



TARTAN 4300

Introducing the New

TARTAN 4300



TARTAN 4300

Tim Jackett

DESIGNER'S COMMENTS

Traditional styling coupled with a hull and rig that are designed to deliver optimal cruising performance all in a very easy to sail yacht are the hallmarks of the Tartan 4300 design. On the surface, the 4300 has all the design elements of classic American yacht design. Graceful sheerline, balanced overhangs, complimentary low coach roof, sweeping cockpit coamings and thoughtful convenience details on deck all give the 4300 a very classic profile. However, built within these stylish good looks are elements that take full advantage of Tartan's advanced construction practices providing excellent performance that is realized with minimum effort. A long and lean hull is fit with a choice of low CG keels designed for great stability and sail carrying ability, and a carbon mast and "Pocket Boom" that are extremely stiff and strong. Tartan's overall commitment to advancing the art of yacht construction allows an opulent interior while still maintaining impressive performance numbers. Her weight control results in a center of gravity that is lower than most cruising boats, improving performance and handling characteristics, even when loaded for extended passages. A modern classic in the making, the Tartan 4300 promises to be a head turner in any harbor.

The hull design of the 4300 continues the Tartan trend of long waterline, slippery entry forward, full and flat aft quarters and carefully sculpted balanced volume to produce a yacht that is easily driven and powerful for maximum performance. Her long waterline length relative to over-all length provides a high theoretical hull speed and the full aft sections allow the 4300 to surf and extend her sailing and motoring length to provide fast and exhilarating passage making. By maintaining balanced volume in the hull, the 4300 heals predictably and evenly, unlike many extreme designs that develop bad manners under difficult conditions. Through optimized hull design the 4300 will extend your daily range, expanding the possibilities for weekend cruising and offering long daily passages offshore.



Safety and comfort aboard require a thoughtfully designed deck and cockpit and as with past Tartans, the 4300 will excel in this area. Visibility, wide and uncluttered sidedecks, and a deep and secure cockpit are essential elements of the 4300. Additionally, the Tartan 4300 deck offers an abundance of ventilation through 14 opening portlights, 6 deck hatches and 4 dorade vents. A hardtop dodger is available, with the traveler mounted clear of the cockpit and coachroof. 27" lifelines, extended bow and stern rails and handrails with in easy reach offer on deck security and comfort. A convenient walk through transom with platform provides access for swimming or for stern boarding from a dinghy. The 4300 is fit with the best



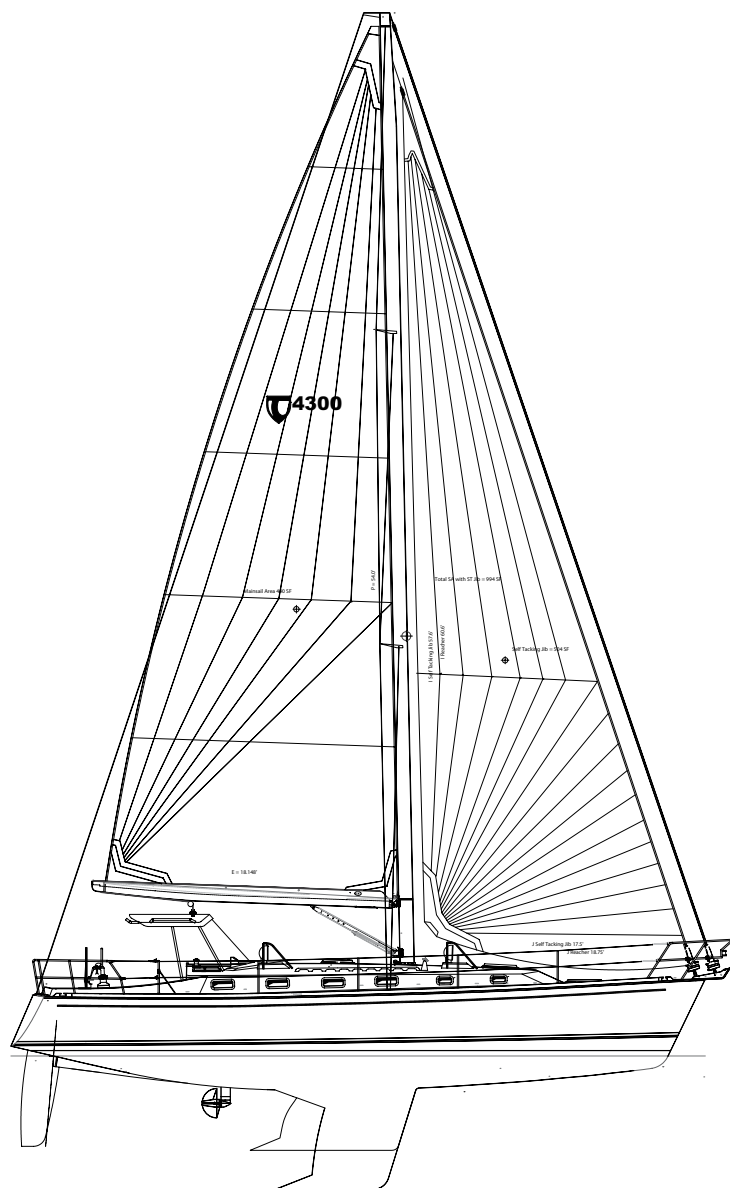
hardware from the best suppliers in the industry to assure that lines run free and easy. Trimmed with just the right amount of exterior teak, the 4300 is classic without being a burdensome taskmaster.

The Tartan 4300 has been designed with Tartan's "Cruise Control Rig"; key features are a double spreader tapered carbon mast, self-tacking 100% jib, optional masthead 150% reacher and Tartan's carbon composite, "Pocket Boom". Her carbon rig is lighter, stiffer and stronger than aluminum; the weight savings aloft provide the stability equivalent of (5) 200 lb crewmembers on the rail. Upwind sailing is made easy by single sheet trimming for the jib, tacking is as easy as a turn of the wheel, the jib tends to itself and with the traveler mounted either on the housetop or on the hardtop, the main is free and clear from the cockpit. Offwind, roll up the self-tacker and unfurl the lightweight masthead reacher and the 4300 is canvassed for powerful reaching and downwind sailing. When its time to head for the harbor, the headsails are neatly rolled on the Harken furlers and the mainsail is conveniently dropped into the "Pocket Boom" and stowed with a zip of the sail cover, no sail ties needed, no muss or fuss. Simply stated, the Tartan 4300 makes performance cruising easy.

The Tartan tradition of offering unmatched interior comfort is expanded in the Tartan 4300. Choose from layout plans with two or three cabins to meet your cruising family needs. Both feature a forward owners stateroom with a queen size double "island" berth for easy access and extensive lockers and storage for extended time aboard. The forward head is accessed from this stateroom. The center of the boat has a large main cabin area with plush seating, entertainment locker and plenty of storage in varnished cherry cabinetry. The galley is fully equipped for preparing meals dockside or underway. A full forward facing nav station with electrical controls and nav locker to house a full array of navigation equipment rounds out the central living areas. Aft the 4300 can be fit with either a single cabin or split aft cabin providing private accommodations for 3 couples. Finish throughout is varnished cherry cabinetry and trim, and a varnished teak and holly sole, the 4300 surrounds her owner with opulent comfort.

A classically styled yacht, built with uncommonly advanced materials and methods, and a hull driven by a high performance easy to sail rig, the Tartan 4300 is the latest in Tartan's fleet of cruising thoroughbreds.

TARTAN 4300 DESIGN DEMENSIONS



LOA..... 43.08 ft
LWL.....37.86 ft
Beam..... 13.58 ft

DRAFT DRAFT

Beavertail Keel..... 5.83 ft
Fin Keel8.25 ft

BALLAST

Beavertail Keel..... 8,775 lbs cast lead
Fin Keel 6,750 lbs cast lead

DISPLACEMENT

W/Beavertail Keel 23,800 lbs
W/Fin Keel..... 21,800 lbs

RIG DIMENSIONS

I, Self tacking jib..... 57.6 ft
J, Self tacking jib.....17.5 ft
I, Reacher 60.6 ft
J, Reacher18.75 ft
P 54.0 ft
E 18.15'

SAIL DIMENSIONS

Total Sail Area, ST Jib994 sq ft
Mainsail Area.....490 sq ft
Upwind Sail Area.....504 sq ft
Sail Area 150% reacher852 sq ft
Bridge Clearance..... 64.75 ft

PERFORMANCE RATIOS

SA/Disp (W/Self Tacking Jib)19.3
Ballast/Disp (Beavertail Keel)..... 37%
Disp/Length (Beavertail Disp)196
Engine 55 hp Saildrive
Fuel Capacity 60 US Gallons
Water Capacity 120 US Gallons

Designer Tim Jackett



4300

Mainsail Area 400 SF

P = 54.0'

Total SA with ST Jib = 994 SF

1 Self Tacking Jib 17.5'

Reacher 60.6'

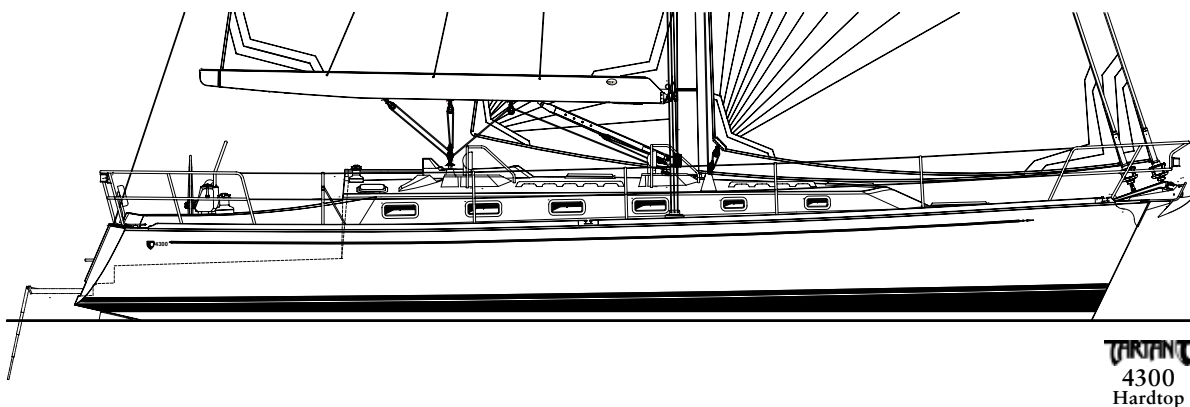
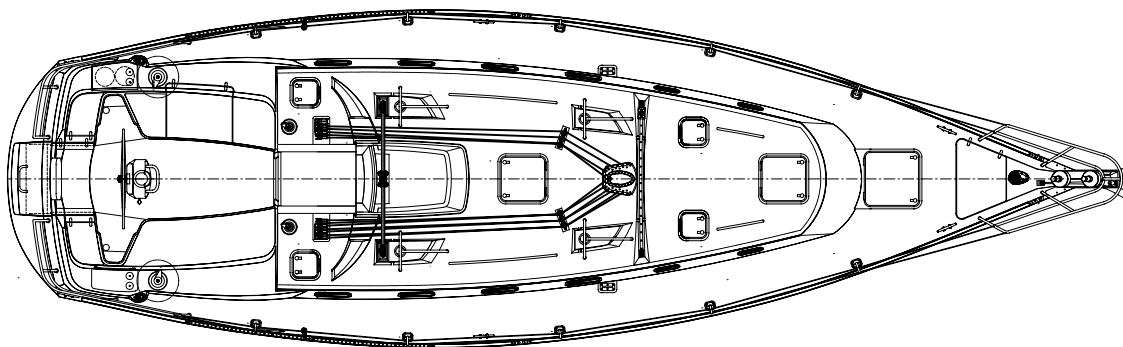
Self Tacking Jib = 594 SF

E = 18.148'

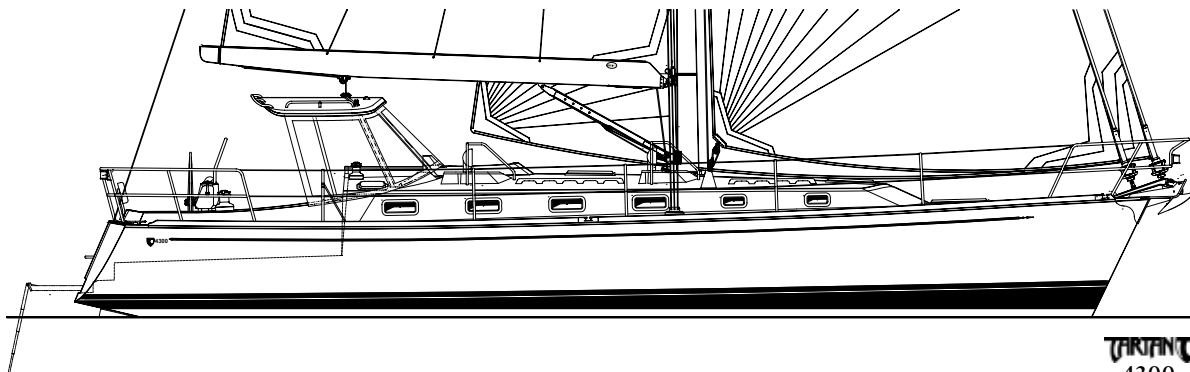
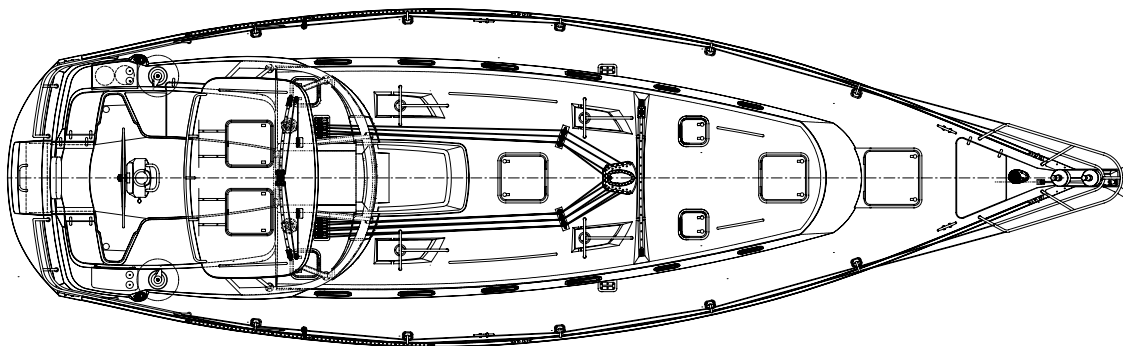
J Self Tacking Jib 17.5'

J Reacher 18.75'

TARTAN 4300 DECK PLANS

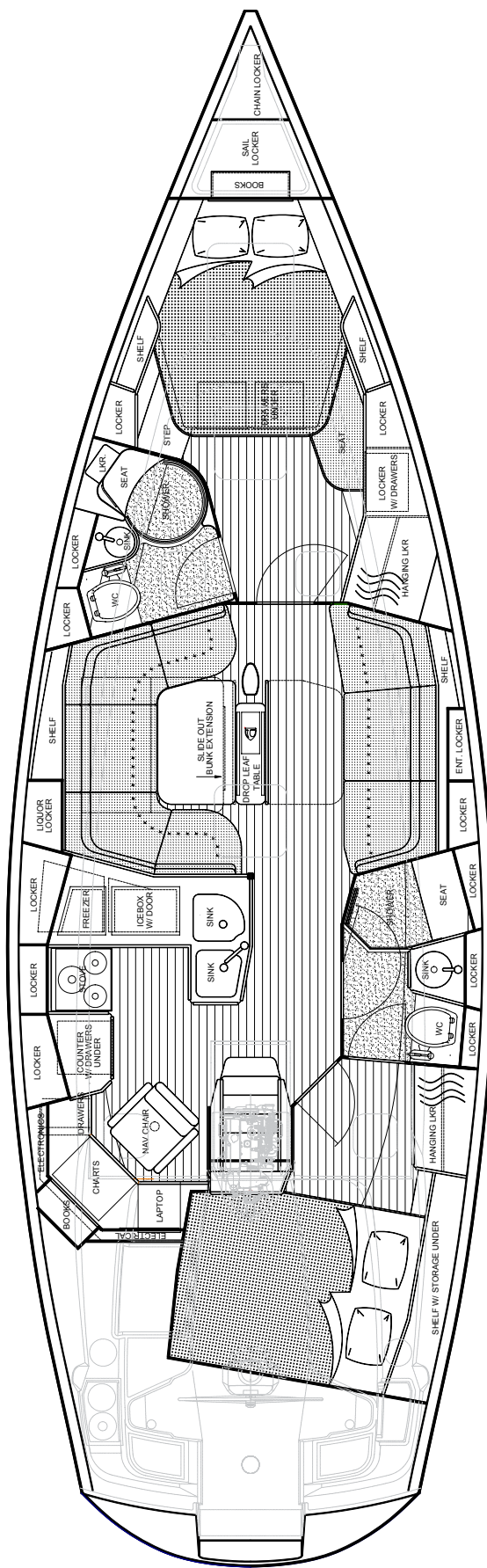
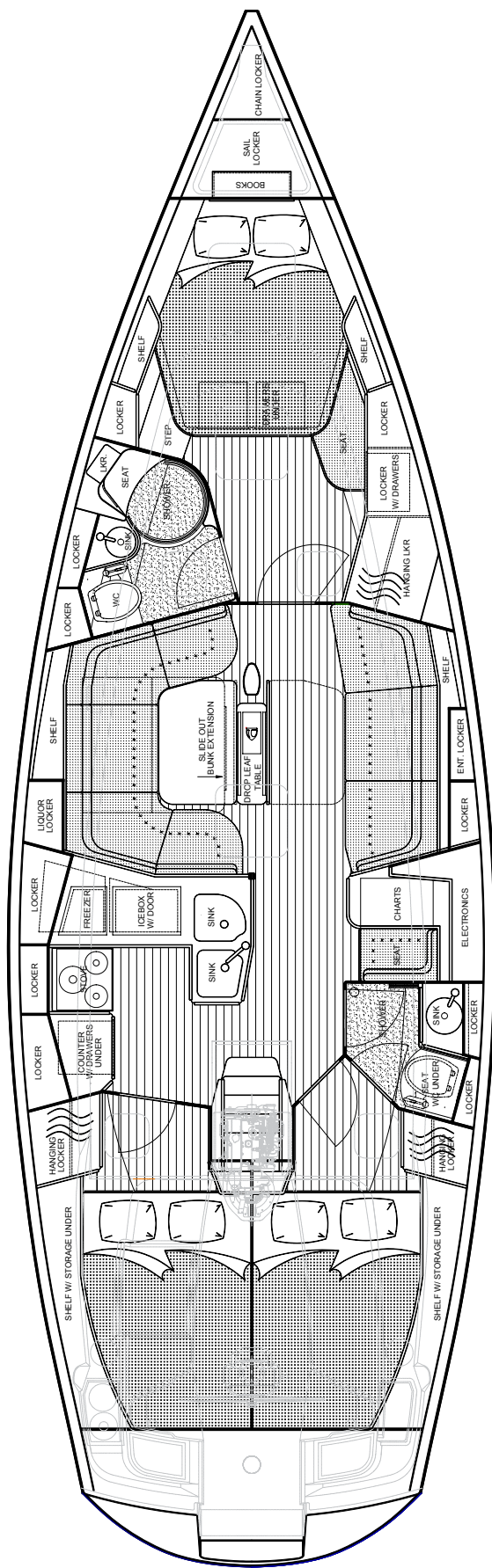


TARTAN
4300
Hardtop

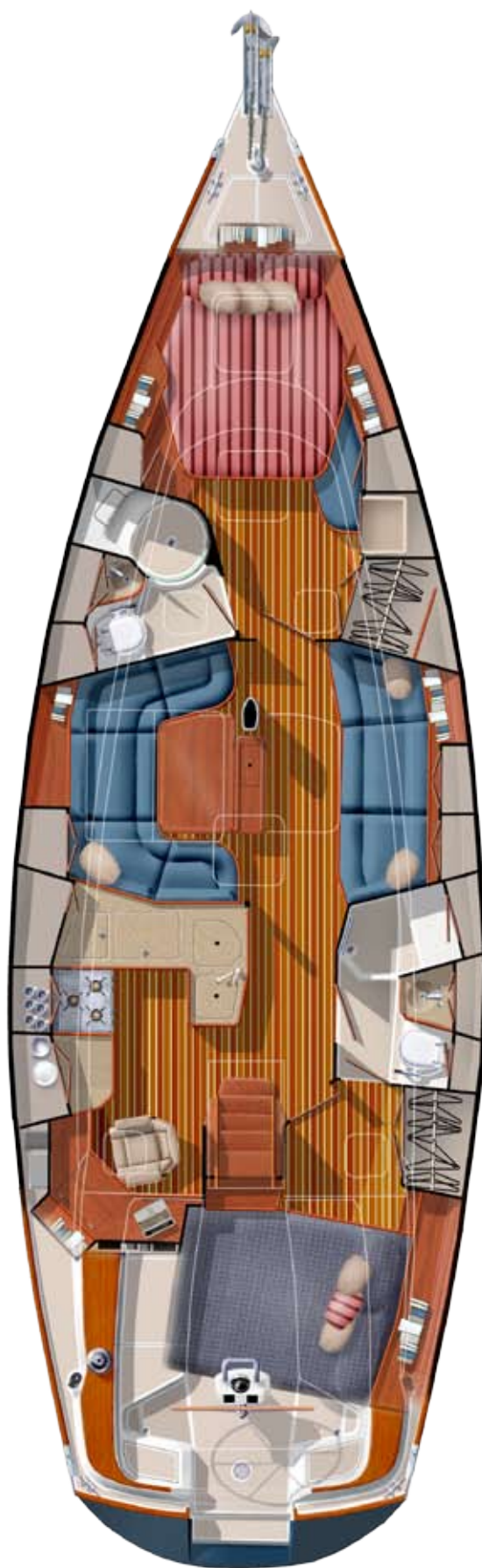
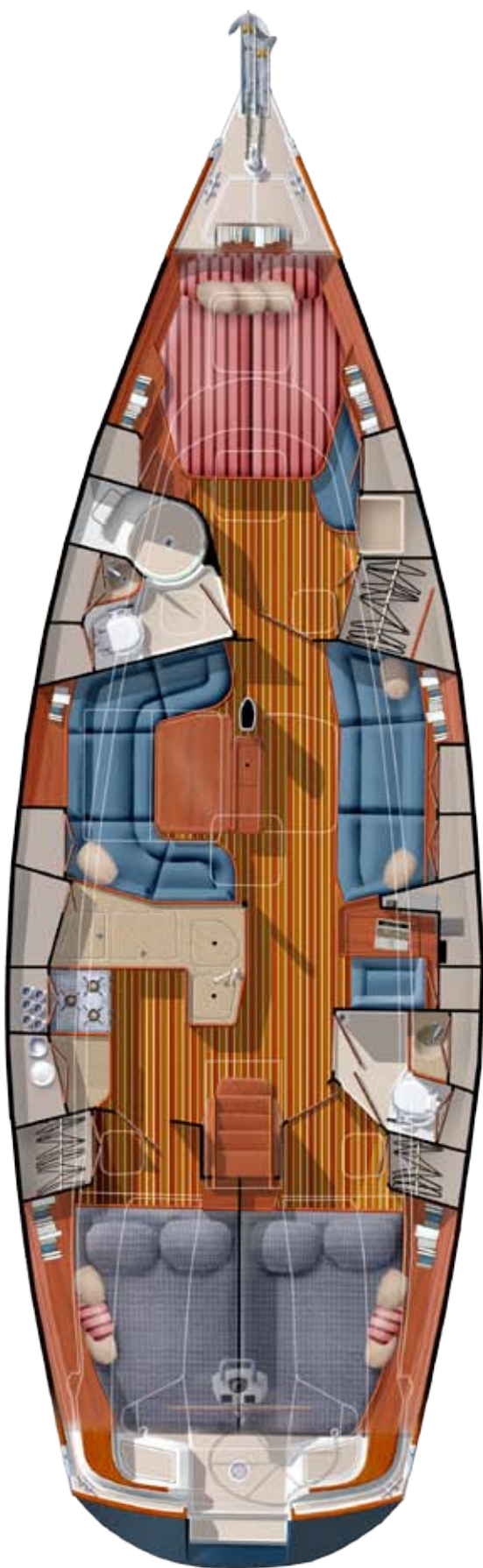


TARTAN
4300
Hardtop? (new)

ACCOMMODATION PLANS



TARTAN 4300 ACCOMMODATION PLANS



TARTAN 4300 SPECIFICATIONS & FEATURES

Hull

- NPG Isothalic gelcoat for superior gloss retention
- Epoxy hull laminate producing a strength to weight ratio not attainable in any production polyester laminates
- Epoxy allows all uni-directional fabric laminate
- Epoxy's superior adhesive strength reduces overall hull weight while increasing strength producing a faster and safer performance cruising yacht
- Strict resin control through use of resin impregnation produces glass to resin ratio of 65% glass, 35% resin. (production polyester boats are typically 25% glass, 75% resin=heavy and brittle)
- Superior fatigue and cyclic loading characteristics of epoxy ensure a hull that retains its shape and strength longer resulting in higher resale value
- Extensive internal structure designed to carry rig and keel loads, glass taped into hull using modified epoxy resin
- Synthetic foam hull coring, provides lightweight structure, stiffness, sound and thermal insulation and superior impact resistance
- Hull is vacuum-bagged and structure is laminated in "one shot" thus does not rely on secondary bonding of structural materials
- Epoxy hull laminate is far stronger than any polyester laminate of similar weight, i.e. greater safety margins while delivering superior performance over normal production polyester hulls
- 90 degree throw, Marelon, flush thru hull fittings. Marelon fittings are UL and ABS approved and are corrosion free
- Complete interior paintout for enhanced cosmetics and to seal interior laminate surfaces
- Built to meet ABS Plan Certification
- Industry leading, non-prorated 15 year hull structural and blister guarantee
- Warranty is transferable

Deck

- Deck is a balanced composite laminate utilizing vinylester resin, uni-directional "E"-glass reinforcement, and high strength/stiffness Baltek premium AL 600 balsa coring
- Balsa coring also offers acoustic as well as thermal insulation increasing interior comfort
- Our custom resin infusion process creates the best resin-to-glass reinforcement ratio possible resulting in the stiffest, lightest, strongest deck in production boatbuilding
- Weight saved high increases righting moment improving safety and performance
- Infusion process with vinylester resin provides a stronger more fatigue resistant deck laminate than typical production polyester deck laminates
- Deck is locally reinforced at high load areas with additional plies of bi-directional "E"-glass reinforcement
- NPG Isothalic gelcoat for improved color and gloss retention
- Gelcoat is formulated for greater flexibility reducing occurrence of common gel coat crazing
- White or off-white gelcoat with patterned, molded non-skid surface on horizontal deck areas
- Core "windows" at all deck hardware installations. Window is reinforced with solid laminate and isolates hardware installations from cored laminate, reducing stress crazes around hardware often seen in laminates reinforced with plywood and eliminates rot problems associated with decks reinforced with plywood
- Structurally loaded hardware backed with either FRP or 6061 T6 aluminum backing plates
- Time-tested hull to deck joint. Deck is fastened to inward facing hull flange with integrally molded hardened 6061 T6 aluminum bar forming a full sheer length backing plate
- Stainless steel fasteners sized to meet or exceed ABS standard for offshore use, are drilled and tapped into aluminum bar, offering full serviceability from the outside of the boat
- Deck to hull joint bonded with 3M 5200 adhesive sealant

Keel & Ballast

- 6,750 lb (3,062 kg) fin, 8,775 lb (3,980 kg) beavertail, 4% antimonial hardened lead casting
- Template ground for fit and maximum performance
- Faired and epoxy coated
- Beavertail bulb or fin keel design significantly lowers center of gravity improving righting moment. Result is increased sail carrying ability, performance and safety
- Ballast is through-bolted to hull with cast in place stainless steel bolts. Quantity and size exceed ABS standard for offshore use

Rudder & Steering System

- Console style rack and pinion steering pedestal
- 48" stainless steel Commodore wheel with leather cover
- Stainless steel pedestal guard
- Single lever engine control with stainless steel handle
- 6" binnacle compass with stainless steel hood
- Engine controls mounted on pedestal for easy access and viewing
- High density, closed cell urethane foam rudder blade with modified epoxy reinforced skins
- Carbon fiber rudder post autoclave molded for high strength and low weight
- High-density, low-friction rudder bearings
- Bronze rudder stuffing box

TARTAN 4300 SPECIFICATIONS & FEATURES

Interior

- Structural fiberglass timbers bonded to hull to carry mast and keel loads
- Structural bulkheads bonded to hull
- Bulkheads and risers are pressure laminate or varnished cherry faced marine plywood
- Hand fit varnished cherry trim throughout
- Solid stock raised panel varnished cherry cabinet doors with ventilation slots
- Positive lock polished chrome cabinet hardware
- 1" solid stock raised panel varnished cherry passage doors in full cherry framed jambs
- Polished chrome Mobella mortised door lock sets
- Solid stock varnished cherry cabinet faces throughout
- Tongue and groove solid cherry hull ceilings in forward stateroom
- Solid cherry face, dovetail joined, all wood drawers throughout
- Custom solid stock main salon table with inlaid Tartan logo and centerline drawer storage
- Easy maintenance, varnished cherry battened overhead with strategically placed access panels
- Varnished teak and holly cabin sole with extensive teak banded access hatches
- Varnished teak handrails placed for security in a seaway
- Selection of designer fabrics available for interior upholstery

Ventilation

- (5) Stainless steel unlimited offshore CE approved deck hatches
- (12) Cabin side mounted stainless steel opening port lights with fly screens
- (3) Cockpit mounted stainless steel opening port lights with fly screens
- (4) 4" Chrome dorade vents with stainless steel guard
- Lexan sliding companionway hatch with fiberglass spray hood, solid teak hatch boards and trim

Engine & Mechanical

- 55 hp diesel saildrive with pedestal mount single lever controls
- Pedestal mount engine panel
- 60 gallon (227 l) fuel capacity in aluminum tank with remote gauge
- Fuel filter/water separator
- Lead lined engine insulation
- Excellent engine service access front, sides, and aft
- Fixed two blade prop on saildrive

Electrical

- Freedom 20 inverter/charger
- Polished chrome and stainless steel interior lighting
- Automatic lights in hanging locker, liquor locker and refrigerator compartment
- Service lighting in engine compartment
- Service lighting in cockpit lockers
- Directional reading lights at berths and main cabin settees
- Directional spotlights in galley and over main cabin table
- Recessed, dimmable overhead spotlights in main cabin
- Interior courtesy lighting
- Cockpit and swim ladder courtesy lighting
- Dual 30 amp shore power services
- (2) 50 foot shore power cords
- 110 VAC distribution panel prepped to accept gen set
- 110 VAC shore power outlets in each cabin, GFI protected
- 12 VDC metered distribution panel
- Battery selector switch
- 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
- UL approved, stranded, tinned copper wiring for increased corrosion resistance
- Wiring bundled in PVC conduit with additional conduit in place and available for future installations
- All wiring is properly chafe protected where it passes through bulkheads, liners and cabinetry
- ABYC color coded wiring throughout
- USCG approved navigation lights on bow rail, stern rail and mast

TARTAN 4300 SPECIFICATIONS & FEATURES

Galley & Plumbing

- 3 burner Force 10 gimbaled LPG stove with oven and broiler
- (1) 11 lb (5kg) LPG Tank
- LPG sniffer with automatic shut off
- Cherry faced cabinetry with raised panel access doors
- Cherry faced, dovetailed cutlery drawers
- 9" deep double sinks with premium marine grade galley faucet and manual foot pump with swivel spigot
- Granicote solid surface galley countertops available in several designer colors
- Storage under galley sink through ventilated raised panel cherry doors
- Hinge out galley trash bin with cherry raised panel door access
- Molded icebox with Granicote solid surface counter top and 4" foam insulation, insulated front and top load access
- Hot and cold pressure water with easy service access to pump and plumbing
- Freshwater plumbing features polyethylene tubing and Whale mechanical fittings
- All below water hose connections are double stainless steel clamped for added security
- Premium marine grade hoses used throughout
- 120 gallons (454 l) of freshwater tankage with distribution manifold
- Forespar Marelon thru-hull fittings throughout, UL approved and corrosion free
- 11 gallon (41.64 l) water heater, with engine head exchanger and 110 VAC

Head

- (2) Marine head, each with 20 gallon (75.7 l) holding tank w/deck pump out and vent
- Y-valve with direct overboard discharge for offshore use
- Macerator pump for holding tank discharge for offshore use
- Premium marine grade sanitation hoses with low odor permeability
- Separate stall shower with Plexiglas enclosure, molded seat
- Snake river holding tank remote level indicator on each tank
- Premium marine grade head faucet and shower mixer
- Molded Granicote solid surface counter tops with integral sinks
- Utility storage under sink through raised panel cherry door
- Ample storage in upper vanity

Accommodations & Storage

- Approximately 78" x 78" berth in forward cabin with quilted mattress
- Furniture grade main cabin settees and seats with contoured cushions
- Main cabin fit with cherry cabinets and ventilated raised panel doors throughout
- Varnished, drop leaf, solid stock cherry table with center storage bin and two dovetail drawers
- 88" long sofa style main cabin settees with slide out extension port to form double berth
- Navigation station port with adjustable navigation chair and chart & laptop storage
- Navigation lockers with installation space for extensive electronics
- Aft cabin with a full-width 78" x 60" double berth, hanging locker and shelves or 2 cabins aft, each with double berth
- Storage below berths
- Cockpit seat locker to port
- Cockpit lazarette hatches port and starboard
- Propane gas bottle storage in cockpit for two 11 lb (5 kg) tanks

Spars & Rigging

- Mast:
 - Novis Composites carbon-fiber mast for greater strength, lower weight, increased safety margins and improved performance
 - White AwlGrip coated double spreader design
 - Tapered mast section for reduced weight aloft
 - Tapered airfoil swept spreaders
 - Custom designed carbon fiber masthead with sheaves for headsail halyards and 1 main halyard
 - 1 x 19 Stainless steel wire rigging with forged turnbuckles
- Mast to deck tie rod to carry running rigging loads
- Custom designed stainless steel chainplate system ties to extensive internal FRP structure and hull
- Masthead anchor light
- Steaming light with foredeck illuminator
- Mast wiring conduit
- VHF wiring for masthead antenna
- Spartite mast sealing and chock system

TARTAN 4300 SPECIFICATIONS & FEATURES

Spars & Rigging cont'd

Boom:

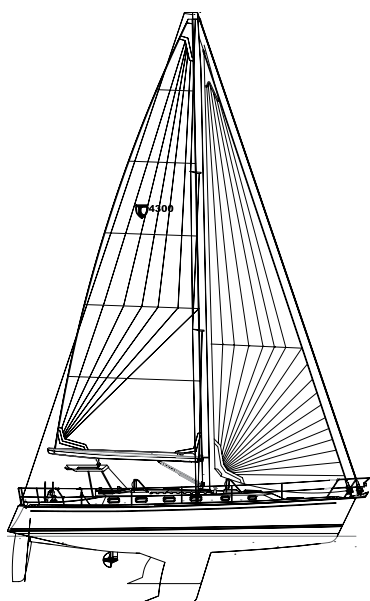
- Tartan "Pocket Boom", carbon fiber and epoxy composite
- (2) Single line reefs led aft to cockpit winch, allows reefing from the cockpit
- Internal 4:1 outhaul
- Two-part boom topping lift

Running Rigging:

- (1) Low stretch genoa halyard
- (1) Low stretch main halyard
- (1) Dacron self-tacking jib sheet
- (1) Dacron mainsheet
- (2) Main traveler taglines
- (2) Reef lines

Deck Hardware

- (2) Harken 44.2 STC (self-tailing chrome) aft house top-mounted winches for sail controls and mainsheet
- 27" x 1 1/8" diameter, all-welded stainless steel stanchions, 4 hole mounting base with backing plate installation
- 27" x 1 1/8" tube double stainless steel bow rail with rail-mounted combination navigation light
- 27" x 1 1/8" tube double stainless steel split stern rail with rail mounted navigation light
- 7 x 19 double lifelines with port, starboard, and stern boarding gates with pelican hooks
- Custom designed and fabricated stainless steel stem fitting with integral double bow roller
- Custom fabricated rail mount chocks for bow mooring cleats
- Stainless steel 10" bow mooring cleats with backing plate
- Custom fabricated mid mooring chocks with 10" stainless steel mooring cleats, installed with backing plates
- Stern stainless steel quarter caps
- Stainless steel 10" aft mooring cleats
- 2 1/2" x 1 7/8" teak toerails through-bolted to 6060 T6 aluminum bar in hull flange
- Teak taffrail
- (3) Harken aluminum winch handles
- (10) Spinlock rope clutches for aft sail control leads
- Harken stacked triple aft lead control blocks
- Harken turning blocks at base of mast for aft sail control leads
- Five-part Harken mainsheet system led to housetop self-tailing winch
- Harken traveler with six-part tagline adjustment
- Custom stainless steel mast collar with multiple attachments for blocks
- Polished chrome 4" dorades on teak dorade caps
- (4) Stainless steel dorade guards
- Companionway hatch sea hood with instrument pod
- 6" binnacle compass
- Anchor locker lid with latch
- CE unlimited offshore approved stainless steel deck hatches
- CE unlimited offshore approved stainless steel port lights
- On deck drains to waterline discharge, eliminates hull streaking
- Extensive housetop teak handrails
- Manual cockpit mounted bilge pump
- Drink holders in cockpit
- Offshore ready, match molded, and gasketed cockpit seat hatches
- Swim platform with a retracting stainless steel ladder with walk through transom



Tartan 4300 Design Dimensions

LOA.....	43.08 ft (13.13 m)
LWL.....	37.86 ft (11.54 m)
Beam.....	13.58 ft (4.14 m)

DRAFT

Fin.....	8.25 ft (2.51 m)
Beavertail Keel.....	5.83 ft (1.78 m)

DISPLACEMENT

Fin.....	21,800 lbs (9888 kg)
Beavertail.....	23,800 lbs (10,796 kg)

BALLAST

Fin.....	6,750 lbs (3062 kg)
Beavertail.....	8,775 lbs (3980 kg)

CAPACITIES

Fuel.....	60 gal (227.12 l)
Water.....	120 gal (378.54 l)
Auxiliary.....	56 hp diesel
Berths.....	7

SAIL DIMENSIONS

I, Self tacking jib.....	57.6 ft (17.55 m)
J, Self tacking jib.....	17.5 ft (5.33 m)
I, Reacher.....	60.6 ft (18.5 m)
J, Reacher.....	18.75 ft (5.75 m)
P.....	54.0 ft (16.46 m)
E.....	18.2 ft (5.53 m)
Total Sail Area, ST Jib.....	994 sq ft (92.35 sq m)
Mainsail Area.....	490 sq ft (45.52 sq m)
Upwind Sail Area.....	504 sq ft (46.82 sq m)
Sail Area 150% reacher.....	852 sq ft (79.15 sq m)
Bridge Clearance.....	64.75 ft (19.74 m)

PERFORMANCE RATIOS

SA/Disp (W/Self Tacking Jib).....	19.3
Ballast/Disp (Beavertail Keel).....	37%
Disp/Length (Beavertail Disp).....	196

Designer.....Tim Jackett

CE approved for category "A" unlimited offshore
Specifications are subject to change without prior notice

TARTAN 4300 OPTIONS

HULL OPTIONS

- Standard Awlgrip Paint Color
- Non-standard Awlgrip Paint Color
- Deck With Contrasting Sand Non Skid
- Two Color Cove Stripe
- Hull Rubstrake-teak
- Hull Rubstrake-pvc
- Beavertail Keel
- Deep Fin Keel

INTERIOR OPTIONS

- Ultra Leather In Main Cabin
- Ultra Suede In Main Cabin
- Main Cabin - Leather
- Fwd/aft Cabins Mattress Covers; Standard Fabric
- Fwd/aft Cabins Mattress Covers - Ultra Leather Or Ultrasuede
- Hatch Screens, Deck Hatches Imtra Skyscreens
- Hatch Screens, Companionway

DECK OPTIONS

- Teak Oil On Exterior Teak (Otherwise Left Bare)
- Electric Primary Winches - Harken 53.2 Stec
- Electric Main Halyard Winch - Harken 40.2 Stec
- Teak Cockpit Table
- Windlass
- Leather Covered 54" Wheel
- Aluminum Toerail, Clear Anodized, In Lieu Of Teak
- Teak Cockpit Coamings
- Teak Cockpit Sole
-

PLUMBING OPTIONS

- Dockside Pressure Water
- Hot And Cold Cockpit Shower
- Deck Washdown System
- Upgrade Head To Vacu-flush
- Upgrade To Electric Head

MECHANICAL OPTION

- 3 Blade Max Prop
- Bow Thruster

RIG OPTIONS

- Integral Split Backstay Adjuster
- Spinnaker Gear Including Secondary Winches
- Reacher Package Including Cockpit Winches, Halyard Led Aft, And Furler

Individual Separate Spinnaker Gear Options

- Secondary Winches 46.2stc
- Spin Halyard Led To Housetop Winch
- Spin Padeyes Mounted On Toerail
- 8' X 11/4" Spin Pole Track With Forespar Car & Tagline System
- Spin Pole Topping Lift
- Telescoping Whisker Pole (Fspar Lc 13-24 Uts-utr)

Sails And Sail Handling

- Harken Battcar System
- Sails F/b Main & Self Tacking Job
- 150% Masthead Reacher

TARTAN 4300 OPTIONS

ELECTRICAL OPTIONS

- Heart Link 2000 Battery/inverter Monitor
- 3 Cabin Fans (Fc,mc,ac)
- 5 Cabin Fan Option (Fc,mc,ac,galley, Nav)
- Prewire For Cabin Fans (5)
- Prewire For Windlass
- Prewire For Stereo And 4 Speakers
- Prewire For Autopilot
- 12v Dc Outlets, 1 Nav / 1 Helm
- Generator - 4kw
- Grounding System For Ssb

SYSTEMS OPTIONS

- Microwave Oven
- 12v Dc Evaporator Refer System In Ice Chest
- Marine Air Reverse Cycle Air Conditioning - 1 Unit
- Marine Air Reverse Cycle Ac System - 2 Units

ENTERTAINMENT / HIFI

- Am/fm/cd Stereo With 2 Int And 2 Ext Speakers
- 15" Flat Screen Monitor, Dvd, Mast Mount Antenna
- Additional 13" Flat Screen Monitors

ELECTRONICS

Sailing Instruments

- Raymarine St60 Tri Data And St 60 Wind Mounted On Companionway Pod
- Raymarine St60 Knot, St 60 Depth And St 60 Wind Mounted On Comp Pod
- Raymarine Multi (Repeater)
- Raymarine St290 Display (Knot, Depth, Wind & Nav If Inst) St 290 Awi On Comp Pod
- Raymarine St 290 Repeater

ELECTRONICS (CONT.)

Autopilot

- Raymarine St6001 Below Deck Autopilot

Navigation Electronics

- Raymarine C70 Multifunction Display W/ Raystar Gps Receiver @ Nav
- Raymarine C80 Multifunction Display W/ Raystar Gps Receiver @ Nav
- Raymarine C120 Multifunction Display W/ Raystar Gps Receiver @ Nav
- For Plotter Mtd. At Helm, Add To Above Prices
- 2kw Radome For Above Displays, Requires Radome Mount Opt.

Radar/chartplotters

- Raymarine E80 Multifunction Display W/ Raystar Gps & 2kw Radome @ Nav
- Raymarine E120 Multifunction Display W/ Raystar Gps & 2kw Radome @ Nav
- For Plotter Mtd. At Helm, Add To Above Prices
- Raymarine E80 Multifunction Display Repeater @ Helm

Mounts Of Radome (Select 1 For Radar Installation)

- Mast Bracket
- Edson 3.5" Radar Mast With Antenna Bracket
- Cockpit Flood Lights
- Television Antenna Bracket
- Gps Antenna Bracket
- Premium Edson Radar Mast W/ Leveler - Includes Above Plus Leveler
- 30" Edson Lifting Crane

Vhf Radios

- Standard Horizon Eclipse Vhf Mounted At Nav With Mast Antenna
- Horizon Ram Remote Access Mic Mounted In Cockpit

TARTAN 4300 NOVIS SPARS

For the all new Tartan 4300, Novis Spars has taken the experience gained from previous Tartan models to develop a brand new carbon fiber spar system. This new spar system begins with a custom engineered laminate for greater strength, lower weight, improved performance and increased safety margins. Our patented lamination process featuring exclusively pre-preg carbon fibers from SP Systems is the foundation for the lightest and strongest carbon fiber spars possible.



Like all spars produced at Novis, the new Tartan 4300 spar is built in female aluminum tooling. The aluminum tooling used at Novis provides several advantages over mandrel molded spars from other manufacturers. Female tooling allows the carbon fiber backstay crane to be molded in at lamination. By incorporating the backstay crane at lamination, the crane becomes an integral part of the tube and eliminates any secondary bonding. Male mandrel molded spars from other manufacturers rely on a glue and tape joint between the backstay crane and the spar tube. This joint adds weight and introduces the possibility of failure at the backstay to spar joint. Another advantage of the female tooling is the smooth and fair finish provided after lamination. In all carbon spar systems, carbon fiber reinforcement is added in high load areas. At Novis, these reinforcements are internal to the spar creating a fair tube from top to bottom. Mandrel molded spars from competitors put the reinforcements on the outside of the spar creating unsightly bumps and seams. Finally, the female tooling allows a tapered masthead at lamination. Novis spars are laminated with the taper included, reducing weight aloft and eliminating the need to cut and glue a taper after lamination.

The development experience gained from building hundreds of carbon spars for Tartan Yachts continues into the fit and finish of



the new Tartan 4300. All hardware supplied with the new Tartan 4300 is of the highest quality polished stainless steel available. In addition to providing superior strength and durability, this polished stainless steel blends seamlessly with the classic Tartan look. This commitment to aesthetics and durability continues into the finish of the spar. Every new Tartan 4300 is painted with AwlGrip Snow White as standard, providing a long lasting and good looking finish.

The input of Tartan owners, combined with Novis' carbon fiber spar expertise has allowed Novis to create a lightweight, high performance spar system that will blend beautifully with the classic good looks of the all new Tartan 4300.



TARTAN 4300 POCKET BOOM & CCR RIG



Walking down the dock, the 4300 CCR's rig stands out from the crowd. A carbon fiber engineering showpiece, the lofty tapered rig sports an integrally molded, strong and lightweight masthead and crane. Her double spreader rig is stronger, stiffer, and lighter than an aluminum mast. This results in an increased righting moment, greater sail carrying ability and vastly improved sailing performance. Stronger and stiffer mean safer and faster, because carbon can be tailored to meet the changing load requirements in a mast, extra material can be added where it is needed most, this results in a mast that can be engineered with higher safety margins.

Tartan developed its "Pocket Boom" on its award winning Tartan 3400. This unique feature provides the ability to fit an easy to manage, uncompromised performance mainsail. Unlike furling masts or booms, the "Pocket Boom" mainsail is cut with full roach, full battens and optimized draft. The "Pocket Boom" is fit with an always-in place sail cover, unzip it and raise the sail from its contained "pocket". When dropping the main, it falls into the boom and lazy jack enclosure, no muss, no fuss.

Upwind the 4300 is fit with a roller furling, self-tacking jib. The cut is a high aspect ratio upwind blade with a long luff and tight sheeting angles. We increased the SA/Disp ratio to maintain light air performance, and the high stability of the 4300 allows the boat to carry full sail when others are reefing. Tacking is as simple as putting the helm over, the jib and mainsail tack themselves. Short tacking out of a harbor or anchorage is done with little effort.

When its time to ease the sheets, set the 4300 150% furling masthead reacher. This sail can be used close reaching in lighter winds, broad reaching in heavier conditions and dead downwind, wing and wing with the mainsail. Tartan's pursuit of the perfect performance cruiser will keep you sailing while others have no choice but to start their engine.

TARTAN 4300 CONSTRUCTION

Safety is everything, whether in blue water or on the bay. No other builder in the world can match the strength, safety and luxury of a Tartan. No compromise. No comparison. Our industry leading laminate technology, construction techniques and carbon spars give you the safety, strength and speed that makes Tartan distinctive, while our handcrafted cherry interiors ensure that your journey is savored and enjoyed.

Epoxy Hulls - All Muscle, No Fat™ Laminates

Just as the introduction of polyester fiberglass laminates replaced wood yacht construction in the early 1960's, Tartan's new epoxy laminate now makes those earlier lamination techniques obsolete. We use an epoxy based resin system in our laminating process. The other builders use polyester resins, which simply cannot achieve the strength, stiffness and osmotic resistance of epoxy. That's why the world's leading grand prix and custom yachts are built with epoxy resins. While epoxy is more expensive than polyester resin, there is simply no other sensible choice in hull laminate construction.

In constructing our hull laminates, we begin by using the most advanced materials available in the marine industry today. The combination of uni-directional E-glass, CoreCell synthetic linear polyurethane foam coring and epoxy based resin produces the strongest and most impact resistant laminate in the marine industry. Our hulls are laid-up utilizing controlled resin impregnation to ensure an optimal low-resin, high fiber content and vacuum bagged to compress and consolidate the laminate into a void free matrix. This process produces the optimum strength to weight ratio in a composite laminate.

Additionally, the vacuum bagged hull laminate is done in a single process with all components in place rather than bonding each layer separately like other builders. This produces a singular primary bond among the laminate components rather than the weaker multiple secondary bonds between cured laminate layers produced by traditional polyester construction. Our process creates a laminate of far greater strength and stiffness. That also maintains its physical properties through cyclic loading far beyond the abilities of conventional polyester laminate construction.

Our process optimizes the strength and longevity of the composite laminate. Hulls built with this proprietary process are the strongest

Laying up an epoxy hull



Vacuum-bagging the hull

in the industry and of a quality that was previously available only for custom built cruisers or grand prix racers. We are so confident in the strength and durability of our laminate process that we are the only builder to offer a 15-year transferable, structural, no-blister warranty

Why are Tartan hulls better?

Superior impact resistance - No other hull in the industry can match the strength and impact resistance of a Tartan yacht.

Superior cosmetic appearance - Tartan hulls are built to be cosmetically superior and remain that way throughout their lifetime. Polyester hulls are not post-cured in production. Once polyester hulls are exposed to sunlight and temperature, they experience an uncontrolled post-curing process resulting in 7-8% resin shrinkage volumetrically. This creates roving and core print-through that is apparent in most polyester hulls. Tartan's epoxy hulls do not experience this post-cure shrinkage and remain better looking for a longer period of time.

Superior structural longevity - The adhesive properties of epoxy are far superior to those of polyester resins. This characteristic substantially limits micro-cracking within the laminate. Micro-cracking leads to fatigue and a weakening of the hull structure over time. The superior ability of our epoxy based laminate to withstand the negative effects of cyclic loading is an essential advantage of Tartan epoxy hulls versus other manufacturers' polyester hulls.

Superior retention of shear strength - Interlaminar shear strength is significantly weakened by water absorption in the laminate. Simply stated, decks and hulls that get "soft" from water absorption are much weaker than ones that don't. Polyester laminates lose 35% of their shear strength after one year in the water due to water absorption. In contrast, epoxy based laminates retain nearly 100% of their shear strength during the same period of time in the water. Why? Because epoxy is water resistant; polyester isn't. Epoxy is simply the best resin system for marine construction.

Superior blister resistance - Superior resistance to water absorption of our epoxy based laminate eliminates osmotic gelcoat blistering in Tartan hulls.

TARTAN 4300 TECHNOLOGY



120-ft, 260 degree autoclave

Carbon Fiber Spars -The Power of Light

In 2004, Tartan established another industry first. Our complete line is equipped with carbon-fiber masts as standard equipment. Through a partnership with Novis Composites, we have developed carbon-fiber masts specifically engineered for each of our models. Our patented process utilizes internal and external air bladders, female molds, and a 260 degree autoclave reaching pressures up to 120 psi. Tartan masts boast a seamless structure, an integral luff groove, and continuous fibers from top to bottom.

Why go carbon? Carbon fiber exhibits a tensile strength greater than that of steel. As a result, our Tartan carbon masts have a substantially greater section modulus than their aluminum counterparts at ½ the weight. This superior strength means greater safety at sea, and the reduced weight means better performance on the race course.

VIP Decks™ - Built-in Strength and Longevity

Our custom vacuum infusion process creates the highest laminate resin-to-glass ratio and, as a result, the strongest and stiffest decks in the industry. In this closed-mold system, structural fabric and AL-600 treated Baltek SB 100 cores are vacuum bagged to achieve one atmosphere of vacuum pressure. Catalyzed resin is then introduced into and saturates the laminate by force of atmospheric pressure. This process establishes the optimum relationship of structural material and resin in the laminate, and, as a result, produces decks of exceptional strength, stiffness and durability.

Traditional Tartan Quality Construction

Keel timbers, mast step, chainplate attachment points, structural stringers and bulkheads are bonded in place with fiberglass reinforcement and our unique proprietary epoxy blended resin. This Tartan construction technique provides 400% greater strength in these critical structural elements than conventional construction techniques found in other boats.

All thru-hull fittings are installed in solid laminate, without coring, to prevent water migration into the laminate. Careful attention to

detail is taken when installing all fittings to ensure laminate integrity, moisture resistance and safe operation. We use only 90 degree throw flush Marelon thru-hull fittings that are UL and ABS approved and corrosion-free, providing years of safe and trouble-free operation.

Our hull-to-deck joint is a time-tested structure consisting of an inward flange in the hull incorporating a 6061, T6 hardened aluminum backing bar. The resulting joint is bonded with 3M's sturdy 5200 adhesive sealant. This Tartan construction technique provides our owners the most secure hull-to-deck joint in the industry, and also allows serviceability from outside the boat.

The finest hardware and components from leading marine suppliers are mounted to the deck through solid laminate with stainless fasteners that are drilled and tapped into laminated-in-place aluminum backing plates. All hatches and ports are likewise installed through solid laminate. In areas where hardware is not affixed, select sealed coring is used to create a stiffer, lighter deck structure. The resulting weight savings in our Tartan decks provides a lower center of gravity with increased stability and an easier motion at sea.

Tartan Stylish Interiors

While Tartan is recognized as an industry leader for strength, speed and safety at sea, our interiors provide you the utmost in style and comfort below decks. Here are a few of the many elegant features found in our boats.

- Handcrafted, solid stock trim detail
- Ventilated, solid stock cherry doors
- Dovetail drawers
- Select, rich Sunbrella fabrics, custom crafted by our in-house upholstery team
- Hand varnished, carefully placed hand-holds providing safe movement below decks
- Solid stock passage doors
- Custom molded composite laminate, solid surface countertops in the galley and head areas that are scratch and crack resistant and lightweight

Solid-stock trim detail



