



Thomas J. Ferguson
Marine Surveyor • Consultant
677 Lake Avenue, Manchester, NH 03103
Office: (603) 669-0734
Cell: (978) 828-8889

M/Y "DAISY V"
Report Number: 18-3356

January 25, 2018
Page 1 of 16

REPORT OF SURVEY

Condition & Valuation

THIS IS TO CERTIFY the undersigned Surveyor did, at the request Mr. Nick Papazlatonov, buyer, attend and inspect the captioned vessel below, on January 24, 2018, to determine vessels present condition and value. Surveyor reports as follows.

DESCRIPTION OF VESSEL:	2004 28' Sea Ray 260 Sundancer Single Gas I/O Sport Cabin Cruiser
OFFICIAL NUMBERS:	Not sighted Manufacturers Hull US-SERR9847E404 260DA-1652
BUILDER OF VESSEL:	Sea Ray Boats, Inc. 2600 Sea Ray Drive, Knoxville, TN 37914
SURVEY LOCATIONS:	While Drydocked, Shrink Wrapped, Winterized New Wave Yachts Sales, Manchester by the Sea, MA

APPRAISED VALUES

ESTIMATED FAIR MARKET VALUE:	\$30,000.00
ESTIMATED COST TO REPLACE NEW:	\$105,000.00

GENERAL

The captioned vessel above is constructed using molded fiberglass in hull topsides and decks. Vessel is equipped with single Mercruiser 350 MAG MPI, eight-cylinder raw water cooled, inboard-outdrive marine gasoline engine. The engine serial number is **#0W297678**. Outdrive serial number is **#0W228030**. Hour meter for port engine reads 356 hours.

-Continued-

LIMITATIONS OF SURVEY

Analyses and recommendations provided by this firm are based on standards, regulations, and recommended practices as set forth by: American Boat and Yacht Council Standards and Recommended Practices for small craft, ABYC Rules and Regulations for Recreational Boats, compendium of Federal Regulations, National Fire Protection Association NFPA302, International Maritime Organization Convention for the Safety of Life at Sea (SOLAS), International Regulations for Prevention of Collisions at Sea (COLREG), U.S. Department of Transportation, USCG Manufacturing Standards for Recreational Boats, U.S. Department of Transportation United States Coast Guard Safety Circulars.

This survey is based on a visual examination of all-accessible areas and available equipment. Areas and components that require test boring or tools to access have not been inspected. Conditions behind hull liners are unknown. Complete inspection, of machinery, auxiliaries, piping, fuel tanks and systems, can only be made by continuous operation, or disassembly. No tanks were pressure tested. This report does not address condition of the main engines or generator. Only the installation and external condition of the machinery were visually inspected.

Electronic equipment was not tested. No calibrations or adjustments were made on any equipment. Only the external condition of electrical wiring and systems installations where accessible were examined. This report is not to be considered a complete listing of all deficiencies on board vessel. Defects of primarily cosmetic nature are generally not listed.

This survey is not a guarantee of conditions.

A phenolic hammer is used to sound out the vessel's exterior underbody and topsides to determine the existence of laminate failures, voids and structural dissimilarities. An Electrophysics model GRP33 moisture meter is used as a basic reference tool in determining condition of hull underbody, topsides and main decks. Any note of discovery will be elaborated under "Findings and Recommendations".

FINDINGS AND RECOMMENDATIONS

Surveyor observed conditions, which were not considered to be following established standards or good marine practice. These items are listed below under findings and recommendations.

-Continued-

Thomas J. Ferguson
Marine Surveyor – Consultant
677 Lake Avenue, Manchester, NH 03103
(603) 669-0734

MEMBER: ABYC-ACAPT-ACMS-AWS-BOAT US TECHNICAL EXCHANGE-NFPA-NSBC- SBYD

FINDINGS AND RECOMMENDATIONS

***Considered Priority**

Items notated with an asterisk are considered a priority in need of immediate attention.

HULL EXTERIOR UNDERBODY:

1. Port hull side forward, above water line, sighted with several minor hairline cracks in gelcoat. Are tested with moisture, area is dry. Cause of this due to interior framing inboard hull side, area of galley. Suggest no action other than to apply addition wax over, or repair for cosmetics.
2. It is recommended as normal course of maintenance, fasteners used to secure the pull outboarding swim ladder track to swim platform, be individually released and be liberally rebedded in good quality caulking when reinstalled.
3. Is suggested the zinc anodes for the hydraulic tilt lifting rams for outdrive be renewed.
4. It is recommended when shrink wrap is removed and vessel is recommissioned, anchor-stern light atop radar arch to be tested to confirm working, unable to sight.

FOREDECK:

5. It is suggested as normal course of maintenance, top sides be compounded and waxed. Smooth surface lite oxidation.
6. It is recommended as normal course of maintenance, recessed cam latch and fasteners used to secure hinge to rope locker deck hatch be released and be liberally rebedded in good quality caulking when reinstalled. Rope lockers hatch indicated elevated moisture readings when tested, deck hatch hammers with a sharp report. Recommend same for engine room deck hatch cam latch and attached hardware.

MAIN CABIN:

7. It is recommended the Orion emergency signaling flare kit be renewed. Flare kit expired 2014.

ENGINE ROOM

8. The engine room sound insulation, underside of the engine room deck access hatch, when flame tested, supports fire. It is recommended the engine room sound insulation be renewed

-Continued-

FINDINGS AND RECOMMENDATIONS

***Considered Priority**

Items notated with an asterisk are considered to be a priority and need immediate attention.

ENGINE ROOM:

9. It is suggested the engine room bilges be cleaned, (no oil residue).
10. It is suggested the bracket used to secure the hydraulic trim pump starboard side aft be serviced for rust and be primed and coated. Suggest use of Permatex 79DA aerosol rust treatment.
11. Batteries fluids when checked is frozen ice. It is recommended batteries be slow charged in spring and be checked-tested.
12. * The engine room bilge pump when tested by automatic float switch and manual control switch at helm is not working. Recommend service and repair per discoveries to make good working. If pump has to be renewed, suggest use of Rule 2000 GPH pump.
13. It is suggested the sanitary overboard discharge hose to through hull sea valve be released, sea valve pipe nipple to be cleaned prior to reattaching hose.
14. Minor area paint release sighted on the engine oil pan starboard side. Suggest wire brush clean, prime and recoat.
15. The engine room automatic fire extinguisher pressure gage indicates empty. It is suggested the engine room automatic fire extinguisher be renewed.

-Continued-

SURVEYOR'S NOTES:

It is suggested the upper and lower outdrive bellows be pressure washed on exterior to remove marine growth. It is suggested the lower unit oil be sampled after sea trial.

A JR Overseas Company Electrophysics model GRP 33 moisture meter was used during inspection of hull and top sides.

This report is based only on the facts presently known and is submitted without prejudice to the rights of whom it may concern. The right to amend and/or supplement this report, should additional information be made available, is reserved.



Thomas J. Ferguson
Marine Surveyor
ACMS #296

TJF

-Continued-

Thomas J. Ferguson
Marine Surveyor – Consultant
677 Lake Avenue, Manchester, NH 03103
(603) 669-0734

MEMBER: ABYC-ACAPT-ACMS-AWS-BOAT US TECHNICAL EXCHANGE-NFPA-NSBC-SBYD

M/Y "DAISY V"
Report Number: 18-3356

January 25, 2018
Page 6 of 16

TO: Mr. Nick Papazlatonov

ADDRESS: 20 Oak Ridge Road
Woodland Park, NJ 07424

GENERAL

VESSEL'S NAME: DAISY V PORT OF REGISTRY: Bristol, RI
LOA: 28' BEAM: 8'6" DRAFT: est. 3'
FUEL: 84 gallons WATER: 28 gal. HOLDING: Yes.
CERTIFICATES: -- YEAR BUILT: 2004
MANUFACTURERS HULL NUMBER: **US-SERR9847E404 260DA-1652**
TYPE OF VESSEL: Single gas inboard-outdrive sport cabin cruiser.
BUILDER: Sea Ray Boats, Inc. TELEPHONE: 321-452-9876
ADDRESS: 2600 Sea Ray Drive, Knoxville, TN 37914
DATE MIC ASSIGNED: 08-24-1972 DATE OUT OF BUSINESS: --
SURVEY LOCATION: New Wave Yachts, Manchester Marine, Manchester, MA
LAST DATE OF HAUL OUT: 1/24/2018
VESSEL TO BE USED FOR: Recreation
NAVIGATIONAL LIMITS: Underwriters Assigned

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS

HULL EXTERIOR UNDERBODY:

Vessel is drydocked, winterized, and shrink wrapped, unable to fully sight exterior sheer line of hull sides. Areas of hull sides inspected able to pull back shrink wrap covering.

Hull exterior temperature measured with inferometer, average temperature readings ranged 41 to 45 degrees F.

Dark blue colored hull, white boot stripe, black antifouling paint. Whit vinyl sheer guard with stainless steel, (SS), rub rail. Chrome over metal through hull fittings, three port side above waterline, well secured. Stem mounted SS lash down U bolt, tested with tool, well secured. Three molded lifting strakes. Antifouling paint is chemically stable, good adhesion. Molded swim platform, separate from hull structure, fitted with custom aluminum outboard motor bracket, (smart!), exterior hand rail starboard, hideaway SS boarding swim ladder. Swim platform top is nonskid. Transom mounted threaded bronze bilge drain plug, good condition.

Two single ram hydraulic trim tabs, tested good working, well secured. No oil leaks at hydraulic rams. Two transom mounted SS lash down U bolts, well secured. Mercruiser outdrive, two SS Duo Prop propellers, forward propeller stamped 48-823861 20P, aft propeller 48-823862 20P. Hose clamps used to secure the upper drive and lower exhaust bellows inspected where accessible, good condition.

-Continued-

Thomas J. Ferguson
Marine Surveyor - Consultant
677 Lake Avenue, Manchester, NH 03103
(603) 669-0734

MEMBER: ABYC-ACAPT-ACMS-AWS-BOAT US TECHNICAL EXCHANGE-NFPA-NSBC- SBYD

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS #

HULL EXTERIOR UNDERBODY: -continued

Propellers are in good condition. No excess play in outdrive. Outdrive primary sacrificial anodes show to be electrically stable. No damage to skeg. Outdrive hydraulic tilt rams tested, good working, no oil leaks.

Transducer starboard side aft well secured. Bronze through hull fitting starboard side aft, well secured, electrically stable. No evidence of gel coat blistering. Four chrome over metal through hull fittings starboard side above water line, well secured, good condition.

Hull exterior sides above and below water line, including transom, when tested with two separate moisture meters all readings indicated dry. Hull exterior when hammered has a sharp crisp report with no dissimilarities. Hull exterior appendages below waterline are electrically stable. No evidence of impact or grounding damage to hull underbody or outdrive. No evidence previous repair to hull exterior sides or underbody sighted.

FOREDECK:

Forward combination navigation running lights tested, good working, unobstructed display. SS bow rails, well secured, free of damage. SS anchor fairlead with double nylon rollers, well secured. Plow style anchor, appropriate size for vessel. Ground tackle rode is secured in the up position using SS pelican hook attached to a SS lanyard secured to deck fitting. Anchor is fitted with a SS swivel with rope rode. SS Hawse pipe.

Forward deck cleats tested with tool, well secured. Remote controlled directional search light tested, good working. Electric horn tested good working. Access deck hatch to rope locker starboard side, deck hatch fitted with a recessed cam latch to secure hatch closed. Two SS single sized boat fender rack-holders. Taylor deck mounted skylight emergency escape hatch, good condition. Fore deck is nonskid.

Rope locker; rope locker bulkhead when hammered has a sharp crisp report. Rope locker bulkhead and inboard hull sides tested with moisture meter, all readings indicated dry. Primary fiberglass tabbing used to secure rope locker bulkhead well secured, no torsional stressing. Deck cleats inspected underside, good condition, backing washers are of appropriate size. Estimate 100' nylon anchor rope-rode.

Fore deck, top decks, perimeter windshield frame when tested with moisture meter all readings indicated dry. Top deck structure hammers with a sharp, crisp, report.

-Continued-

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS #

FOREDECK: -continued

Electric windshield wiper for helm good working. Center windshield panel is hinged to allow safe and easy access to and from fore deck, (main saloon access door has molded non-skid step way to main deck). Deck mounted male snaps provided for windshield cover.

MAIN DECK:

Zippered Isinglass enclosure, dark blue canvas Bimini. SS Bimini frame. Anodized aluminum windshield frame. Molded radar arch. Molded padded companion lounge seat to port. Two stereo speakers forward, good working. Sliding access hatch door to main salon, fitted with keyed lock to secure closed, fold down foot stop to secure in the open position, door tested good working.

Helm station starboard side forward; Ritchie compass, engine instruments-oil pressure, engine temperature, trim, fuel, RPM, MPH. Blower operation warning placard displayed adjacent to ignition switch as required. Garmin GPS Map 640, color GPS, good working. Ray Marine model Ray 215 VSC VHF marine radio, powers up shows to be working, VHF radio needs retesting when antenna is connection. Engine electric blower tested, good working. Outdrive tilt control tested good working. Courtesy deck lighting and overhead recessed lighting underside radar arch good working. Fresh water pump energizes, winterized. Guest remote controlled search light good working.

LCD Hobbs meter for engine reads 356 hours. Clarion remote controller for stereo, good working. Tilting adjustable helm wheel. Pedestaled helm seat, well secured, sturdy. Portable fire extinguisher, pressure gage indicates full charge, powder is loose.

Main deck is nonskid. Shakespeare FRP VHF antenna radar arch starboard outboard side. Aft side radar arch hardware attached for aft Bimini frame. Recessed service locker to port, auxiliary breaker panel for DC services, approved battery shutoff switch. Hinged access hatch to engine compartment aft. Engine room access hatch fitted with a recessed SS cam latch and two SS gas assist lifting rams. Padded aft guest bench settee with padded back rest.

Transom door to starboard, good working. Recessed storage locker to starboard, clean and dry, one throw cushion. Molded FRP wash basin aft side of helm, fresh water system winterized. Igloo ice chest, model Sunset Beach Bar. Discharge of plastic prohibited placard displayed. Shore power cord receptacle transom locker inspected, no evidence overheating or electrical arcing. Perko dockside fresh water hook up-regulator.

-Continued-

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS #

MAIN DECK:

Main deck temperature 44 degrees F. Main deck structure and top decks tested with moisture meter, all readings indicated dry, (exception of perimeter of the engine room deck hatch mounted recessed cam latch). Engine room deck access hatch, main deck and top decks, when hammered have a sharp crisp report with no structural dissimilarities. Stern cleats when tested with tool are well secured. Fuel fill pipe outboard side starboard top deck, fuel fill overflow runs outboard.

MAIN CABIN:

Hatch dogs used to open and secure the overhead skylight-deck escape hatch tested, good working. Hatch provided with pull out sun shade and screen, good working. Interior lighting tested good working. Padded sleeping berth flat with storage holds below. Open upper storage lockers port and starboard sides, clean and dry. Forward cabin lights tested good working. No evidence water leaks by way of stain sighted on the overhead liner. Xintex CO detector test cycled show to be good working.

Beneath sleeping berth flat; two first aid kits, two sets of Orion emergency signaling devices, (flare kits), both are expired. Four type II life jackets, new. Inboard hull sides and primary structural framing beneath sleeping berth flat tested with moisture meter all readings indicated dry. Fiberglass tabbing used to secure structural framing is well secured. No high-water bilge marks. No odors. Hanging closet starboard side aft, clean and dry. One set owner's manuals for vessel. Pedestalled dinette table, well secured.

Enclosed bathroom to starboard; access door is square to frame. Lighting tested good working. Molded fiberglass counter with molded sink, fitted with a hot and cold water pull out hand shower, (not tested fresh water system is winterized). Sea Land Vacu Flush marine toilet, winterized, vacuum pump tested shows to be good working. Bathroom floor is nonskid. Storage hold beneath bathroom sink is clean and dry. Bathroom floor tested with moisture meter, readings indicate dry. Dogging port light is water tight.

Galley to port; upper pantry locker clean and dry, one 6" ships bell. Sylvania microwave oven, (no nomenclature), tested good working. Molded counter top, molded sink. Kenyon single burner combination electric-alcohol marine stove, tested good working. Safety cutoff switch for stove good working. Water heater confirmed drawing electric current when briefly energized, (winterized). Norcold refrigerator freezer, model DE0051, #QKN-0030, powers up, (at time inspection fresh water bottles in freezer are frozen, recommend retest when recommissioned).

-Continued-

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS #

MAIN CABIN: -continued

Storage hold beneath galley sink is clean and dry. Portable fire extinguisher, pressure gage indicates full charge, powder is loose. Overhead recessed lighting good working. Non-skid molded step way from main cabin to main deck aft. Galley dogging port lights are water tight.

AC and DC services are protected by circuit breakers. Main electrical panel fitted with a reverse polarity indicator for shore power services. 115 VAC electrical outlets tested while energized by shore power, correct polarity, GFCI breakers tested good working. Clarion model XMD3 marine stereo, good working.

Open quarter berth to port; padded sleeping berth flat. Four type I life jackets with whistles, good condition. Three table tops. Bimini canvas panel deck enclosure. Telescoping aluminum boat pole. Underside sleeping berth cushions are dry.

ENGINE COMPARTMENT

Single Mercruiser 350 MAG MPI inboard-outdrive marine gasoline engine, (reported label for engine is not fully legible), **#0W297678**. Outdrive serial number is **#0W228030**. Hour meter for port engine reads 356 hours.

Poly plastic fresh water tank forward, well secured. Forward engine room bulkhead and underside of the engine room deck hatch fitted with sound insulation. Attwood Marine model EHM6-SM electric hot water heater, configured for heat exchange main engine, **#93891010234444**. Shallow demand fresh water pump. PVC fresh water lines.

USCG approved Poly plastic fuel tank, well secured. Fuel fill, tank vent hose, and fuel feed line are of approved type, good condition. No fuel odor at immediate surface fuel lines or tank top, Fuel lines are clear of chaffing. Dometic Poly plastic sanitary hold tank, 27 gallons, **#HTS2817693**. Holding tank is empty.

Horizontal shelf flats for hot water heater and sanitary tank, including structural framing and longitudinal stringers when tested with moisture meter all readings indicated dry. Horizontal shelves and structural framing hammer with a sharp crisp report, no structural dissimilarities.

Natural ventilation duct hoses and the electric blower intake duct hose ends are unobstructed. Main engine raw water exhaust hoses end connections are in good condition. Engine oil sampled no evidence water contamination.

-Continued-

GENERAL DESCRIPTIONS, EQUIPMENT AND SERIAL NUMBERS #

ENGINE COMPARTMENT

No high-water bilge marks engine compartment or engine block. Linkages for throttle control good order good condition. Main engine raw water circulating hoses good condition. Engine block freeze plugs well seated. Engine exhaust manifolds and risers are water tight. No evidence engine overheating. Hardware attached to transom, inboard side, water tight. No oil residue beneath main engine.

Two lead acid batteries, well secured, fitted with nonconductive boot covers over battery posts. Guest Charge Pro marine battery charger, model 2633-SR2 automatic marine battery charger. Rule 1100 GPH submersible bilge with float switch, see findings and recommendations.

Bronze through hull sea valve sanitary overboard discharge actuated, good working, sea valve is bonded electrically. Sea Fire 1301 automatic fire extinguisher, empty. Discharge of oil prohibited placard displayed. Cockpit deck drain hoses are in good condition.



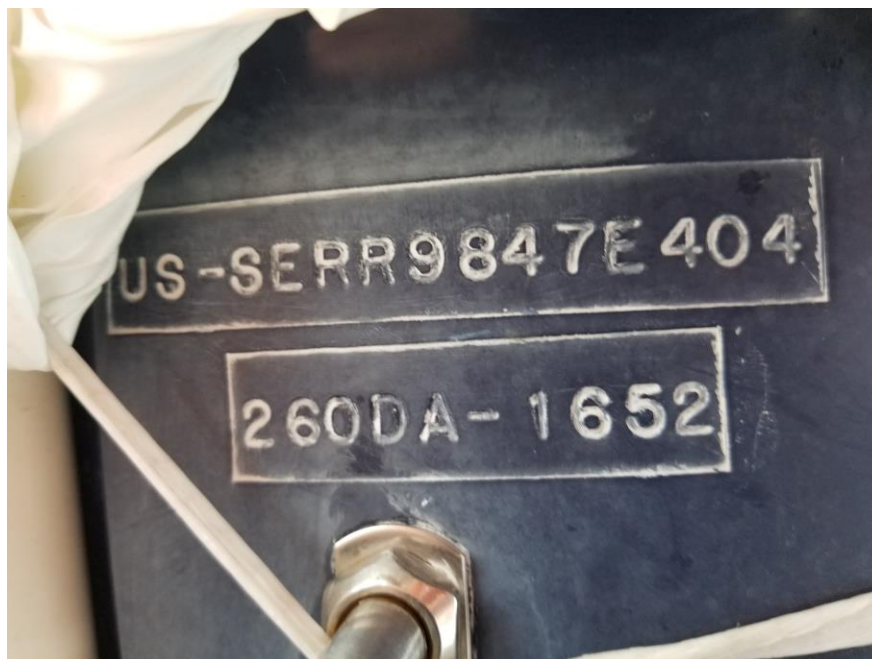
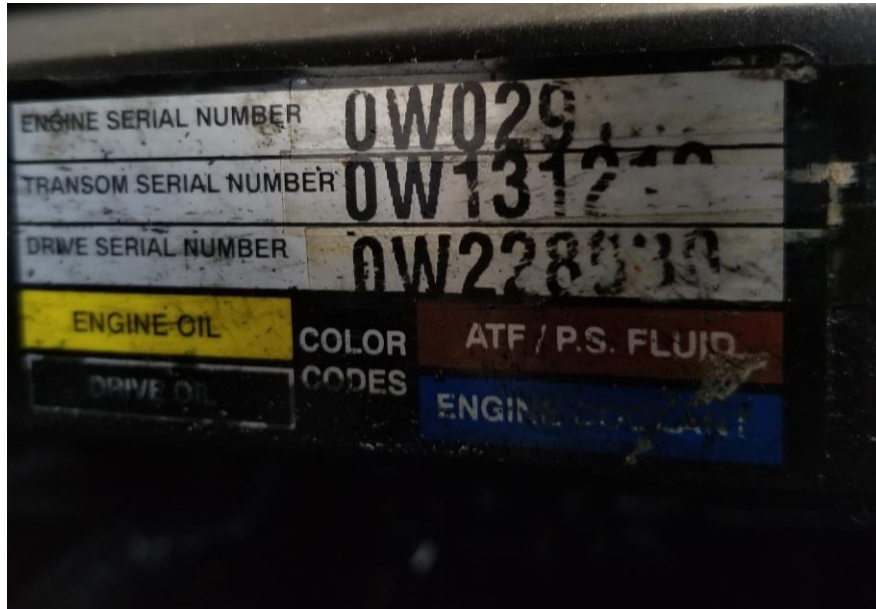
Thomas J. Ferguson
Marine Surveyor
ACMS #296

TJF

-Continued-

Thomas J. Ferguson
Marine Surveyor – Consultant
677 Lake Avenue, Manchester, NH 03103
(603) 669-0734

MEMBER: ABYC-ACAPT-ACMS-AWS-BOAT US TECHNICAL EXCHANGE-NFPA-NSBC-SBYD



-Continued-



-Continued-



-Continued-



-Continued-

HOME	ABOUT US	SAFETY	REGULATIONS	RECALLS & SAFETY DEFECTS	MULTIMEDIA	STATISTICS	NISAC	GRANTS	LINKS
------	----------	--------	-------------	--------------------------	------------	------------	-------	--------	-------

Home > Recalls & Safety Defects > Manufacturers Identification

DETAILS FOR MANUFACTURER IDENTIFICATION CODE SER

MIC: SER

Company: SEA RAY BOATS INC

Parent Company: BRUNSWICK

Address: 2600 SEA RAY DR

State: TN

Country:

Fax:

Out of Business:

Type: Inboards, Cabin Cruisers

Status: In Business

Company: BECKY SMITH

Official:

Parent MIC:

City: KNOXVILLE

Zip: 37914

Phone: 3214529876

In: Thursday, August 24, 1972

Business: Thursday, April 15, 2010

Modified:

Additional Address: FACTORY: SEA RAY KNOXVILLE, 2601 SEA RAY DRIVE KNOXVILLE, TN 37914; SEA RAY VONORE PLANT 100 SEA RAY CIR VONORE TN 37885; US MARIN DE MEXICO, SA DE CV KM102 CARRETERA RD RIO BRAVO/REYNOSA, AVENIDA EL PUENTE LOTE 16, PARQUE INDUSTRIAL EL PUENTE, TEYNOS.

Comments:

11 PLANTS-LETTER FOLLOWING MIC IDENTIFIES PLANT IN HIN- N: OXFORD MI; A: PHOENIX; F: FLORIDA; T: KNOXVILLE; V: TELICO TN; P: PALM COAST FL; C: CHEROKEE COVE TN; E: CORKE IRELAND; S: FT MILLS SC; R: RIVER VIEW TN; Y: SYKES CREEK FL--CORPORATE HQ ARE LOCATED AT ABOVE ADDRESS--CURRENT INFO AS OF 890816 (R.VIEW). 950824 MSO FOR PHOENIX CHANGED FROM LOS TO SDC PER MSO LOS. CHANGED POC FROM DAVE MARLOW TO JOHN OAKES 03/20/1997. 970912 CHANGED MAILING TO HEADQUARTERS IN KNOXVILLE: FORMER MAILING ADDRESS IS A PLANT IN MERRITT ISLAND FL. 001108 NEW POC, WAS BRYAN ROBERTSON. 071305, HHM, CHANGED PHONE NUMBER TO ABOVE FROM 8655224181; CHANGED ADDRESS AND ZIP TO ABOVE FROM 2600 SEA RAY BLVD, 37914; CHANGED TYPE 1,2 AND 3 TO ABOVE FROM 12 AND 13. 080905 (RDH) POC FOR SEA RAY MODELS BUILT IN BUCYRUS, OH IS RICK SHELTON, TELEPHONE #419-562-5377 UPDATED PER BRUNSWICK EMAIL DTD 18 MAR 09. SEE BBB FILE FOR HARDCOPY. OLD INFO -800 SOUTH GAY ST SUITE 1700 KNOXVILLE, TN 37929

RESOURCES

Media and Marketing Materials

Members of the press, boating safety specialists and advocates, and the general public are invited to utilize any and all of the media and marketing materials in this section.

Photo Library

The U.S. Coast Guard has provided the Image Library as a resource tool for boating safety specialists, advocates and the general public.

Video Library

The U.S. Coast Guard has provided the Video Library as a resource tool for boating safety specialists, advocates and the general public.

QUICK LINKS



Thomas J. Ferguson
Marine Surveyor – Consultant
677 Lake Avenue, Manchester, NH 03103
(603) 669-0734
MEMBER: ABYC-ACAPT-ACMS-AWS-BOAT US TECHNICAL EXCHANGE-NFPA-NSBC- SBYD