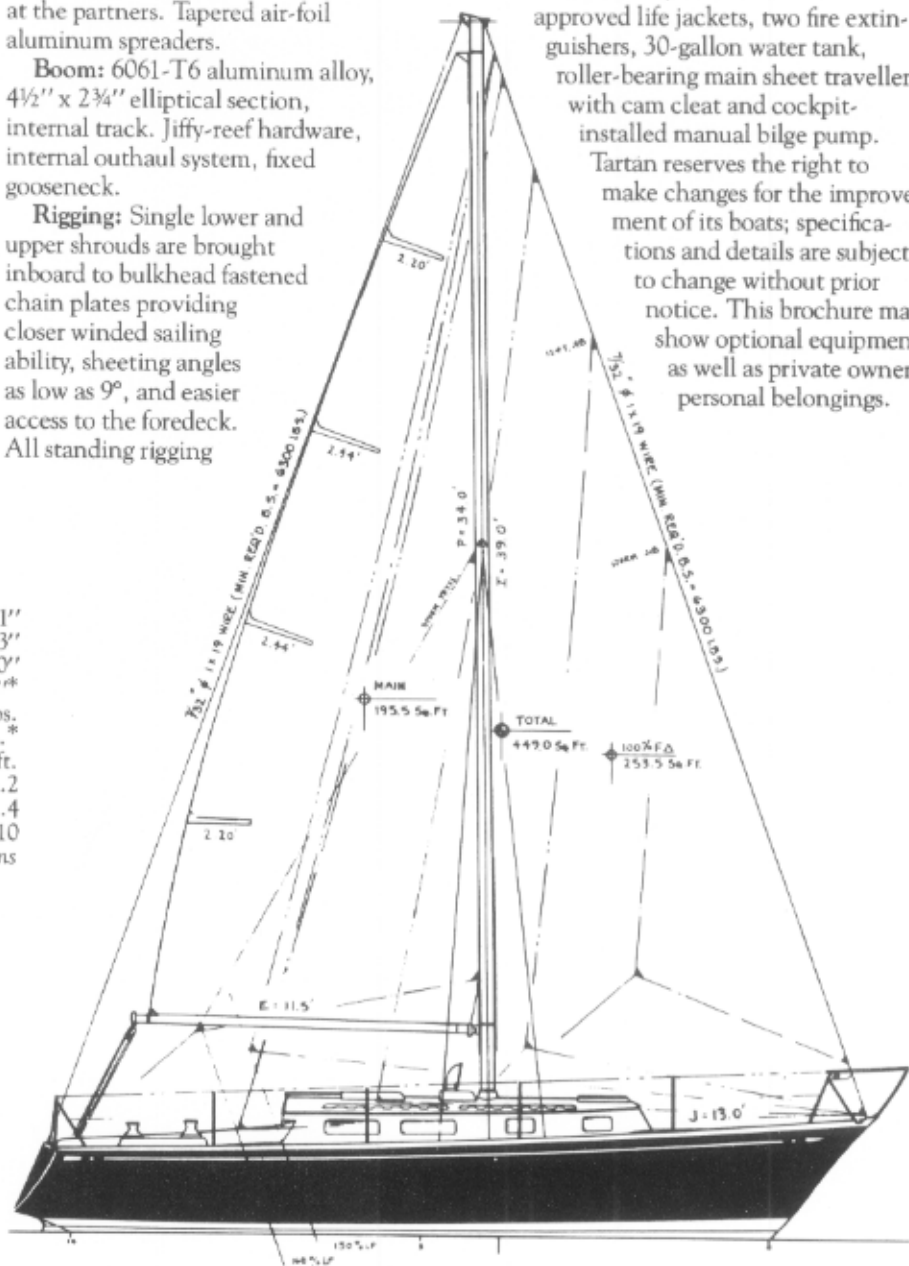
### MISCELLANEOUS

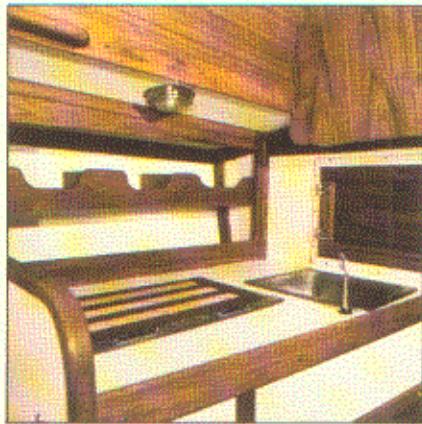
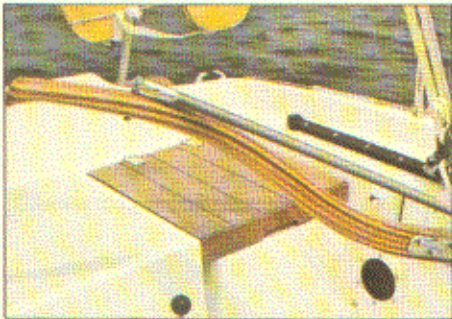
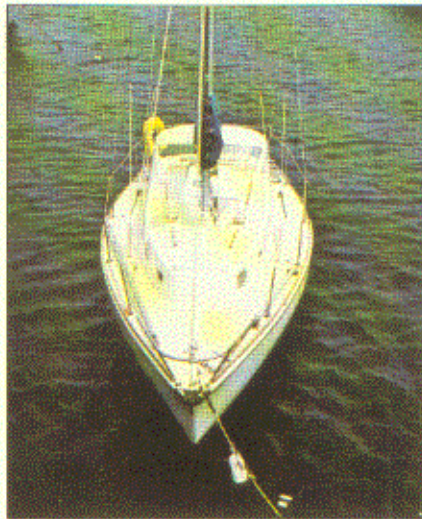
Much other detail and equipment is supplied with a Tartan 30. Among them are laminated tiller, flag pole socket, genoa and mooring cleats, Danforth-type anchor and 150 feet of  $\frac{1}{2}$ " rode, fog horn and bell, 6 Coast Guard approved life jackets, two fire extinguishers, 30-gallon water tank, roller-bearing main sheet traveller with cam cleat and cockpit-installed manual bilge pump. Tartan reserves the right to make changes for the improvement of its boats; specifications and details are subject to change without prior notice. This brochure may show optional equipment as well as private owner's personal belongings.

### SPECIFICATIONS

|                               |                     |
|-------------------------------|---------------------|
| L.O.A. ....                   | 29'11"              |
| D.W.L. ....                   | 24'3"               |
| Beam ....                     | 10'0"               |
| Draft ....                    | 4'11" <sup>at</sup> |
| Ballast ....                  | 3,700 lbs.          |
| Displacement ....             | 8,750 lbs.*         |
| Sail area ....                | 449 sq. ft.         |
| IOR Rating (with Martec) .... | 24.2                |
| MORC Rating ....              | 23.4                |
| Lbs./Inch immersion ....      | 710                 |
| Design ....                   | Sparkman & Stephens |

\*measured at datum waterline; actual weight and associated draft will vary.





**TARTAN**   
Marine Company

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