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**MARINE PURCHASE SURVEY  
2000 TARTAN 3700, 37' SLOOP, "XXXXXX"  
File No. FR082608.SUR  
REPORT OF SURVEY**

This is to certify that on 8/25/08, at the request of XXX XXXXX, I conducted a survey of the above vessel in water  hauled  in Guilford, Connecticut. Results of the survey are as follows:

**GENERAL DATA**

**NAME** "XXXXXX" **PRESENT OWNER/AGENT** Tartan/C &C Connecticut  
XXXXXXXXXXXXX

**BUILDER** Tartan **DESIGNER** Tim Jackett

**VESSEL TYPE** Grp sloop **HULL ID#** TCM37007A000

**AREA OF OPERATION** Inland & Coastal **YEAR BUILT** 2000

**DOCUMENTATION #**  **STATE REGISTRATION #**  1094834

**HULL DETAIL**

**LOA** 37 **LWL** 32', 6" **BEAM** 12', 8" **DRAFT** 16,150

**BOTTOM CONFIGURATION** Fin Beavertail winged keel, spade rudder

**DISPLACEMENT** 16,150 # **BALLAST** 6,200 # **TYPE** External winged lead

**BUILDING MATERIAL** Grp. (Glass reinforced plastic) **SOLID**  **CORED**

**Note;** Generally hull is fully balsa cored. Some areas around the chainplates are solid

**BULKHEADS & STRUCTURAL MEMBERS** Good.

**COSMETIC CONDITION, COLORS, ETC.** White hull, blue boot, blue bottom. Good.

**EXTERIOR WOODWORK CONDITION** N/A to hull

**HULL & DECK JOINT** Horizontal hull and deck flanges are bedded and screwed using machine bolts and no nuts. A spacer is installed between flanges.

**BOTTOM** Good. No signs of blistering, delamination or damage

**GENERAL CONDITION** Above average. **See recommendation #1.**

**DECK & SUPERSTRUCTURE**

**DECK CONFIGURATION** Foredeck, side decks, aft cockpit. Raised cabin.

**BUILDING MATERIAL** Grp (Glass reinforced plastic)      **SOLID** [ ] **CORED** [x]

**CORE TYPE**      Balsa      **GELCOAT CONDITION** Good

**STRUCTURE** Typical top and bottom grp skinned, core sandwich construction.

**EXTERIOR WOODWORK CONDITION** Intact. Ready for finish work.

**GENERAL CONDITION** Good. See recommendation #2.

**MAST(S), RIGGING & SAILS;**

**RIG CONFIGURATION** Mast head, stem headed, double spreader, keel stepped sloop

**SPARS: BRAND, MATERIAL,**      Appeared to be Kenyon, but unknown. Painted aluminum

**CONDITION AS SEEN FROM DECK, UNLESS ALOFT INSPECTION SPECIFIED:**

**Note;** Aloft rigging inspection conducted

**STANDING RIGGING; SWAGE, J-HOOK,** Appeared good

**RUNNING RIGGING;** Good.

**CHAIN PLATES**      Good      **MATERIAL** Stainless steel

**MAST ATTACHMENTS; BOOM, POLES, BLOCKS, ETC.** Good

**SAILS:**      **SAIL AREA** \_\_727.5 sq ft

Triple stitched, fully battened main **SAILMAKER** Tartan      **CONDITION** Fair to good

Approx. 130% roller furling genoa **SAILMAKER** Tartan      **CONDITION** Good.

Triple stitched.

2003 Gennaker      **SAILMAKER** North      **CONDITION** Appeared good, but not fully inspected.

See recommendation #3.

**UNDERWATER MACHINERY & HARDWARE**

# INSTRUMENTS 2 MATERIAL Plastic CONDITION Good

Note; Knotmeter paddle wheel was not installed.

# THRUHULLS 5 MATERIAL Plastic CONDITION Good

# GATEVALVES 0 MATERIAL CONDITION

# BALLVALVES 5 MATERIAL Marelon CONDITION Good

# SEACOCKS 0 MATERIAL CONDITION

STERN BEARING [ ] CONDITION N/A

STRUT & BEARING [x] CONDITION Good

PROPELLER SHAFT MATERIAL Stainless steel SIZE 1" CONDITION Good

PROPELLER MATERIAL Bronze SIZE Maxprop unknown NO. BLADES 3

FEATHERING [ ] FOLDING [x] FIXED [ ] CUPPED [ ] CONDITION Good

PROPELLER SHAFT STUFFING BOX(ES) CONDITION Dripless. Good

GROUNDING PLATE [ ] RUDDER MATERIAL Grp over foam CONDITION Good.

RUDDER STUFFING BOX(ES) CONDITION N/A

HOSES Good. HOSE CLAMPS Good DOUBLED [x]

ZINC CONDITION: SHAFT(S) Yes RUDDER(S) N/A OTHER Max prop hub

GALVANIC CORROSION PROTECTION LEVEL; 900. High protection level

See rec. #4.

**STEERING SYSTEM**

TYPE Single station pedestal wheel steering

AUTOPILOT Raymarine

OTHER Emergency tiller

ENGINE CONTROLS Single station, single engine single lever control is good.

CONDITION Good

**ENGINE ROOM**

**SINGLE**

**MAKE** Yanmar                      **YEAR** 2000  
**MODEL #** 3JHSE                      **HOURS** 550  
**SERIAL #** A00479                      **H.P.** 36.4 at 3800 rpms

**FUEL: GAS** [ ] **DIESEL** [x]

**GAUGES: OIL PRESSURE** [x]

**TEMPERATURE** [x]

**AMMETER** [ ]

**TACHOMETER** [x]

**VOLTMETER** [ ]

**HOUR METER** [x]

**FUEL** [x] on tank

**FRESH WATER COOLED** [x] -34F

**OTHER'S** [ ]

**SEA WATER COOLED** [ ]

**SEAWATER STRAINER** [x] **SWC INTAKE WATER SYSTEM CONDITION** Good.

**ENGINE BED CONSTRUCTION** Grp over foam **CONDITION** Good

**TRANSMISSION, MAKE, MODEL & RATIO** Kanzaki, KM3A transmission. 2.64:1

**SERIAL #** 1971

**GENERAL CONDITION** Good. See rec. #5

**SEA TRIAL COMMENTS;**

<b>RPMS:</b>	<b>SPEED/KTS</b>	<b>OIL PRESSURE</b>	<b>TEMP.</b>	<b>VOLTS</b>
<b>IDLE;TRUE</b> 757 TACH'S 700	2.3 kts	Lower limit	158F	14.1
<b>CRUISE;</b> TRUE 2394 TACH'S 2400	5.4 kts	Low acceptable range	165F	14.1
<b>MAX;</b> TRUE 3568 TACH'S 3700	7.3 kts	Low acceptable range	171F	14.1

**BILGE AREA**

**BILGE PUMPS:** HAND 1      ELECTRIC 1      AUTOMATIC Yes  
**OPERATING CONDITION** Good. **Note;** Shower sump will work as an emergency back-up  
Manual bilge pump was not tested.  
**BILGE CONDITION** Could use detailing. Scum line evident.

**EXHAUST SYSTEM**

**WET**  **DRY**  **HOSES** Good      **CLAMPS** Good. **MUFFLER** Good  
**VENTILATION:** NATURAL VENTS & DUCTS  **BLOWER**  **ADEQUATE**   
**CARBON MONOXIDE DETECTION:** See rec. #6.

**FUEL SYSTEM**

**TANKS** 1      **CAPACITY** 38 gallons      **SECURED PROPERLY** Yes  
**MATERIAL:** STAINLESS STEEL  **TINNED COPPER**  **FIBERGLASS**   
**ALUMINUM**  **GALVANIZED STEEL**  **STEEL**  **BLACK IRON**  **MONEL**   
**LOCATION** Starboard settee berth  
**VENTED OVERBOARD**       **BONDED**       **ADEQUATE SHUTOFF**   
**PIPING TYPE** A1 hose **FLEX HOSE AT ENGINE**  **FILTRATION**   
**CONDITION** Good

**FIRE PROTECTION**

**NUMBER** 3      **TYPE** Dry chemical      **SIZE** BC:1  
**ENGINE AREA SYSTEM** None installed  
**SYSTEMS LAST TAGGED** 2000      **CONDITION** Good

**SAFETY EQUIPMENT**

**FLOATATION DEVICES:** TYPE II, III, IV & IV  
**NUMBER** 8, 2, 2 & 1  
**DESCRIPTION** PFD's, PFD's, Float cushions & Lifesling

**DISTRESS SIGNALS - AT LEAST 3 EACH:**

**HAND HELD RED**       **DATE**  
**AERIAL RED**  **GUN**  **DATE** 2003. See rec. #7  
**ORANGE SMOKE**      **DATE**

**HORN**  **BELL**

**GROUND TACKLE****ANCHORS:**

**TYPE, WEIGHT, CHAIN & RODE:** 35# CQR anchor with approx. 17' x 3/8" chain and  
approx. 150' x 1/2" nylon 3-strand rode. Spare Danforth with rode  
**CONDITION** Good

**MAN OVERBOARD RETRIEVAL SYSTEMS:** Boarding ladder, stern platform, float

**ELECTRICAL SYSTEM**

**DC SYSTEM:**

**VOLTS** 12

**LIGHTS:**

**BATTERIES** 1- engine crank  
2-8D house/inverter

**INTERIOR** [x]

**ADEQUATE VENTILATION** [x]

**ANCHOR** [x]

**TERMINAL PROTECTION** [ ] \*

**RUNNING** [x]

**CURRENT PROTECTION** [x]

**STEAMING** [x]

**BONDED** [ ]

**COMPASS** [x]

**BATTERY SWITCH** [1]

**DECK** [x]

**PROPERLY SECURED** [x]

**ENGINE INSTRUMENTS**[x]

**BOX(ES)** [ ]

**NAVIGATIONAL INST.**[x]

**WIRING TYPE** Stranded copper to current code

**GENERAL CONDITION** Good. See rec. #8

**AC 120 VOLT, 30 AMP SYSTEMS:**

**CHARGER** [x] **REVERSE POLARITY INDICATOR** [x] **FUSED** [ ] **GROUNDING** [x]  
**LIGHTNING PROTECTION** [x] **BREAKERS** [x] **OUTLETS** [x] **SHORE POWER** [x]  
**HERTZ READING; 60 NORMAL; 59.99 cycles found. Good**

**GENERATOR:** **MAKE** N/A. Heart 2000 Inverter. 2KW

**GENERATOR NO LOAD HERTZ: 60 NORMAL; N/A**

**GENERATOR FULL LOAD HERTZ: N/A**

**GENERAL CONDITION** Good. **Note;** Inverter will power all outlets, microwave and hot water heater.

**POTABLE WATER SYSTEM**

**TANKS 2**   **MATERIAL** 1 plastic under V-berth, 1 aluminum under port transom berth. **CAPACITY** 80 gallons total

**TANK LOCATION** V-berth and port transom berth                 **GAUGE** [x] **See rec. #9**

**PUMP** Shurflo 12 volt                         **HOSES & CLAMPS** All appeared good.

**WATER HEATER** [x] **CONDITION** Appeared good. **LOCATION** Port cockpit locker

**GENERAL CONDITION** Good.

**INTERIOR LAYOUT**

V-berth/ Main salon with port transom berth, starboard settee, starboard galley, port navigation station/ Port aft head with shower/ Starboard aft private quarterberth with double.

**INTERIOR CONDITION** Good. **See rec. #10**

**GALLEY: STOVE** [x] **FUEL :** CNG    [] **KEROSENE** [] **ELECTRIC** []  
                    **OVEN** [x]             **PROPANE** [x] **ALCOHOL** [] **MICROWAVE** [x]

**PROPER FLAME PROTECTION** [x] **ADEQUATE FUEL SHUTOFF** [x]

**TANK LOCATION** Port helm seat

**GENERAL CONDITION & COMMENTS** **See rec. #11**

**REFRIGERATION:** 110V [] 12V [x] **MECHANICAL** []

**ICE BOX: MATERIAL**    Fiberglass   **CONDITION** Good

**HEAD FACILITY: NUMBER** 1   **TYPE** Jabsco manual  
**HOLDING TANK** [x] **MATERIAL** Plastic   **DIVERTER VALVE OPTION** [x]

**DOCKSIDE PUMPOUT CAPABILITY** [x] **TANK LOCATION** Port cockpit locker

**CONDITION** Good. **See rec. #12. Note;** Tank has a macerator as well as dockside pump-out

**EQUIPMENT LIST**

Complete interior cushions  
Screens  
Hot and cold pressure water with swim shower  
12 volt Adler Barbour refrigeration with cold pate  
Bow rail, stern rail and double lifelines  
Roller furling headstay  
Clock, barometer and hygrometer  
AM/FM CD stereo with Bose speakers  
Zenith color TV with VCR  
Standard Horizon Intrepid VHF/FM with remote cockpit microphone  
Avon Redstart inflatable dinghy  
Cockpit cushions  
Fins and mask  
Raymarine ST60 autopilot  
Raymarine RL70 radar  
Pedestal wheel steering  
Binnacle compass  
Dodger  
Main sail cover  
TV antenna  
Raytheon digital depth  
Raymarine digital knotmeter  
Raymarine wind instruments  
Raymarine Course over ground and magnetic, compass  
Electric swim platform  
12 volt interior fans  
Heart 2000 inverter/battery charger  
30 amp shore power cord  
Raymarine RC520 chartplotter  
Radar on stern pole  
12 volt windlass  
Anchor davit with roller.  
Lazy Jacks  
Tides Marine luff track  
Holding tank macerator  
Propane cooking fuel with solenoid  
Forespar vang  
1997, 3 hp outboard motor on storage bracket  
3 blade Max Prop  
Deck wash system  
Winter cover (Not onboard)

Macerator  
Mast head fly  
Heart interface.  
Custom mattresses  
Pots and pans



### **SPECIAL NOTE REGARDING MOISTURE LEVELS REPORTED**

**Special Note, regarding moisture readings in this report;** Detected moisture levels are quite often confusing to the prospective buyer. This note is an attempt to clarify moisture levels and soundings. This office uses a non-destructive Tramex Skipper + meter. Moisture levels are not percentages, but relative levels compared to the original levels of the vessel, when built. To develop percentages of water, a destructive meter is required, or a core sample would be removed, weighed, dried, then re-weighed, to determine actual percentages of moisture. Core sample testing laboratories are available and this office has a destructive meter as well. Original moisture levels on most vessel's vary between approx. 3 and 20 on the relative scale of 0-100, quite often depending on the region, in which the vessel was built, due to humidity or quality of the builders facility. Detected elevated moisture levels up to 80 to 85 on that scale, indicate the presents of moisture vapor, but not raw water. If the core is exposed, no moisture would be discernable to the touch. These levels do indicate that the core has been subjected to moisture, due to a leak in the proximity, old or new, or core may have been exposed to a dew, or light moisture during the construction process. After much testing and study, it is my opinion that standard balsa and plywood cores with levels up to 80-85 relative, will not rot. Above 80 to approx. 85, if the core is exposed, minor moisture may be detected by touch, but still may not be conclusive. Above 85, the core is damp to the touch and, at 90 to 100 the presents of raw water most likely will be found. The high moisture level areas may still offer years of good, strong soundings and service, but will eventually rot, especially if the moisture source is not corrected. The rate of core damage will vary according to the core type used. Balsa if at 85-100, offering good, normal soundings, may offer compromised soundings in ten to twelve years, or so. Plywood holds up for much longer periods than balsa and if in the high moisture range, may offer good soundings for fifteen to twenty years. Other non-rotting cores are used in some applications. Once the core has been exposed long enough to become compromised, re-coring of the affected area may be required, based on safety parameters, such as cleat and lifeline security, chainplate condition, etc, or in the event of a refinish, core should be replaced prior to the upgrade. Practically all vessel's five years old or older, will have some elevated moisture issue. The best preventative measure is to routinely lift and rebed all hardware in areas where core exists. This applies to cored hulls as well. There are many tricks to hardware installation from the typical and standard installations with simple bedding, to the custom methods, where core is omitted in way of the hardware. Some custom applications go much further by over-drilling or cutting, filling with epoxy, re-drilling and bedding hardware, to removing the core in the hardware hole perimeter, filling with epoxy, faring the epoxy and bedding hardware. If elevated moisture levels are detected during this survey, most of the problems may be corrected by rebedding the hardware in the affected area, stopping the moisture source. Hardware rebedding should be considered a routine maintenance item on all boats.

## FINDINGS

ITEM	DESCRIPTION	RECOMMENDATION
#1.	Minor bootstripe scratches noted starboard forward boot. Bottom paint appeared adequate, but could use sanding and coating. The aft ballast joint offered a typical open joint, since no keel bolts are installed in the area.	#1. Attempt to compound scratches away, or touch up as desired. Prior to extended cruising, consider painting the bottom. If desired, dry and caulk the aft end of the ballast joint with a tenacious adhesive, such as 3M 5200.
	<b>IMPORTANT. COSMETIC. PREVENTATIVE. NON-ESSENTIAL.</b>	
#2.	All moisture levels were checked using a Tramex meter. The relative scale of 0-100 was used. The original levels of this vessel are approx. 10 on that same scale. The following elevated moisture level areas were noted; Both port and starboard cabin top grab rails offered elevated moisture levels of 70-95, from the grabrails outboard. Soundings are good. The radar/TV antenna/GPS antenna mast is poorly designed and works the aft hull to deck flange, as well as flexing the deck, the stern toe rail has worked and some algae noted growing in its joint to the deck. All exterior woodwork is ready for attention.	#2. Lift and rebed cabin top grab rails. Consider lifting and rebedding all deck hardware preventatively, perhaps including the stern toe rail. Refinish exterior woodwork. Consider a better arrangement for the electronics mast. Consider a proper arch with bases bolted through the coamings, or deck. If not re-designed, damage to the stern area of the deck should be expected.
	<b>IMPORTANT. COSMETIC. PREVENTATIVE. HIGHLY SUGGESTED. NON-ESSENTIAL.</b>	
#3.	The mast paint is starting to fail. Paint is chalky. Some bare aluminum areas noted. The antenna on the mast head is slightly bent, but operable. The apparent wind indicator vane is warped and no API transmission was found. Lower shrouds felt slightly over tensioned. Main sail leech is slightly blown out, but sail is serviceable. Under tension, the sail shape was acceptable.	#3. Refinish spars as desired. VHF/FM antenna works, but replace if desired. Repair or replace API vane portion of the wind instrument sending unit or entire unit. Repair or replace as needed. Consider having a professional rigger check rigging tension. Monitor main sail and upgrade or replace as desired.
	<b>IMPORTANT. COSMETIC. SYSTEM PERFORMANCE. NON-ESSENTIAL.</b>	
#4.	The galvanic corrosion protection level is high at 900 millivolts DC. A proper value is between 650 and 750 millivolts DC. Vessel has double shaft zincs, as well as a Maxprop hub zinc.	#4. Install a galvanic isolator in the green shore power wire, to stop other vessel's on the same shore power circuit from using this vessel's zincs. Consider omitting one shaft zinc.
	<b>IMPORTANT. HIGHLY SUGGESTED. PREVENTATIVE. NON-ESSENTIAL.</b>	

## FINDINGS

ITEM	DESCRIPTION	RECOMMENDATION
#5.	Engine started and ran well. A minor rear main seal leak was noted. Some oil is lying in the engine room pan area. Engine could use detailing since oil pan and other areas are rusty. Motor mounts are rusty. No leaks could be found other than the intake strainer assembly which is green with patina. Engine ran approx. 232 rpms shy of the factory rating of 3800 rpms.	#5. Clean and detail engine to monitor rear seal leak. Treat rusted components with a phosphoric solution, such as Ospho, to neutralize rust, then paint. Consider checking seawater intake impeller as a routine item. Lubricate all motor mounts and consider phosphoric solution to neutralize rust. Decrease propeller pitch approx. 1" to gain approx. 200 rpms. Disassemble and improve engine seawater intake strainer assembly to stop minor leaking which may be the cause for oil pan and forward motor mount rust. <b>IMPORTANT. ROUTINE MAINTENANCE. PERFORMANCE. NON-ESSENTIAL.</b>
#6.	No carbon monoxide detector is installed.	#6. Install an audible Co detector in the cabin to warn of carbon monoxide build-up. <b>PRIORITY. SAFETY. ESSENTIAL.</b>
#7	All emergency signal flares have expired.	#7 Carry a minimum of three hand held red or aerial red signal flares onboard, having future expiration dates. Replace all flares prior to their expiration. <b>PRIORITY. SAFETY. USCG REQUIREMENT. ESSENTIAL.</b>
#8.	Engine cranking battery and both 8D house/inverter batteries, located under the starboard aft cabin berth and the battery cable bus bar located under the central aft cabin berth, have no positive terminal protection. The apparent wind indicator did not function and mast head feather is warped.	#8. Install red rubber caps on all battery positive terminals, including the battery cable bus under the aft cabin central berth, to prevent accidental arcing. <b>PRIORITY. SAFETY. ESSENTIAL.</b> Repair or replace apparent wind indicator. <b>IMPORTANT. SYSTEM PERFORMANCE. NON-ESSENTIAL.</b>
#9.	Water tank level indicator does not function.	#9. Repair as needed. <b>MINOR TO IMPORTANT. NON-ESSENTIAL.</b>
#10.	Interior is in generally good condition. Some water damage noted to finish in the head area and forward cabin sole. Otherwise interior is dirty. The starboard aft galley cabinet latch is sticky and does not open easily. Other latches will not recess as designed.	#10. Detail the interior including the bilge, all cabinets and lockers. Attempt to touch up finish, or strip and refinish as desired. Replace starboard aft galley cabinet latch and others that will not retract. <b>IMPORTANT. COSMETIC. NON-ESSENTIAL.</b>

## FINDINGS

ITEM	DESCRIPTION	RECOMMENDATION
#11.	Stove and oven are greasy. Broiler would not light Thermo-coupling for broiler.	#11. Clean oven and stove. Repair <b>MINOR TO IMPORTANT. NON-ESSENTIAL.</b>
#12.	The head holding tank was reported to have a leak. Tank was filled with fresh water and no leaks were found, other than a possible, previous inspection port leak. The holding tank vent is corroded and may be restricted.	#12. Insure inspection plate is properly sealed and tight. Replace holding tank vent. <b>IMPORTANT. NON-ESSENTIAL.</b>

### Other findings;

- A. No documentation number was found permanently installed. **USCG requirement**
- B. No oil discharge or refuse dumping plaques were found. **USCG requirement**
- C. Anchor retaining pin is common steel. Replace with stainless
- D. The manual bilge pump was not tested, but appeared good. Test manual pump prior to delivery or vessel's use. 12 volt pump worked manually and automatically.
- E. The hull to deck joint appeared unusual with a filled space between the deck and hull flanges. Joint appeared strong and intact. No nuts are installed on the hull to deck flange thru-bolts, as they are threaded through the fiberglass flanges. No problems were found.
- F. Compass light could not be proven.

## CONCLUSION

The 2000 Tartan 3700 sloop, "XXXXXX", was found in good to above average overall condition. Structurally she was found in good condition with no apparent problems, including her hull to deck joint where visible. Bottom sounded strong and was found free of any signs of blistering, delamination or damage. All below waterline hardware, including the rudder appeared in good condition. Decks were found average to above average offering two areas of elevated moisture, outboard of each cabin top grab rail, but all soundings are good. Attention is needed to electronics mast arrangement since it is working the aft section of the deck to transom joint. Spars and rigging appeared in good condition, although mast and boom paint is showing age and main sail is showing wear. Yanmar diesel started and ran well, but could use a thorough cleaning, rust treatment and touch up paint. A minor rear main seal leak was found. Engine access is tight. AC/DC systems were found in good condition. Interior and exterior cosmetics are fair to good, but need a thorough cleaning and some interior finish attention, as well as exterior woodwork finish and detailing. A good equipment inventory was found. Only the apparent wind indicator did not function.

All "FINDINGS AND RECOMMENDATIONS" , listed in this report, may be given values, such as; PRIORITY, IMPORTANT OR MINOR. These comments are to help the buyer, prioritize maintenance items. Additional comments are made as to the nature of the finding, such as; SAFETY, SYSTEM PERFORMANCE, STRUCTURAL and INVESTMENT VALUE. In some cases the association or federal dept. responsible for the recommendation is given. These are The American Boat and Yacht Council (ABYC), The United States Coast Guard (USCG), The National Fire Prevention Association (NFPA) and The American National Standards Institute (ANSI). All findings and recommendations are the opinion of this surveyor.

All "ESSENTIAL" items should be repaired or replaced prior to the next use of the vessel. "IMPORTANT" items may be repaired or replaced at the owners discretion. "MINOR", items require no attention at this time.

With all "ESSENTIAL" items repaired or replaced, this vessel should be considered a good insurance risk.

The most recent published values for a 2000 Tartan 3700, in average condition with stock equipment, range from a low of \$166,500 to a high of \$183,000. Above average values range from a low of \$188,500 to a high of \$206,500. Considering the good to above average overall condition of this vessel, but keeping in mind the need for improvement now and in the foreseeable future, an approx. **fair market value of \$XXX,XXX**, is appropriate. Replacement costs for a new like-kind vessel with similar equipment would be approx. \$341,500.

THE FOREGOING INDEPENDENT SURVEY REPORT IS BASED UPON INSPECTION OF ALL SPACES ACCESSIBLE WITHOUT REMOVAL OF FURNITURE AND FIXED EQUIPMENT. THIS SURVEY IS NEITHER A GUARANTEE OF THE CONDITION OR VALUE OF THE VESSEL, FITTINGS, OR EQUIPMENT; NOR IS IT A GUARANTEE OF THE SEAWORTHINESS OF THIS VESSEL. IT IS THE SOLE RESPONSIBILITY OF THE MASTER OF ANY VESSEL TO DETERMINE THE SEAWORTHINESS AND SUITABILITY OF HIS VESSEL FOR ANY INTENDED VOYAGE.

**CONCLUSION CONTINUED;**

THE SURVEYOR SHALL NOT BE HELD LIABLE FOR ANY ERRORS OR OMISSIONS, FOR ANY HIDDEN DEFECTS, OR FOR THOSE MANIFESTING THEMSELVES AT A LATER DATE. THE USE OF THIS REPORT SHALL CONSTITUTE ACCEPTANCE OF THESE CONDITIONS.

The prospective purchasers are advised to make inquiries and request full disclosure from the sellers, brokers and other interested parties of any and all known or suspected conditions, hazards, problems or the like, which may exist in addition to those outlined within this report that may affect the vessel's safety, operability, and/or value. It is also recommended that surveys, and/or repair records be obtained and reviewed and inquiries made to those with firsthand experience in operating and/or repairing the subject vessel. These details can be useful in scheduling maintenance and repairs as well as disclosure of pertinent facts.

The prospective purchasers are also advised to conduct a "walk through" inspection, inventory verification and operational testing of the vessel and all equipment immediately prior to the conclusion of the purchase (similar to that done in other type transactions). Time elapsed from the survey, vessel usage and other post survey factors (ie. collisions, grounding, storms, lightning strikes, vandalism, etc. post survey repairs and prior to transfer of interest can alter conditions which existed at the time of the survey.

New owners are also advised to contact the manufacturers of the boat, engine and other components equipment to register their ownership and to obtain up to date information concerning the boat/equipment and possible recall campaigns or other advisories.

Signed without prejudice;



Michael L. Previti  
President  
PREVITI\*MARINE SURVEYOR AND  
CONSULTANT, INC.

**MEMBER OF THE AMERICAN BOAT AND YACHT COUNCIL SINCE 1982**  
**NATIONAL ASSOCIATION OF MARINE SURVEYORS**