

2003 Sea Ray Sundancer 280



“Pain Killer”



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Marine Surveys

Ken Baughman, SAMS® Surveyor Associate (SA)
Ma [REDACTED] ys

Report of Marine Survey

Of the vessel
"Pain Killer"
2003 Sea Ray Sundancer 280

Conducted by
Ken Baughman, SAMS® Surveyor Associate (SA),
ABYC Certified Marine Standards Advisor



Survey Date: Friday, October 16, 2026



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Ken Baughman, SAMS® Surveyor Associate (SA)
Maruken Marine Surveys
www.maruken.boats
(774) 521-0680

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I. Introduction

Scope of Survey

At the request of [REDACTED] this survey report was prepared by [REDACTED] the vessel "Pain Killer" on Friday, October 16, 2026 at [REDACTED] Hyannis, MA 02673. The ships papers were not provided. The Hull Identification Number (HIN) was verified on the hull and found to be SERT1634J203. An 'in-the-water' inspection of underwater machinery and the exterior of the hulls wetted surface was performed. The reason for the survey was to ascertain the physical condition and value of the vessel. DC power from the onboard battery bank was used to check operation of electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommend and understood that all gas engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.



Vessel Description

The 2003 Sea Ray Sundancer 280 is a popular mid-sized cruiser known for its sleek design, comfortable cabin, and solid performance. The fiberglass hull with a beam of 9'5", and a length of 31'1" feet, results in a spacious yet manageable vessel. Factory equipped with either a single diesel engine or twin gasoline engines, the hull has reliable power for cruising. Designed to sleep 6, the interior layout includes a comfortable berth and a functional galley. The large transom-mounted swim platform and a well-designed helm make the Sea Ray Sundancer 280 is well-suited for weekend getaways.

Citations/References

https://rnr-marine.com/images/Sea-Ray_280-Sundancer_2003_Spec-Sheet.PDF

<https://www.clubsearay.com/threads/official-280-sundancer-thread.10064/>

<https://www.clubsearay.com/threads/used-sundancer-280-buying-advice.73788/>



II. General Information

SURVEY PREPARED FOR:	[REDACTED]
NAME OF VESSEL:	<i>Pain Killer</i>
TYPE OF SURVEY:	Conditional and Value Survey
OVERALL VESSEL RATING:	BUC CONDITION****
ESTIMATED MARKET VALUE:	\$37,000
ESTIMATED REPLACEMENT COST:	\$255,500
YEAR/MAKE/MODEL OF VESSEL:	2003 Sea Ray Sundancer 280
HULL IDENTIFICATION NUMBER (HIN):	SERT1634J203
HAILING PORT:	South Yarmouth, MA
STATE REGISTRATION NUMBER:	MS 6962 SR (2027)
OWNER'S NAME:	[REDACTED]
OWNER'S ADDRESS:	[REDACTED]
DATE/TIME OF SURVEY:	Friday, October 16, 2026
LOCATION OF 'IN-THE-WATER' SURVEY	[REDACTED] Hyannis, MA 02673
HULL MATERIAL:	FRP (Fiber Reinforced Plastic)
HULL TYPE:	Modified-Vee
LENGTH OVER ALL (LOA):	31'1"
BEAM:	9' 5"
DRAFT:	3' 3"
PROPULSION SYSTEM:	Twin 2003 MerCruiser 5.0 MPI V8 with Bravo III
FUEL TYPE:	Gas
FUEL CAPACITY:	100 Gallons
DC POWER:	12 Volt
AC POWER:	120 Volt
FRESH WATER	28 Gallons



Definition of Terms

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

APPEARS:

Indicates that a very close inspection of the particular system, component or 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 tests).

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE:ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

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

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

* Per Manufacturer's Specifications

**Refer to Summary and Valuation Section

*** Per USCG Documentation

**** Per BucValu Professional



III. Systems

Hull Deck and Superstructure

Hull Construction

HULL TYPE:	Modified-Vee
MATERIAL:	Fiberglass Reinforced Plastic (FRP)
TRANSOM:	FRP
CHAIN LOCKER (DRAINAGE):	Drains to bilge
KEEL:	FRP keel
HULL TO DECK JOINT	Over-lapping
MOISTURE CONTENT:	None noted.

Superstructure

DESCRIPTION:	FRP
DECKS:	FRP
HATCHES:	One large square hatch (20x20) above main galley. Appears Serviceable.
WINDOWS/PORTS/DOORS	2 small ports holes amidship on port and starboard. Small rectangular window from rear bunk on to main deck
CANVAS:	Full set of black canvas in good condition. Appears Serviceable.

Deck Fittings

GRAB RAIL:	Stainless hand rails along sides of super structure and others at various locations on vessel. Appears adequate.
CHOCKS AND CLEATS:	Chocks and cleats appeared to be stainless steel all sighted were thru-bolted and serviceable. 8 in total.
ANCHOR PLATFORM	Stainless steel anchor platform with bow roller. Appear Serviceable.
FENDERS	4 in total. 2 fender holders on grab rail. Appear Serviceable.



Cabin Appointments

Interior Description:

LAYOUT:	Cabin area forward of the deck; FRP with gelcoat. Cherry Wood Formica Cabinets and Fixtures
FABRIC AND CUSHIONS:	Appear Serviceable. Good condition for a vessel of this age.
FLOOR AND WINDOW COVERINGS:	Floor covered in Carpet. All window coverings in good condition.
WATER INTRUSION SIGNS:	None sighted
FAUCET FIXTURES:	Two faucets. One in main galley, one in head.
MAIN DOORWAY:	Sliding Cabin doorway. Appears Serviceable.
HEADLINER:	Fabric. Appears Serviceable.
HEAD:	SeaLand 960 Series portable toilet

Galley

LOCATION:	Starboard cabin area forward of main deck
COUNTERTOP:	Molded FRP with Gel-Coat
SINKS:	Stainless steel.
REFRIDGERATION	Built-in Norcold Unit. Appears Serviceable.
STOVE/OVEN	120V Recessed Single-Burner. Not tested.
LIGHT FIXTURES:	Appears Serviceable.

Propulsion

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION:	Gas / Mercury MerCruiser / Sterndrive
NUMBER OF CYLINDERS/HORSE POWER:	Twin 2003 MerCruiser 5.0 MPI V8 / 260hp
SERIAL NUMBER(S):	Starboard: OM604802 Port: OM604798
INDICATED HOURS:	Starboard: 988.3 hours Port: 994.2 hours
THROTTLE CONTROLS:	Manual/Cable



FUEL FILTERS:	Mercury spin-on fuel filters on each block, with additional inline fuel filter installed near main fuel tank.
ENGINE ALARMS:	Low oil pressure alarm and coolant over heat warning both visual and audible at helm station.
OVERALL CONDITION:	Average Condition.
VENTILATION/BILGE BLOWERS:	2x 12V Blowers powered up during sea trial. Appropriate hose and flex tubing installed
EXHAUST SYSTEM:	Raw water cooled hose, exiting below waterline at transom. All hose double clamped.
TRANSMISSION:	496 Magnum® Bravo III Sterndrive

Fuel Systems

FUEL TYPE:	Gas
TANKS/CAPACITY/MATERIAL:	Single / 100 gallon / cross-linked polyethylene
LOCATION:	Stern, above keel
MANUFACTURING LABEL:	Yes, Moeller Model# 10007-1
FILL PIPE GROUNDED:	Yes.

Electrical System (DC system)

VOLTAGE/BATTERIES:	12 Volt. 3 banks.
MAIN BATTERY SWITCH TYPE/LOCATION:	Main console
PANEL/CIRCUIT PROTECTION:	Overcurrent protection: fusebox. Location: below steering station on port side. Access: good.
TYPE CONNECTORS:	Round Lugs: Captive type, where sighted. Condition: Appears serviceable.
CONNECTORS/ROUTING/SUPPORT:	Well supported and secured where sighted.
CHARGING SYSTEM:	Noco Genius 10X3 Marine battery charger
OUTLETS	USB-type outlet on deck sink console. Not tested.



Electrical System (AC system)

SHORE POWER INLET:	220V main cable routed through transom.
MAIN BREAKER:	Port side, amidship.
CIRCUIT LOAD MONITORS:	Voltage and Amperage monitors on main electric panel, both DC and AC.
OUTLETS:	A/C outlets available in main galley. 120V GFI protected. Not tested.
CONNECTORS/ROUTING/SUPPORT:	Well supported and secured where sighted.

Freshwater System

STORAGE TANK:	One 28 gallon fresh water tank. Located above fuel tank in main engine room.
HOT WATER:	Water Heater, 120V (6-Gallon) w/Exchanger
LINES AND FITTINGS:	Reinforced flexible hose, double clamped where sited. Appears serviceable.

Sanitation (Grey Water)

HOLDING TANK:	Dometic Corp. Tank. Serial#HTS2812194 located on starboard side of main engine room
PUMPS:	Dometic model# VG12VDC macerator and pump system
LINES AND FITTINGS:	Reinforced flexible hose, with metallic fittings. Appears serviceable.

Steering System

TYPE/MANUFACTURE:	Mechanical with Hydraulic Assist / Mercruiser
NUMBER OF STATIONS:	One station. *C.1 Steering wheel wood delamination
LINES AND FITTINGS:	Reinforced flexible hose, with metallic fittings. Appears serviceable.

Ground Tackle

ANCHOR:	Delta-style stainless anchor, mounted on bow. Appears Serviceable.
RODE MATERIAL:	Chain. Appears Serviceable.



WINDLASS:

Lofrans Marlin. Not tested.

Electronics and Navigation Equipment

RADAR:

Garmin GMR 18HD+ Radomw

GPS/HEAD UNIT:

Garmin GPSMAP 943xsv

VHF:

ICOM IC-M330

COMPASS:

Ritchie Compass

ANTENNA:

All antennas sighted appear to be well mounted and serviceable.

Safety Equipment (United States Coast Guard)

NUMBER AND TYPE OF PFD'S:

Seven (7) Type I-U.S.C.G. approved.

NUMBER OF THROWABLE PFD'S:

One (1) Type IV-U.S.C.G. approved throw able device.

FIRE EXTINGUISHERS:

Type BI (2lbs) dry chemical Kidde with gauge, found on main deck below sink. Engine room Fire Suppression System - 'SeaFire' Automatic w/Manual Pull from steering station.

VISUAL DISTRESS SIGNALS (FLARE KITS):

Day/night visual distress signals are hand held flares.

SOUND DEVICES:

Electric Horn

NAVIGATIONAL LIGHTS:

Sidelights
All-round light
Stern light.
Anchor lights

"NO OIL DISCHARGE" PLAQUE:

Yes, found properly displayed on fresh water tank.

TRASH DISPOSAL PLACARD:

Yes, found properly displayed above trash bin in main galley.



Auxiliary Safety Equipment

LIFE RAFT:	None sighted highly recommended
E.P.I.R.B.:	None sighted highly recommended
BILGE WATER ALARM:	None sighted highly recommended
SEARCH LIGHT	None sighted.
FIRST AID KIT:	Updated kit onboard

Bilge Pumps

List:	Three (3) pumps were found. Two pumps in the keel section of the engine room including float switch on forward pump. A third bilge pump was found under the main galley, also with a float switch. Pumps were tested and Appeared Serviceable.
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Air Conditioning and Heat

MANUFACTURER/TYPE	CRUISair Model SXR10-M10 10,000 BTU boat air conditioner. Not Tested.
LINES AND FITTINGS:	Appears Serviceable.



IV. Findings and Recommendations

A. Safety Deficiencies

None.

B. Other Deficiencies Needing Attention

None

C. Surveyor Notes and Observations

<i>Findings</i>	<i>Recommendations</i>
C.1 Steering wheel wood delaminating	Replace when possible.



V. Summary and Valuation

Statement of Overall Vessel Rating of Condition

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION After a 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.

"BUC 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 my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: **BUC CONDITION**



Statement of Valuation

STATEMENT OF VALUATION:

1. 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.

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

\$37,000 Dollars

Thirty Seven Thousand Dollars

2. 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:

\$255,000

Two Hundred and Fifty Five Thousand Dollars.



Summary

In accordance with the request for a marine survey of the “Pain Killer,” 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 on Friday, October 16, 2026 and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well- kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.



Surveyors'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 stipulate 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.

ATTENDING SURVEYOR:



Kenneth W. Baughman
Friday, October 16, 2026



VI. Photographs



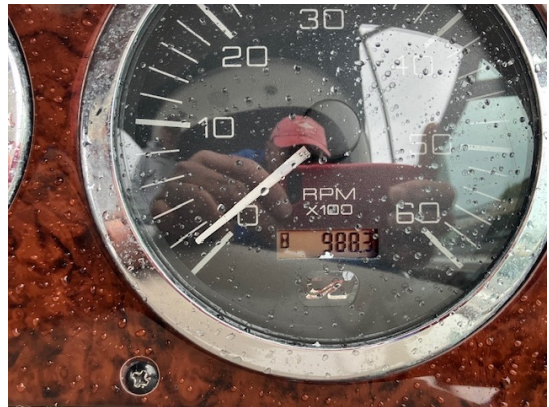
HIN#: SERT1634J203



C.1 Steering wheel wood delaminating



Port Engine hours: 994.2



Starboard Engine hours: 988.3

