

5/19/94

TOLLYCRAFT YACHTS

TOLLYCRAFT SERVICE BULLETIN

ALL 30' TOLLYCRAFT SPORT CRUSIERS

Some 30' Sport Cruiser owners have experienced separated or broken fiberglass tabs (fiberglass mat which bonds wood to the hull). We recommend you make the enclosed modifications to your boat.

Tollycraft assumes no responsibility for the inspection or modification costs.

Regarding: All 30' Sport Cruiser Tollycrafts, hull numbers 601-828.

Tollycraft is advising that the following procedures be taken on the 30' Sport Cruiser, to insure that the hull integrity is not compromised.

The emphasis of the procedures is to provide sound connections between the floor and the bulkheads, allowing the hydraulic loading from the hull to be evenly distributed.

Procedure #1:

Through bolt mahogany posts from the stringer to the floor joists (see drawing A). This can be done by removing the carpet, cutting the salon floor in way of the water tank (see drawing B), and the galley area under the refrigerator. In addition the inspection hatches need to be enlarged at; the salon entry, and the two outboard hatches forward of the shower and the galley (see drawing B).

The water tank should be removed, and the posts will be located under each floor joist and then bolt the posts in place to the inside longitudinal stringers, six per side (see drawing C).

The same procedure as above should be followed for under the galley using the outboard stringer in four places, and under the head using the outboard hatch access.

Wood kits or dimensional drawing can be obtained through Tollycraft.

Procedure #2:

While in the water tank area, the V-berth and forward fuel tank bulkheads should be re-tabbed if there are any signs of tabbing failure. Prior to the re-tabbing, the area will have to be ground out.

The tabbing laminate schedule at Tollycraft is:

1.5 oz. mat, 3" overlay
(2) layers of Stitch mat, 4" and 5" overlay
1.5 oz. mat, 6" overlay
Using polyester resins

The same tabbing procedures should be followed for the engine bulkhead using the galley and entry access. While in the galley area the outer fuel tank bulkhead can be accessed if necessary.

Procedure #3:

The bulkheads must be mechanically fastened to the floor joists. The engine room bulkhead will have two cleats on the forward side, one in way of the entry step and the other under the galley (see drawing D).

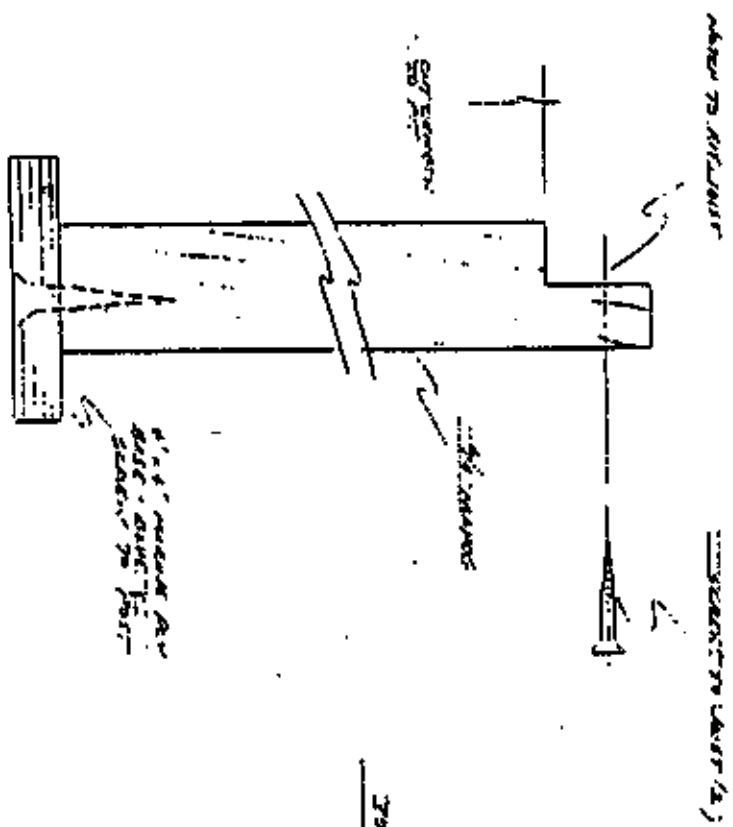
The fuel tank bulkhead will have a full length cleat running on the forward face, and the V-berth bulkhead will have a cleat on the aft face (see drawing E & D).

Procedure #4:

The engine room bulkhead needs a 3/4" plywood-backing plate through bolted at the centerline (see drawing F).

Please contact the Tollycraft service manger for further information.

These procedures will not extend any additional warranty nor have any warranty on their own. These steps are intended to allow our customers continued satisfaction with our product and extend their boating pleasure.

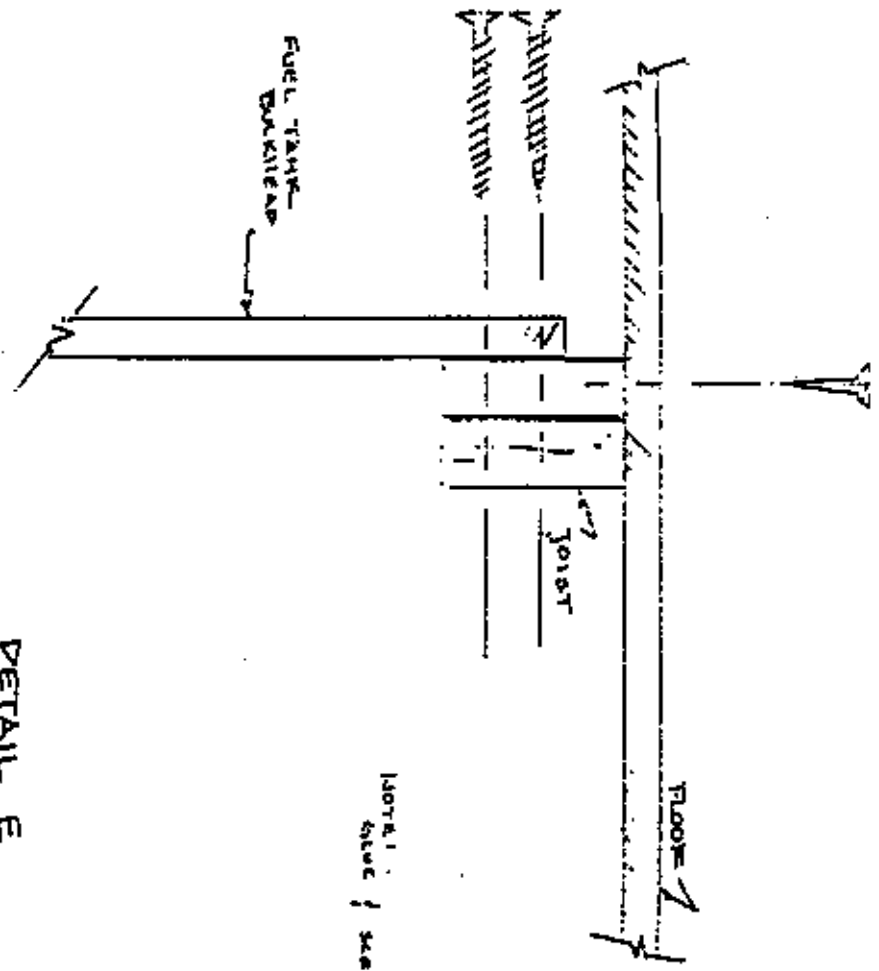


DRAWING #A

TO RETROFIT PART

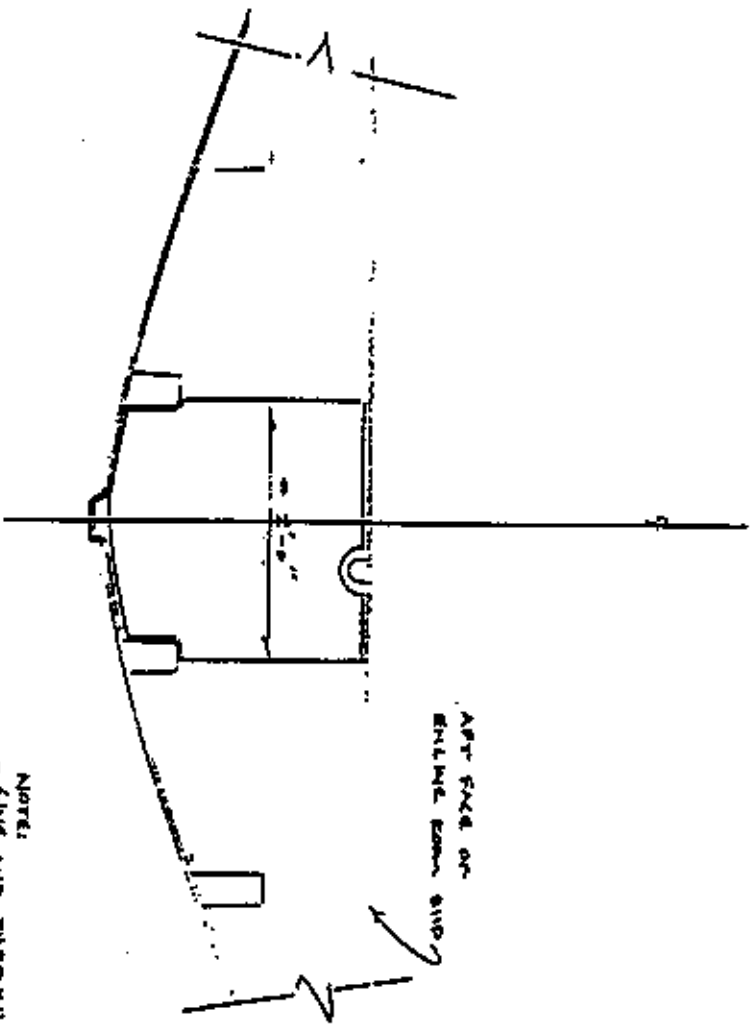
GD
Tollymore

NO.	REV.	DATE	BY	CHKD.



NOTE: steel & screw every 6"

DETAIL E



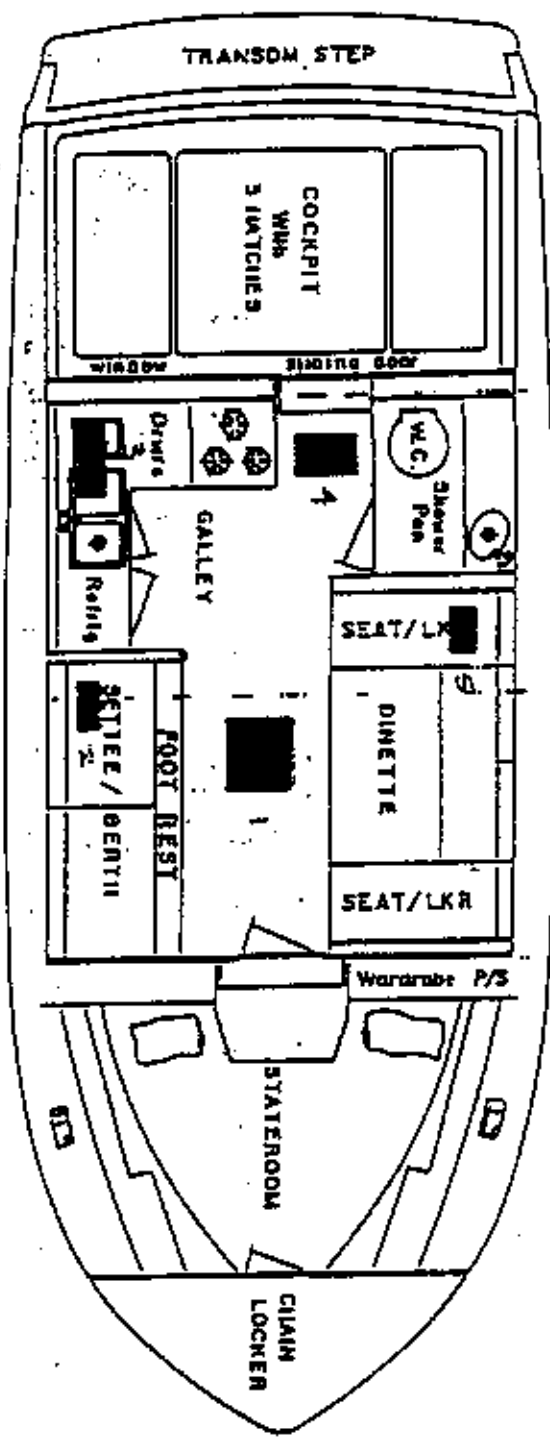
APT FACE OR
ENTRANCE ROOM SIDE

NOTE:
- Glue AND THROUGH BOLTS
- 1/4" Plywood ON THE APT SIDE
- TIE TO CIV.

DETAIL F

- Hatch #1 Look aft at fuel tank bhd along hull/bhd interface
- Hatch #2 Look at the fuel tank bhd itself for damage
- Hatch #3 Look at engine bhd at hull side
- Hatch #4 Look at the engine bhd along the hull/bhd interface
- Hatch #5 Look fwd at the fuel tank bhd along the hull side

With flashlight look at the following:



A 11.5
A 11.5

FUEL TANK W/3

A 11.5
A 11.5

30' SPORT CRUISER