



Moon Dance



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INTRODUCTION

PURPOSE & SCOPE

The Surveyor attended aboard the 2004 Sea Ray 320 Sundancer Moon Dance, at the request of [REDACTED]. 12/20/2025. The Survey was requested to determine the physical condition and value of the vessel.

Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring (conductors) was inspected from a general perspective where accessible. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified ABYC Certified Marine Electrical Engineer be engaged.

Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. The tankage was not opened or internally inspected unless otherwise noted. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items. Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. Survey requester is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey. Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed.

This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

CONDUCT OF SURVEY

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46 CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

CONDITION & VALUE REPORT OF MARINE SURVEY

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

APPEARED:

Indicates that a very close inspection of the related item was not possible due to constraints imposed upon the Surveyor (e.g. no power available, inability to remove panels or requirements not to conduct destructive testing, etc.).

SERVICEABLE:

Fulfilling its function adequately (usable at the time of Survey).

POWERED UP:

Power was applied only. This does not refer to the operation of any system or component, unless specifically indicated.

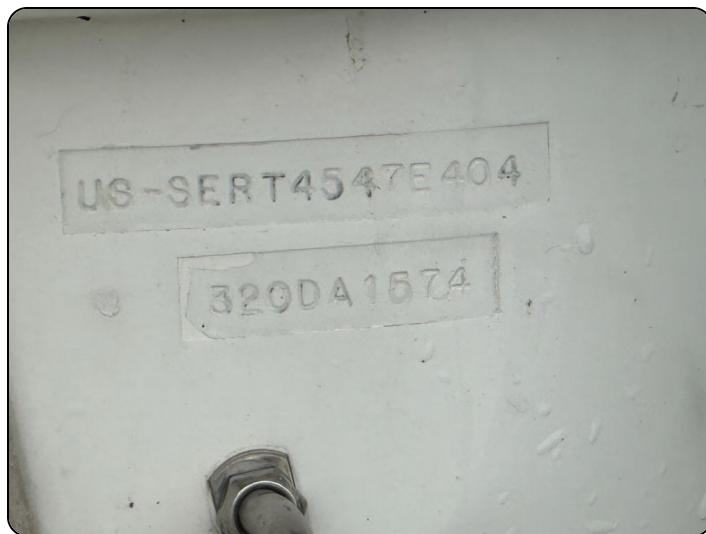
USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" Section pertaining to the lettered item. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

HIN (HULL IDENTIFICATION NUMBER) VERIFICATION COMMENTS

The vessel's HIN (Hull Identification Number) was verified during the Survey inspection. US-SERT4547E404



CONDITION & VALUE REPORT OF MARINE SURVEY

GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED	Condition and Value
DATE OF SURVEY INSPECTION	12/20/2025
VESSEL TYPE	Cabin Cruiser
VESSEL BUILDER	Sea Ray
MODEL YEAR	2004 (per Hull Identification Number)
YEAR BUILT	April, 2004 (per Hull Identification Number)
OFFICIAL NUMBER	NO 1236741



U.S.C.G. DOCUMENTATION NUMBER

STATE REGISTRATION DECAL NUMBER



VESSEL MATERIAL

FRP (fiber reinforced plastic)

LENGTH OVERALL (LOA)

35' 6" , as reported by BUCValuPro™

LENGTH ON DECK (LOD)

32', as reported by BUCValuPro™

BEAM

11' 5"

DRAFT

3' 7" , as reported by BUCValuPro™

DISPLACEMENT

13,800 lbs. (approximate dry weight)

LOCATION OF SURVEY INSPECTION

Kemah TX.

WEATHER CONDITIONS PRESENT

Sunny, Dry, Light Breeze

RATING & VALUATION

VESSEL OVERALL RATING

AVERAGE

ESTIMATED MARKET VALUE

\$68,400.00

ESTIMATED REPLACEMENT COST

\$356,000.00

VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

Cabin Cruiser

HULL DESIGN TYPE

Modified-V, planing type, with flared bow, hard chines and lifting strakes.

HULL MATERIAL

FRP (fiber reinforced plastic).

EXTERIOR FINISH

Silver gelcoat.

GENERAL EXTERIOR CONDITION

The exterior of the vessel appeared to be generally well kept.

SWIM PLATFORM

The cored fiberglass swim platform was in serviceable condition with no abnormal conductivity readings when tested with a moisture meter and no abnormal soundings with a phenolic hammer.

BOARDING SWIM LADDER

Stainless steel boarding ladder installed at the swim platform. The ladder was tested for normal use and was found in overall good condition.

BILGES

A gelcoated surface was used in the bilges. Recommend keeping the bilges clean & dry.

GENERAL BILGE CONDITION

No significant water was observed collecting in the bilges.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted.

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

MOISTURE COMMENTS

There did not appear to be any significantly elevated conductivity readings (possible moisture intrusion or other conductive material) around the hull and deck penetrations, when tested with a Moisture Meter.

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fiber reinforced plastic) with white gelcoat and textured non skid

RUB-RAILS

Stainless steel compression striker rub rails

HULL-TO-DECK JOINT TYPE

The hull to deck joint is an overlap "shoe box" type joint with elastomeric marine sealant between hull and deck joint. The joint is fastened with stainless steel self tapping screws and wood backing strips, with fasteners spaced at approximately 7" between one another. The molded plastic rubrail with stainless steel insert was fastened to the joint.

BRIDGE ARRANGEMENT

BIMINI TOP

The Bimini Top was Sunbrella type fabric, with stainless steel support piping

RADAR ARCH

Fiberglass Radar Arch

EXTERIOR EQUIPMENT

GENERAL EXTERIOR HARDWARE EQUIPMENT

No significant corrosion was observed on the vessel's hardware

EXTERIOR SEATING

Two (2) bridge helm chairs, bridge bench and wrap around aft seating damage on one of the seat backs

FINDING C-1

GENERAL EXTERIOR SOFT-GOODS CONDITION

Some of the vessel's exterior vinyl cushions had general weathering.

CABIN VENTILATION

Provided by the Bromar deck hatch and the main companionway door.

EXTERIOR DOORS

The watertight exterior doors appeared serviceable.

BOW RAILING

Stainless steel bow railings integrated into the deck railing.

ANCHOR PLATFORM

Molded fiberglass bow pulpit with stainless steel fairlead anchor roller chute.

FENDERS

Various fenders were observed onboard (amount included unknown).

MOORING LINES

Dock/mooring lines were observed onboard and at the vessel's mooring (amount included unknown).

CABIN APPOINTMENTS

INTERIOR

SALON ARRANGEMENT

Salon is forward with Galley and head to the port, forward bunk and aft seating.

HEAD ARRANGEMENT

Vacuflush 12 volt Head. Powered up.

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the interior soft-goods appeared serviceable.

INTERIOR SYSTEMS & EQUIPMENT

LIGHTING

12 volt DC and 110 volt AC lighting fixtures All lights illuminated

GALLEY EQUIPMENT

REFRIGERATION

Refrigerator/Freezer Powered up

OVEN

Stainless Steel Oven Powered up

STOVE

Triple burner Stove with Ceramic Glass Cooktop

PROPELLION & MACHINERY SPACE

PROPELLION SYSTEM

ENGINE MODEL

MercCruiser 350 Magnum

ENGINE HORSEPOWER

Reportedly, 300 horsepower each.

MAIN ENGINE BACKFIRE FLAME CONTROL (46 CFR 25/58)

USCG Approved.

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the port and starboard engine sump dipsticks.

TRIAL RUN INFORMATION

ENGINE STARTUP

The engines started without excessive cranking or excessive exhaust smoke.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by hull vents, with ventilation fans in engine room.

SEACOCKS/SEA-VALVES

Raw water seacocks were ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

HOSE CLAMPS

Double clamped where sighted, except where noted. Always recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

V Drive

FUEL SYSTEMS

FUEL SYSTEM TYPE

Gasoline

CONDITION & VALUE REPORT OF MARINE SURVEY

FUEL TANK MATERIAL

Aluminum.

FUEL TANKAGE CAPACITY

Reportedly, 200 gallons (per builder).

ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

The DC system is a 12 V system. The distribution panel was located in the salon.

MAIN DC BREAKERS

The main DC breakers were installed in the engine room.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

120 volt @ 60Hz

MAIN AC SHORE POWER BREAKERS

The main AC breakers, branch AC breakers, and generator lockout/transfer devices (manual slide type lockouts) were installed in main salon electrical panel

GENERATORS/AUXILIARY POWER

GENERATORS

GENERATOR MODEL

Kohler. Generator did not power up.

FINDING B 1

GENERATOR FUEL TYPE

Gasoline.

GENERATOR KILOWATT RATING

5.0 KW.

GENERATOR SERIAL NUMBERS

0789456

WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Polyethylene

NUMBER OF FRESHWATER TANKS

One (1)

WATER TANKAGE CAPACITY

Reportedly, 40 gallons (per builder)

WATER FILL MARKING

Properly marked for water

HOT WATER SYSTEM

WATER HEATER

An electric water heater was installed in the engine room. Powered up.

BLACKWATER SYSTEM

MSD (MARINE SANITATION DEVICE) SYSTEM (33 CFR 159)

Type III MSD Waste System (utilizes a holding tank or similar device that prevents the overboard discharge of treated or untreated sewage). The MSD is plumbed to a center line located, forward bilge mounted, non-metallic holding tank of unverified capacity. The tank is plumbed to a Y-valve leading to either overboard discharge or deck mounted pump out location.

BLACKWATER TANKAGE

Polyethylene Blackwater (sewage) holding tank. Reportedly, 28 gallon capacity (per builder).

GROUND TACKLE

ANCHORS

35 lb. Stainless Steel Plow Anchor.

ANCHOR RODE TYPE

Galvanized chain and approximately 1/2" stranded nylon line.

ANCHOR WINDLASS

12 volt Windlass.

ELECTRONICS & NAVIGATION EQUIPMENT

VHF RADIOS

Icom VHF Radio. Powered up.

MULTI FUNCTIONAL NAVIGATION DISPLAYS

Raymarine, 12" Multi Functional Navigation Display, with GPS Chartplotter. Powered up.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (U.S.C.G.)

WEARABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Amount conveyed with the vessel unknown.

THROWABLE PERSONAL FLOTATION DEVICES (33 CFR 175)

Amount conveyed with the vessel unknown.

FIRE EXTINGUISHERS (33 CFR 175.310)

Two (2) Type ABC-1 2.5 lb. Dry Chemical.

VISUAL DISTRESS SIGNALS (33 CFR 175.101)

Amount conveyed with the vessel unknown.

SOUND PRODUCING DEVICES (33 CFR 83)

12 volt DC Electric Air Horn. Powered up.

NAVIGATION LIGHTS (33 CFR 83)

The Navigation Lights illuminated, except where noted.

FINDING A-1

CONDITION & VALUE REPORT OF MARINE SURVEY

"NO OIL DISCHARGE" PLACARD (33 CFR 151/155)

Found properly displayed.

GASOLINE ENGINE SPACE BLOWERS (33 CFR 175/183, 46 CFR 25)

A 12 volt electric blower for the generator and engine space was located in the aft bilge.

BILGE PUMPING SYSTEMS

ELECTRIC BILGE PUMPING SYSTEMS

Two (2) Rule, 12 volt Bilge Pumps with floatswitches. Powered up.

FINDINGS & RECOMMENDATIONS

FINDINGS LEAD-IN

The Findings & Recommendations section is only one section of the Moon Dance Survey Report. If received on its own, this section should not be mistaken as this vessel's full Survey Report. PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 NAVIGATION LIGHTS (33 CFR 83)

The port Navigation Running Light did not illuminate when tested

RECOMMENDATION

Repair or replace the Navigation Running Light to comply with USCG Regulations

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

FINDING B 1 GENERATOR MODEL

Generator did not power up.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 EXTERIOR SEATING

Damage on one of the seat backs

RECOMMENDATION

Refinish or replace the vinyl cushion covers, as necessary.

FINDINGS & RECOMMENDATIONS



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SUMMARY

VESSEL CONDITION

It is the Surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION, after the Survey has been completed and the findings have been organized in a logical manner.

The grading of condition developed by BUC RESEARCH and accepted in the marine industry for a vessel at the time of Survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted Marine Grading System of Condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion (usually better than factory new, loaded with extras, a rarity).

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of the Survey, as shown in the REPORT OF MARINE SURVEY & FINDINGS AND RECOMMENDATIONS sections of this report and by virtue of my experience, my opinion is:

AVERAGE

STATEMENT OF VALUATION

In my opinion the current market value of the 2004 Sea Ray Sundancer 320 and it's equipment is approximately \$68,400.00 in it's current condition. The market method of appraisal was used in determining a current market value. The published value in the latest addition of BUC used vessel price guides were reviewed. BUC listed the average retail value for Texas at \$63,600.00 in average condition. Prices of recently sold similar vessels from SOLDBOATS.COM were used for comparing prices. This model vessel and year listed as being sold in the last year on Sold Boats. The listed selling average price was \$74,400.00. The vessel was in average condition requiring maintenance work to various equipment and fittings to prepare for sale and was normally equipped for her size. The replacement cost of this vessel with a new vessel of similar type would be approximately \$356,000.00 according to BUCBOATS.COM. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

SUMMARY

68,400 00

Sixty Eight Thousand Four Hundred Dollars

The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer "ESTIMATED REPLACEMENT COST" of the subject vessel is

356,000 00

Three Hundred Fifty Six Thousand Dollars

SUMMARY

SUMMARY

In accordance with the request for a Marine Survey of the Moon Dance, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned. 12/20/2025. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

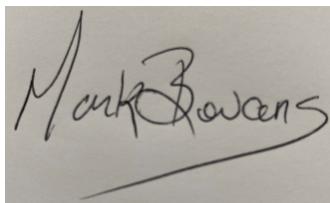
The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

A handwritten signature in black ink on a light-colored background. The signature reads "Mark Bevans" in a cursive, flowing script. A single horizontal line extends from the end of the "s" in "Bevans" towards the bottom right.

Mark Bevans
A Drift Marine Surveyors, LLC
12/31/2025

PHOTOS



PHOTOS



PHOTOS



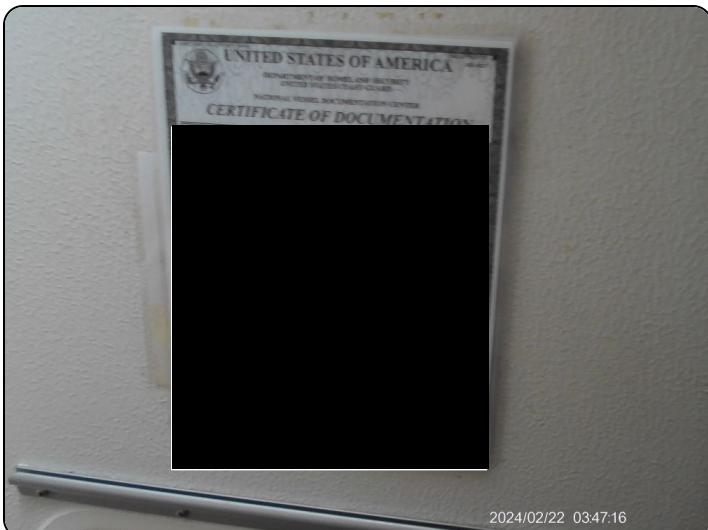
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