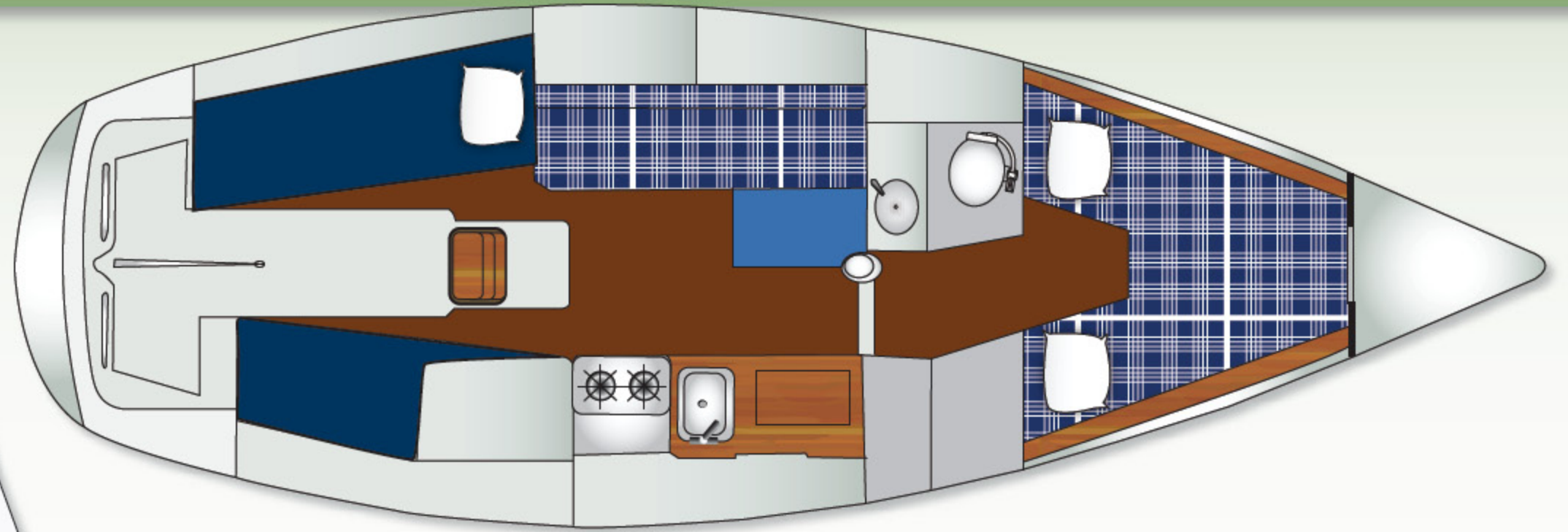


TARTAN 30



The large separation between the rudder and the prop (left) on the Tartan 30 did not help low-speed maneuvering in tight quarters, and it put the engine box right in the middle of the main saloon. For most owners, these sacrifices are a fair trade for a lighter stern and the increased stability of having the engine in the center of the boat, directly over the keel. Two interiors were available. The most common featured a midship galley (pictured above), although many regard the aft galley design as a more efficient use of space.

