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Mr. Robert Doll
 121 Wunnegin Circle
 Warwick, RI 02818

February 28, 2018

Re: 1985 Chris Craft Commander Sport 442

"MARTOONI"

Dear Mr. Doll,

This letter reports the results of a survey of the above vessel which was inspected while afloat, covered, and winterized on the 27th of February 2018, at the East Greenwich Yacht Club in East Greenwich, Rhode Island. You requested the inspection to establish it's 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. Stringers, when access is available, are checked by sounding, only. 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 engines was not done.

The vessel was built by CHRIS CRAFT BOATS, SARASOTA, FL, in 1985. Moulded into the hull at the transom is the hull ID number (CCSYA1051485). Pertinent dimensions of the vessel are: the LOA is 42' 4", the beam is 13', the draft is approximately 3' 4" and the displacement, according to the book, is 34,000 pounds. The Official number is 953966.



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Hull and Structures



The hull is a hand laid-up polyester, laminate reinforced with fiberglass matt and woven roving in a modified deep vee configuration with a large skeg (keel). The hull is solid fiberglass laminate. (No core). A balsa and plywood the core used in the topsides and superstructure. The pilot house and fore deck are constructed of solid fiberglass with an end grain balsa core. The structural integrity of the hull is good. The bulkheads and interior tabbing are in good condition and secure. The hull

was checked for excess moisture and found to be within standard limits. All bulkheads are marine grade plywood. All stringers and frames are secure. The hull is rigid. The two part Epoxy finish looks new and is in excellent condition. The entire vessel has been refinished. (Top to Bottom) . The hull-deck attachment is secure and trimmed with a stainless steel and Oak rub rail. I was unable to locate any structural delamination or separating of glass, including the engine bearers and stringers. The bottom (sections below the water line) was not inspected. Receipts show the recent application of a multi coat Epoxy barrier coat.

The interior surface of the hull, as can be observed at the bilge area, is epoxy coated and in excellent condition. All through hulls below the boot are bronze and in operating condition. All through hull fittings are properly bonded.



There are adequate large chrome plated bronze cleats provided for docking. The cleats are secure and properly backed. The bridge unit is properly secured to the structure. The tinted bridge splash shield is in good shape. There is a stainless steel life rail installed at the bridge and around the forward deck, and it is secure. There is a good quality stainless steel bow pulpit properly installed (part of the life rail), in is good condition, backed, and secure. The Teak trimmed fiberglass anchor pulpit is secure. The aft ladder , stainless and Teak, to the bridge is in good condition and secure. The radar arch is in good shape and secure. The forward deck

walk areas are solid and no soft spots were noted. The Teak swim platform, as vied from the bottom is in good shape and well secured. The recessed exhaust ports are solid , secure, and show no signs of leaks. The navigation lights conform to the CFR. Continued on Page four.



Bridge and Operating Station

The bridge station is in overall like new condition and clean. The controls are easy to operate. All of the bridge upholstery has recently been replaced with new white vinyl and along with the recent full enclosure and all new electronics gives the appearance of a new vessel. The Epoxy paint, complete enclosure and upholstery was installed by professionals to the highest standards.

The bridge compass is accurate on the present bearing. All surfaces were checked for delamination and soft spots and no problems were found. The deck, and all painted surfaces show no use.

The semi ridged top along with its various antennas and radar dome is supported by the full enclosure structure. An aluminium welded web. (Very secure structure) The outriggers were off for the winter. The enclosure supports are in good condition. The bridge deck was checked for excess moisture and delamination and was found to be secure and sturdy. All wiring to the bridge and electronics enclosure (photo top of next page) is well harnessed and secure.



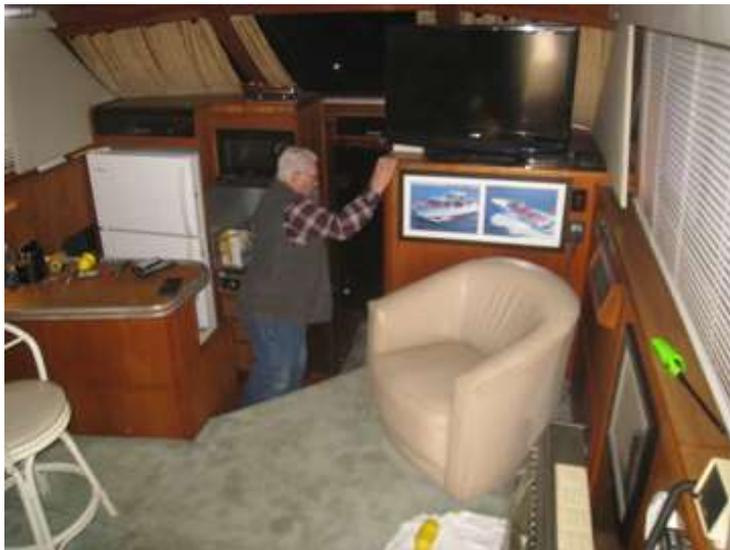
Cockpit

The cockpit area, sundeck, is clean and sturdy, The New teak deck (photo on next page) is well supported and in good shape. The Teak bolstering and trim are in excellent condition. The ladder to the bridge is properly installed and secure. The entry door from the swim platform is in good shape, works properly, and is secure. Several deck hatches provide good access to below deck hardware. Overall, this area is large, well supported, clean, and in like new condition.



Continued from Page two

There is an adequately sized anchor with appropriate rode properly mounted on the bow sprite, and properly attached to the electric windlass. There is backup line installed in the anchor locker. The stainless railing at the bow pulpit and stanchions are in good condition. The fiberglass anchor pulpit is in good condition and well secured. The bow cleats are in good condition and secure.



Salon / Galley

The main cabin houses the salon at the first level. This area is large, nicely finished in Vinyl, Nylon, mahogany veneer, and carpeted, and in good condition. No fresh water leaks were noted. No rot was detected at any location inside the vessel. The entire inside area was checked for excess moisture content in all partitions, the overhead, and all glass surfaces. All furniture has just been replaced with New color keyed furniture.



The stove and Newly installed refrigerator are also appear lightly used. The stainless sink and hardware are in good condition. The teak (Parquet) deck in this area is properly supported and in Brightly finished condition. The galley, overall, is in like new condition.

All galley systems were checked out as operational. The main salon along with the galley is in very clean, neat condition and well maintained. No evidence of fresh water leaking at any port or hatch was noted.



Berths

There are two large berth areas, both in the forward area.

The owners stateroom is located at the v-berth, pictured at left. A queen size berth, dressing station and head are located in this forward section. Hand wash basin with mirror are in lightly used condition.

This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. The deck in this area is properly supported, nicely finished in color keyed carpet and in overall excellent condition. I was unable to locate evidence any excess moisture on any surface or joint in this forward area. I double checked all assessable hull to deck joints and while the actual joint is not visible, there did not seem to be any leaks or previous damage.

The forward crews quarters (a double bunk type arrangement) berth area is also clean and in good condition. This area houses and adequate locker storage space, pictured at left.



The head liners in both areas are clean and in good condition and secure. All escape hatches are in working condition and tight to the weather.

This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. The deck in this area is properly supported, nicely finished and in overall good condition. I was unable to locate evidence any excess moisture on any surface or joint in this forward area. I double checked all assessable hull to deck joints and while the actual joint is not visible,

there did not seem to be any leaks or previous damage.



Head

This vessel is equipped with a head adjacent to the forward berthing quarters. A New Standard marine electric flush toilet, wash basin and shower is included. All in lightly used condition. The Teak parquet sole is brightly finished as is the other surfaces in the head. This area appear in excellent, and clean condition. All surfaces were checked for rot and fresh water leaks, and none was noted.



No plumbing leaks or septic odors were noted in this area including below deck. The actual macerator and pumps were not checked out while operating, but do look well maintained. The holding tank and holding task space compartment is clean and in good shape. All lights and fans are operational.

Photo at left shows a very well designer bridge operating station cover and electronics station. Note the very sturdy aluminum frame work.

Safety equipment

Fire extinguishers and safety equipment on board include: three Kidde BC size 10 dry chemical. An engine room fire suppression system is installed. The dated will expire soon, when it does the bottle should be re-tagged. Adequate PFD's (in good condition), A throw ring, Signal Flares, Whistle, and Bell are on board. Approprait ground tackle is installed

Stray current / CO advise

All vessel owners / operators should be aware of the possibility of hazards caused by "stray current "and "carbon monoxides". Have an certified marine electrician check your system for the existence of "stray current" on or around your vessel. Do not use appliances on your vessel unless they are designed for marine use. Ensure that a CO detector is properly dated and installed in your vessel.

Propulsion and Machinery



Propulsion is by a pair of counter rotating six cylinder fresh water cooled 475 HP Detroit Diesel engines with Twin Disk reduction gears, coupled to monel shafts and on to four blade bronze propellers. The water cooled shaft logs are in good condition. The fiberglass covered engine beds were sounded and were solid. The engine mount supports are in good shape. The engines and gears were not operated or checked by me as the vessel was winterized. New exhaust elbows were noted and no burn or hot spots were obvious. The engines all appear clean and well maintained. Ventilation to the engine spaces is adequate.



The exhaust system is cast and rubber, with fiberglass silencers, heavy duty, and appear to be recent upgrades. All exhaust hoses and related connections are secure. The system clamps are all doubled and in good shape.

All below water through hull fittings including the valves are bronze and in working order. All valves were operational. The engine controls and cables are smooth operating, both from the upper and lower stations. The engine compartment is epoxy painted, sound, sturdy, but is not free from gear (winter storage) that should be stored properly.



The bilge in this area is in good shape. There are adequate bilge pumps installed and working in this area. There is no oil in the bilge. The raw water intakes are equipped with a proper sea water strainers, and are secure.

The 7 KW Phasor Diesel powered generator is properly secured forward of the engines. (Also New) The Diesel generator engine exhausts through approved rubber hose and silencer to overboard. The fuel lines and filters to the generator appear to be recent additions. The

exhaust system appears to have been upgraded. The raw water intake is secure. The fuel tanks are secured, the areas that can be seen look clean. Fuel lines are in good shape. Rudder towers are secure.

Other Photos Page

There are water cooled Cruise Air conditioners properly installed that provide heat and air-conditioning to all living compartments.



The batteries on board (recent upgrades) are properly secured and protected from shorting. Harnessing of battery system cables is appropriate and secure.

The wiring and terminals that could be observed are in good serviceable condition. The water tank, water heater, and holding tank as can be examined, are in good condition.



Item Specific List

1. Coast Guard Safety and Signalling package..... complete
2. AC/DC Isolation..... Isolation system not installed, GFCI installed
3. AC/DC ground system.....DC ground in accordance with ABYC standards,
mounted on transom
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, in Main Salon, control station, well maintained. DC
wiring is original stranded copper with original harnessing in place.
5. AC control panel..... In main salon in original condition.

Fuel system

6. Fuel lines.... Flex lines, appear to be original, properly secured, US Coast Guard approved
type rubber line.
- 6a. Fuel line shut-off valve.....good shape at main manifold
7. Fuel tanks..... built in steel, well secured, sections that can be observed are
in good, clean condition.
- 7a. Propane, CNG, Alcohol..... NA

Propulsion system

8. Carburetor back fire flame arrester..... NA Diesels
9. Exhaust system.....US Coast Guard Approved type rubber, (some sections could not
be inspected, especially below water line outlets) appropriate
silencers, Appears to be recent upgrade (System needs service)
- 9a. Exhaust system risers.....All look good. (Four Newexhaust elbows)
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 blow ers along
with appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure
13. Rudder tower.... wood, (good condition and secure)
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original
and are in good condition
15. Overboard fittings..... all bronze fittings below the water line, shut-off valves are
well maintained and are in smooth operating condition. Hoses are
Coast Guard approved type and are double clamped.
Overboard fittings are plastic above the waterline and in
serviceable condition
16. Backup ground tackle..... not installed

Current "BUC Book" Boat Detail Sheet

*CHRIS CRAFT BOATS, SARASOTA, FL (MIC:
CCB,CCH,CCL,CCN,CCR,CCT,CCU,CCV,CIT,UNF)
OMC COMPANY*

*Model Year 1985 Hull Material Fiberglass
Model COMMANDER SPORT 422 Hull Configuration Deep Vee*

*Length Overall 42' 4" Draft 3' 11"
Length On Deck Beam 14'
Boat Type Sedan Cruiser | Flybridge Weight 34000 lbs.
Engine Type Inboard Twin 475D General Motors 6V-92TA
Ballast*

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 \$60,600-\$66,600
114th edition.*

*Fair Market Value Adjusted for Bristol Condition in the North Atlantic
\$73,900-\$81,200*

Replacement Value \$1,330,000

All prices in US Dollars.



Electrical and Electronics

The batteries are properly connected to the approved three way switches and then on to custom breaker panels. The wiring and terminals that could be observed are in original condition. A GFI system is installed. AC/DC isolation system is installed. Shore power cables and adapters are in good secure condition. There are two shore power cable adapters, one for 120 volts AC house and a second for 120 volts air conditioning. Both lines share the same breaker panel. There is a New battery/inverter charger properly mounted. The shore power system was checked ana no issues were noted. The windlass and bow search light were functional. All navigational equipment, all (contemporary) and recently upgraded work properly. Recently installed components: Garmin radar w chart plotter, all furniture, berth upholstery, engine exhaust elbows, electric marine toilet, swim ladder, 7 KW Phasor gen set, all batteries, full size marine refrigerator, charger-inverter, 10 gallon water heater.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of this vessel as the engines check was not performed. It is obvious that reasonably good care has been the rule and not the exception.

The vessel is in good structural condition needing very little clean up and attention to the recommendations listed below. It's present value would be approximately \$95,000.00 to \$100,000.00.

Recommendations:

Ensure that a complete Coast Guard Safety and Signalling package is aboard. Remove all extraneous gear from around engines and batteries. Install backup ground tackle.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam

