

42 ft 1984 Beneteau First 42, OCEAN GRACE

US\$61,750

Seattle, Washington, United States



Boat Details

Make:	Beneteau	Class:	Racer/Cruiser	Berths:	8
Model:	First 42	Hull Material:	Fiberglass	Heads:	2
Year:	1984	Beam:	13 ft 1 in	Fuel Type:	Diesel
Length:	42 ft 11 in	Boat Location:	Seattle, Washington, United States		
Price:	US\$61,750	Name:	OCEAN GRACE		
Condition:	Used	Cabins:	2		

Lee Youngblood | West Yachts

West Yachts LLC, Anacortes, Washington, United States

Tel: **360-299-2526** Fax: **360-299-3193**

lee@west-yachts.com

www.west-yachts.com

Description

42' Beneteau First 1984 OCEAN GRACE

Builder: Beneteau (FRA) (Hull # 154 of about 200 built 1981-1985)

Designer: German Frers: See Ferenc Mate's "World's Best Sailboats"

One of the most competitive and stable sailboats of its time, the Beneteau First 42 was designed by the Argentinian architect German Frers, and recognized in Ferenc Mate's "World's Best Sailboats". "The design brief for the First 42 was a fast family cruiser / racer. Beneteau had, and continues to have, very precise building methods and specifications for their production boats including lamination, materials, interior requirements and rigs. I worked closely with the people at Beneteau, Francois Chalain and Mme. Roux, in the design in order to meet their criteria, which I felt was very sensible and based on solid building experience, which resulted in very good value for (one's) money." - German Frers.

While a fast boat, the 42 First is a true Racer/Cruiser, built with tasteful interior finishes, refrigeration, hot and cold pressure water, 3-burner propane stove with oven, etc. Delivered new to the first Vancouver owner in 1984, Ocean Grace has been lightly cruised in the Pacific North West, and never raced. This Prestige Model is the two cabin / two head version with additional wood interior storage details and trim. The yacht's hull is solid hand-laid glass, reinforced with an epoxy-bonded partial hull liner, extending two feet above the bilges. Installed while the hull remained in the mold, the "green" liner and hull ensured a chemical and adhesive bond. The liner comprises a grid system designed to reinforce and stiffen the hull, particularly adjacent to the keel, the mast base and where the chain-plate loads are transferred into the hull. The liner keeps locker bottoms isolated from wet bilges and, during manufacturing, ensured the exact positioning of bulkheads. Before installation, the liner was partially cut away with the resulting edge flanges tabbed to the outer hull with multi-layers of glass. This technique retains the strength added by the liner yet allows near full access to the inner skin of the hull and the wide, 200plus mm thick, glass keelson, which carries a cast-iron ballast keel with 16-20 mm bolts. The decks are constructed with a combination of solid glass and balsa core with approximately 20 mm of solid glass at hardware mounting points. 18 mm marine plywood structural bulkheads, installed while the hulls remained in the mold, were tabbed to the hull on both faces with multiple layers of bi-axial glass with overlapping edge bevels. The bulkheads and furniture are finished with beautiful light teak veneer and trimmed with sculpted dark mahogany.

Ocean Grace has a double spreader mast-head rig, headstay furling, baby-stay and massive inline shrouds with rod chainplates lead deep into the hull structure. Main and Jib halyards are led aft along with most control lines, like for the hard vang. The spinnaker halyards are led to a pair of deck-mounted #40 winches, while the reefing and outhaul lines are led internally through clutches on the underside of the boom to a #16 2-speed Lewmar reefing winch mounted on the aft side of the mast. A reliable Barbarossa backstay adjuster and rigid vang help control mainsail shape, and support the boom.

In the teak-decked cockpit, jib sheets are led to #55 two-speed primary winches through fairleads mounted on inboard T-tracks and massive Barbarossa double turning blocks. There is a large wheel, Richie compass, and single throttle/transmission control. Speed and depth displays are forward, below the bridge deck, and a stored below Garmin chartplotter can be mounted on the binnacle.

Sorry this is just the first teaser version - come back soon for more info about the nice interior accommodations.

Thanks, Lee

Information & Features

Dimensions

LOA: 42 ft 11 in
Beam: 13 ft 1 in

Accommodations

Single Berths:	2	Heads:	2
Double Berths:	3		
Cabins:	2		

42' Beneteau First sv Ocean Grace Details

Specifications

LOA: 42' 11"	LWL: 36'
Beam: 13' 1"	Draft: 7' 4" Deep Keel
Displacement: 18,600 lb	Ballast: 8,818 lb
Bal./Disp.: 47.06	S.A.: 782 ft ² - reported
S.A./Disp.: 17.80	Disp./Len.: 179.29
Comfort Ratio: 24.78	Capsize Screening Formula: 1.97

Rig Sails Winches

Aluminum Anodized Double-Spreader, Keel-Stepped Mast
Aluminum Boom with Hard Vang, Sail Cover
140% Dacron Genoa on Hood Seafurl Furler on Headstay.
75 Oz. North Asymmetrical Spinnaker in cockpit lazarette
Mainsail with Full Battens, two Reefs, Lazyjacks, Reef winch
Halyards and Control Lines Led Aft to Coachhouse Clutches
2) Lewmar 55ST sheet Winches with Barbarossa Turning Blocks
2) Lewmar #42 Secondary Winches on Combing
2) Lewmar 40 Spinnaker Winches on deck
Lewmar 40ST and 30ST Winches on Coachhouse
Harken Mainsheet Traveler on Coachhouse
Adjustable Reacher Pole, Hard Vang and Mechanical Backstay Adjuster

Engine Drive Tanks

37HP 4-Cyl. Perkins #4-108 Diesel (1900 Eng. Hours)
Hurth Model #HBW 10-2R Transmission
1.25" SS. Shaft with 18' 3-Blade Feathering Max-Prop
PYI Dripless Gland, with Cutlass Bearing
OEM and Racor Fuel Filters
40 Gal. AL Diesel Tank - Aft Tank
100 Gal. Water, 2 Bladder Tanks
25 Gal. Holding Tank w/ macerator pump on Port with Monitor

Accommodations Galley Interior

Bow Pullman (sleeps 2), Salon Settees (sleep 4 with pilot berth)
Aft Cabin (sleeps two, with hanging locker and more storage
Port Galley w/ S.S. double sink and storage
Eno 3-Burner Propane Stove with Oven
Propane tank, solenoid/pressure gauge

Top Loading Icebox with Freezer, multiple condenser plates-

6 Gal. Hot water Heater (engine or shore power heat)

Paloma on demand hot water heater (propane)

Gimbaled Brass Oil Lamps, Brass Clock and Barometer

2) Heads: Aft 12VDC Vacuflush w/ tank

Forward Jabsco Manual Toilet - Overboard

Beneteau Red Sinks, Storage, and Sit-shower

Electrical Electronics Navigation

12V and 120v separate AC/DC panels

30 Amp Shore Power Cord

2) 12v Northstar GR24 AGM Batteries:

Pro Sport 20 Battery Charger at NavSeat

Icom IC-M80 VHF, West Marine Portable VHF

4 1/2" Ritchie Compass on Binnacle

Garmin 740 Chart Plotter for Binnacle

Garmin Speed & Depth Instruments

Hull Deck Safety Gear

Solid Fiberglass Hull with Deep Keel

33 Lb Bruce Anchor with 300' chain and rode

Seawolf 520 Electric Windlass

SS. Stanchions w/ SS wire Lifelines

Nav and Interior Lights, some LEDs

Teak Handrails, LifeRing, Fenders, Docklines

Throw Cushions, Lifesling, USCG Decals

Manual and Electric Bilge Pumps

S.S. Swim/Boarding Ladder on Stern

Fire Extinguishers and Flares

Tube-Type Radar Reflector at backstay

Man-Overboard pole on backstay

Racor fuel vent line overflow preventer

2018 Inflatable Dinghy - 2.5 HP Yamaha OB

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.





























