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Mr.

January 19, 2019

Re: 1992 Ocean 42 Super Sport

Dear Mr.

This letter reports the results of a survey of the above vessel which was inspected on the 16th of January 2019 while hauled, winterized, and shrink wrapped, at Brewers Ferry Marina in Old Saybrook, Connecticut. 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. 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 limited to a visual inspection.



General

The vessel was built by OCEAN YACHTS INC., EGG HARBOR CITY, NJ in 1992. The Official number is 984742, and the HIN is XYU192. The motor numbers are: Port M60482 and Starboard M60426. Pertinent dimensions of the vessel are: The LOA is 42' the beam is 15, and the draft approximately 3' 7", The displacement, according to the book is 35,466 pounds.

Preface



This vessel is unique in that it has been almost completely professionally restored to its original condition, and in many ways is better equipped both mechanically, physically, and cosmetically with no regard to expense.

Hull and Structures.

The hull is a fiberglass composite structure reinforced with various fiberglass material, resins, and core materials in a modified deep Vee configuration, with no keel. The freeboard finish is very recent Sea Foam green epoxy with stainless, and aluminum trim. The finish is in excellent condition, with no abrasions. The boot has been removed. The bottom was sounded with a metal mallet and no soft areas were noted. The bottom (within the past year) has been stripped to bare gel coat, barrier coated, and finished in blue five year anti fouling paint.

The topsides are the original white gelcoat and are in excellent condition. There was no water infiltration to the laminate. There is a good quality stainless steel bow pulpit, properly installed. This unit is in good condition, backed, and secure. There are no blisters in the laminate. The hull - deck attachment is and reinforced by the stainless rub rail. I was unable to locate any delamination or separating of glass, including the engine bearers and stringers. The bulkheads are properly tabbed and rigid. All through hulls (majors are bronze and minors are plastic) are in good condition, and their related valves are working. There are adequate (three port and three starboard) large chrome plated bronze cleats

provided for docking. The cleats are secure and properly backed. The vessel is equipped with a secure fiberglass anchor pulpit. The pulpit is properly supported and attached to the structure. The trim tabs are in working condition.

Operating Station

The operating station is well designed and the controls (recent Auto syncro Fly by wire system) is working properly. (Bridge) The upholstery is also a recent upgrade. The compass is accurate on its present heading. The shifts and steering are also smooth operating and in good condition. Steering is hydraulic and the related lines are in good condition. There is a complete color keyed canvas enclosure (recent upgrade), that covers the entire bridge operating station area. The

canvas enclosure, and supporting structure appear in like new condition. The fiberglass hard top (Just rebuilt and re-finished) is in good condition and secure. The entire bridge was removed within the past year and refurbished. All new aluminum supports were custom fabricated.



Hull and Structures, General

The Teak and glass entry door to the salon is well fitted newly restored and in excellent condition as is the supporting track. The cockpit area is also in excellent condition and the gel coated surfaces are free from any damage. The entire cockpit area checked for excess laminate moisture and none was noted. All Teak surfaces are properly finished and secure.

The outboard fittings for the fresh water, and shore power appear lightly used. All deck hardware is in good shape.

The translucent escape hatches at the bow are tight to the weather and in good condition. The windlass was not checked.

The port rudder shaft log are in good shape and well packed.

The second operating station is mounted in the cockpit (pictured below). Its use is for vessel speed and maneuvering control during fishing, only. No instruments are located at this station. It is functional.

The cockpit entry/ fish door fro, the swim platform is secure and well supported.

A fiberglass swim platform is properly attached to the transom and it is in good condition and well supported. (All new stainless supports and hardware)

New Rupp out riggers are being installed in the Spring. The hardware and backing is already installed.

The stainless ladder to the bridge



is also in like new condition and well secured.

Bait wells, gear compartments, fish cleaning sink, and fish box are all in good serviceable condition. The teak deck is well secured to the fiberglass underlayment. New cockpit trim and vinyl bolstering is ready for Spring installation.



The image at left shows the new custom built aluminum tower and radome support structure and the continuation of the new paint scheme.

The image at right shows the cockpit in excellent with Teak decking and Teak coaming trim. All deck hatches fit and open properly and are secure.



The image at left is of the live bait well with front viewing glass. This unit is equipped with a raw water circulating system.

Main Cabin / General

The main cabin houses the salon-dinette and galley. The berths and head are forward and below.

This area is spacious, nicely finished and in Bristol condition. The entire area is equipped with a plush array of joiner work. The fairly new vinyl headliner is clean, in good condition and secure. The upholstered sections, bulkheads, and joiner work show light use, and good care and maintenance. The interior joiner (other than the liner) work is solid Mahogany and is has a very well maintained finish.



The main salon is equipped with heat and air conditioning. Custom lockers and storage space is adequate. Hatches and ports are tight to the weather and secure. All windows and ports are custom and recent installations. The companion way door operates properly and the ladder to the main salon is secure. No mold or mildew was noted in any area of the main cabin. All hatches are working and are secure when closed.

There is no evidence of fresh water leaking into these spaces. This table unfolds to provide a Dinette area. The ports and blinds are in good shape and serviceable. Deck hatches provide

access to the engine room and machinery spaces.

Galley

The electric stove was checked out and is operational. The refrigerator and freezer are in good condition. The Corian counter top in the galley is in good shape. There is a large sink fitted to the counter-top. The sink and its related faucets and over board drain are in good condition. The sole in the galley area is also Teak and Holly and in very good, brightly finished condition. All bright work in this area appears to be receiving professional routine maintenance.





Berths

The forward berth is located beneath the forward deck. This area will sleep two in a custom shaped over size queen berth. The forward berth area is clean. There is adequate lighting and ventilation in this area. Also, housed in this forward berth area are several lockers and drawer storage. The finish material in the closets has been upgraded to excellent condition. Translucent hatches and ports provide ventilation and light. The hatches and ports are in good condition and tight to the weather. No evidence of fresh water leaks was noted. The bilge in this area is clean and has no septic odor.



The interior joiner (other than the liner) is also solid Mahogany and is has a very well maintained bright finish. All berth areas are equipped with heat and air conditioning. Custom, curtains and bedding. Lockers and storage space is adequate. Hatches and ports are tight to the weather and secure.





The head

The head with showers and hand basins are in very good condition. They are equipped with electric flush marine toilets. The shower units are an integral part of the inner liner. The showers drain into a sump and then are pumped overboard. From the appearance of the plumbing, and other fixtures, this vessel has been lightly used, and certainly not abused. A holding tank and appropriate plumbing is installed and in working condition. Overall these areas appear in excellent condition.



Electrical and Electronics

The combination AC/DC and AC generator power panel is mounted in the main salon and is easily accessible. The breakers and circuits were found to be in good condition. All circuits were checked for high resistance and found to be in good operating condition. A satisfactory (factory installed) ground system is installed. Appropriate Ground Fault receptacles are installed in the galley and head. The depth finder and Standard VHF transceiver were not checked out but do appear in good condition. The batteries are well secured but not protected. Disconnect switches are properly mounted and secure. The navigation lights conform to the CFR and ring out okay

Stray current and CO advise

All vessel owners/operators should be aware of the possibility of hazards caused by "stray current" and "carbon monoxide". Have an certified marine electricial check your system for the existance 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 installed in your vessel.

No CO device was noted. (You should install a CO device)



Engines and engine spaces

Propulsion is by a pair of fresh water cooled counter rotating Yanmar 6LY--ETP 6 cylinder Turbo charged Diesel engines with Hurth reduction gears, approximately 480 HP each.

Visual inspection of the engines, oil, filters, coolant, and related connections show an obvious good maintenance regime is in place.

An approved bilge blower and hoses are installed and working. There are two functioning bilge pumps properly secured.

The aluminum fuel tanks are also recent upgrades and in good condition, as can be inspected. There are proper fuel shut-off valves on both feed lines. Shut-offs are in good working order. All fuel lines and valves are in good condition. There was no oil in the bilge, and the bilge is clean and painted with white epoxy.

All bronze valves and salt water devices in the engine compartment are in working condition.

The AC generator was not checked out while running, it is however, a new installation. Ten KW and powered by a Yanmar diesel. The intake and exhaust systems, including the silencer and sea water strainer are in good condition, all part of the engine upgrade.

The miscellaneous machinery, plumbing, wiring, and engine room

devices are all in original condition. The installation of all devices is neat, orderly, and the equipment appears well maintained. Electric/hydraulic trim planes are sized and in working order.





The above images show new water cooled shaft logs, new sea strainers and shutoff, reinforced rudder shafts, batteries that need positive terminal protection, and one hose clamp that should be replaced.

New four blade NI-Bronze propellers installed this year.

Current "BUC" book Boat Detail Sheet Boat Detail Sheet

OCEAN YACHTS INC, EGG HARBOR CITY, NJ (MIC: XYU)

Model Year 1992 Hull Material Fiberglass

Model SUPER-SPORT 42

Hull Configuration Semi Vee (Modified Vee)

Length Overall 42' Draft 3' 7" Length On Deck Beam 15'

Boat Type Sport Fisherman | Flybridge Weight 35466 lbs.

Engine Type Inboard Twin 485D Detroit Diesel 671TIB

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 \$97,300-\$107,000

Price changed after 115th edition.

***Fair Market Value Adjusted for Bristol Condition in the North Atlantic
\$118,500-\$130,500.***

Replacement Value \$1,020,000

Item Specific List

1. Coast Guard Safety and Signalling package..... Is complete

Electrical

2. AC/DC Isolation..... A.B.Y.C. compliant system is installed, GFCI is installed
3. AC/DC ground system..... DC ground in accordance with A.B.Y.C standards, Ground plate mounted on transom 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..... In main salon in original condition.

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 tanks..... Aluminum, well secured, sections that can be observed are in good, condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... None

Propulsion system

8. Carburetor back fire flame arrester..... NA
9. Exhaust system.....US Coast Guard Approved type rubber to fiberglass, good condition as can be checked.
- 9a. Exhaust system risers..... OK
10. Engine mounts..... secure
11. Engine shaft logs..... New

Hull and Mechanical systems

- 11A. Engine compartment ventilation....Coast Guard Approved type 12 volt blow er along with approprait flexible ductwork.
12. Rudder shaft logs....Both tight
13. Rudder tower.... Wood, reinforced, good shape
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 operating. Overboard fittings are plastic above the waterline and are in servicable condition.
16. Backup ground tackle.....None



Fire fighting and safety equipment

Fire extinguishers and safety equipment on board include: Package not up to date or complete.

Ground Tackle

The existing ground tackle is adequate. A second (spare) ground tackle setup should be installed. Fenders were noted and docking lines.

Piping and Tanks

The fuel, water, and septic tanks, as can be inspected, are in good condition. The water heater appears fairly new and is in good condition with no rust. The fuel lines are approved flex to hard line (recent upgrades with the new engines). The fuel fills and vents are in good shape and properly grounded. The septic plumbing and devices: electric toilet, macerator, holding tank, and all piping and connections are recent upgrades. No septic odor was present in any bilge area.

Conclusion

While this vessel was manufactured in 1992 it still appears lightly used in every respect and this is due to the maintenance and upgrade regime conducted by the owner. The owner has attended to all details, even the smallest detail to keep this vessel in excellent condition and valuable.

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel.

This vessel is in Bristol condition, and shows very light use. It is obvious that professional, routine maintenance and service of all mechanical structures have been the rule during the life of this vessel.

Due to the Bristol condition, new engines, generator, and other upgrades mentioned through out this report, I feel the value would be approximately \$190,000.00 in todays market.

Recommendations:

1. Install backup ground tackle and CO device.
2. Protect batteries from shorting.
3. Ensure that a complete Coast Guard Safety and Signalling package is aboard. Have auto fire suppression system inspected and tagged.
4. Replace one rusty through hull fitting clamp.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam