

JAMES CROSS, Certified Marine Surveyor

19 Nooseneck Hill Rd , West Greenwich, RI 02817

Phone (401) 397-5040

Member Association of Certified Marine Surveyors//ACMS-USA.COM

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May 11, 2013

Re: 1978 30' Tartan Sloop

Dear Mr. Buyer,

This letter reports the results of a survey of the above vessel which was inspected on the 10th of May 2013, at Brewers Marina in Warwick, Rhode Island, while hauled. You requested the inspection to establish its condition and value.

The survey guidelines are provided, for the most part by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a visual inspection of accessible portions of the hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational.



It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines, reduction gears, navigation equipment, electrical and electronics equipment. In order to make a proper inspection of these components an "in the water test" must be conducted. Many components must be brought up to operating temperature and run under a load, at RPM for a period of time. Inspection and operation of the engine was limited to a visual inspection.

General

The manufacturer ID number TAR30522M78A indicates that this vessel was manufactured by Tartan Marine Company, of Fairport Harbor, Ohio, in 1978. Pertinent dimensions of the vessel are: The LOA is 30', the Beam is 10', and the Draft is 4' 11". The displacement is approximately 8,700 pounds.

Hull and structures



lated bushings are in good condition. In addition, there is after market wheel steering installed. The wheel, pedestal and all related steering gear is in good condition and working properly. The topsides are off white and in good condition with a few superficial scratches and cracks. All outside wood surfaces and trim are in fair to good condition. There is a provision for an emergency tiller, and the tiller was on board. The bulkheads are glass tabbed to the hull. The glass tabbing throughout is good. There are inner liners throughout the vessel, which comprises

The hull is a polyester laminate reinforced with fiberglass mat and woven roving. The original gel coated freeboard surface has been re-coated and is in good condition and no major dings or scratches were found. I sounded the hull with a mallet and no voids or soft spots were detected. The hull from the boot top down is also in good condition. There is no excess or build up of bottom paint. The lead ballast is contained by the fin keel. It is properly fitted and secured to the structure. The large monel keel bolts look good. The rudder, rudder post, and all related bushings are in good condition. In addition, there is after market wheel steering installed. The wheel, pedestal and all related steering gear is in good condition and working properly. The topsides are off white and in good condition with a few superficial scratches and cracks. All outside wood surfaces and trim are in fair to good condition. There is a provision for an emergency tiller, and the tiller was on board. The bulkheads are glass tabbed to the hull. The glass tabbing throughout is good. There are inner liners throughout the vessel, which comprises some of the interior finish, and the gel coated fiberglass liners (deck and overhead) are in good condition and structurally sound. It is obvious from the appearance of the interior that the vessel has had good care and reasonable maintenance.



located in the port lazarette, within easy reach, while operating under power. There is a large compass mounted on the pedestal, the bearing is correct on the present heading. The gusher, hand operated bilge pump, is installed and operated from the cockpit. There is a lazarette in the aft section and it is accessed through two hatches in the cockpit area. The lazarette areas, port and starboard, house miscellaneous materials and are structural sound. Engine compartment intake and exhaust vents are also located in the stern section of the cockpit. The fuel and water fills are located (well marked and properly installed) out board of the cockpit. The overall condition of the cockpit is good. The appearance from on deck, including the teak trim, is good.

The bow and stern pulpits, stanchions, and cleats are constructed of stainless steel and properly secured. The life lines and their associated stanchions and gates are in good condition. The cockpit area is self bailing, through aft scuppers, clean, and the finish is in good condition. There are a few gel coat cracks and scratches, but they are superficial and typical for this vessel. Instrumentation is

Standing and Running rigging



The aluminum mast (with internal furler), boom, and related winches and hardware are in good serviceable condition, as can be inspected from on deck. The spreaders are in good condition. The shrouds, and turnbuckles also check out fine. The mast step is well secured, and the mast step shows no signs of corrosion. The step is properly fitted to the keel. All deck hardware, including winches, is properly backed.

There is a jib furling rig installed and it appears in good working order. The hardware is properly sized for this vessel. The winches are properly sized for comfortable cruising. The main sheet traveler is in good condition. The sheets are in good condition as are the halyards. The jib furler feed line looks new. The stainless swim ladder at the stern is in good condition and secure.

Main cabin



There is proper ventilation to the main cabin area through vents and ports. The main cabin houses the dinette, galley and head. There is a portable alcohol two burner stove properly secured in the galley. A large ice chest is built in on the right of the stove and extends into the cockpit. The ice chest, stove, and sink are in good condition. There is a pressure hot and cold water system installed. The potable water system is working. Closets, lockers and other storage areas are more than adequate through out the vessel. The interior areas are clean and in fair to

good condition. The joiner work is plywood, and some solid teak, and some with a teak veneer. The joiner work is nicely done and in good condition. The head liner (moulded in) is in good condition. The nylon upholstered sections are in good condition and have many seasons of use ahead of them. The sole is teak and is in fair condition, cosmetically. Access to the bilge is not limited. The dinette table is large and secures to the overhead in the quarter berth for storage. The quarter berth and the main cabin berths will sleep three. A PVC water tank is located under the berth. There is an auto/manual bilge pump installed. The hot water tank is in unknown condition and properly secured.

The head is small and is equipped with a manual toilet with Y gate that discharges into plastic holding tank which can be pumped overboard. The holding tank is in good shape. There is also a hand wash basin in the head area. Lighting is good throughout the vessel.



The V-Berth is located beneath the forward deck. This area will sleep two. It is clean and nicely upholstered. (upholstery in storage for winter) There is adequate lighting and locker space in this area. Also, housed in the V-berth area are several PFD's and rode storage at the forepeak. The deck hatch to this area is tight to the weather and in good condition. The holding tank hardware is located under the berth. No odor was noted. The head

plumbing is secure. No fresh water was left in the tank, so by the time we got to the head there was no water to check the hand wash basin and shower.

Sails and Dodger

There are two sails on board. The main (a furler) and 110 Genoa (also furled). The sails are in about average condition.



Safety and Navigation Equipment

There is a working ICOM VHF transceiver installed at the Navigation area along with Garmin GPS 440S, A stereo sound system and depth sounde. Auto Helm auto pilot.

There are a number of small 10 Kidde installed. These devices are in good condition. There are PFD's but no proper throw ring

aboard. I did not observe signalling equipment and a First Aid kit. Proper ground tackle is installed, approximately a few feet of 1/4 inch chain and approximately 150 feet of 5/8 nylon line. Also, backup ground tackle is not installed.



Engine and Mechanical Spaces

The Universal Atomic four cylinder twenty five horsepower gasoline powered engine and built in reduction gear were not tested while running. The three blade bronze propeller and monel propeller shaft, cutlass bearing, and shaft log are in good condition. The shaft log is in need of repacking and tightening. There is a proper ground system installed. The engine and gear oil is clean. The fuel pump and filter/water separator are secure. The starter and alternator appear in good

working properly. All hose clamps should be checked out and the rusty ones replaced. All overboard through hull fittings should be double clamped. The engine exhausts through proper hoses to overboard. All of the exhaust system that could be observed is in serviceable condition. I could not get into the exhaust system overboard fitting area.



The intake is in good condition. A sea water strainer was not noted. Seacocks through out (bronze) are in good shape and operative but should be serviced. The steel fuel tank (located under the main cabin port berth is an unknown entity. It is not leaking. The fuel lines are in working condition and secure. There is a proper fuel shut-off at the tank.

Electrical



The batteries are properly boxed, covered and secure. The batteries are properly installed. The batteries feed the 12 volt system through a proper three way switch and fuse panel. The panel is in good condition. The electrical wiring and terminals observed throughout the vessel are in good condition, except that some harnessing and terminal service is needed. The circuits were rung out and no problems were found. There was no high resistance noted. The navigation lights comply

with CFR regulations.

Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete

Electrical

2. AC/DC Isolation..... No Isolation system installed, No GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards,
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, well maintained. DC wiring is
original stranded copper with original harnessing in place.
5. AC control panel..... NA

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard
approved type rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at tank
7. Fuel tank..... Steel, zinc plated, secured, sections that can be observed are in good,
clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... Alcohol, small portable stove.

Propulsion system

8. Carburetor back fire flame arrester..... installed on carburetor, US Coast Guard
approved type.
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencers, in
serviceable condition, with original supports in place.
- 9a. Exhaust system riser.....OK
10. Engine mounts..... secure
11. Engine shaft logs..... secure, properly clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation..... Coast Guard Approved type 12 volt blower
long with appropriate flexible ductwork to hull outlet.
12. Rudder shaft logs.... secure fiberglass rudder tube
13. Rudder tower.... NA
14. Steering gear and controls.... Aftermarket Edison Wheel, lines and hardware are
are in good condition, New stops installed
- Overboard fittings..... all bronze fittings below the water line, shut-off valves are work-
ing and are well maintained, appear original. Related hoses US
Coast Guard approved type and are double clamped.
16. Backup ground tackle..... not observed, Backup tillerinstalled

"BUC" book Boat Detail Sheet

*TARTAN YACHTS INC, FAIRPORT HARBOR, OH (MIC:
HMD,DMC,HMD,TAR,TCM)*

TARTAN MARINE, DOUGLASS & MCLEOD INC

*Model Year 1978 Hull Material Fiberglass
Model TARTAN 30 Hull Configuration Keel
Length Overall 30' Draft 4' 11"
Length On Deck Beam 10'
Boat Type Sailboat / Sloop Rig Weight 8750 lbs.
Engine Type Inboard
Single 30G Atomic Four Universal*

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

*Current Retail Value Range **\$19,900-\$22,100***

104th edition.

Fair Market Value Adjusted for BUC Condition in the North Atlantic \$19,900-\$22,100

Replacement Value \$184,000

All prices in US Dollars.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel as a sea trial was not conducted.

With the exception of the few items mentioned and the below recommendations, this vessel is in about typical condition, considering its age. Due to its good condition and inventory, its value is between \$12,000.00 to \$15,000.00.

Recommendations:

- Double clamp all through hull fittings. Repack and tighten shaft log
- Replace any rusted hose clamps.
- Harness wiring as necessary.
- Ensure that a complete Coast Guard Safety and Signalling package is aboard. Install backup ground tackle.

Cordially



James Cross, Marine Surveyor
JC/pam

