

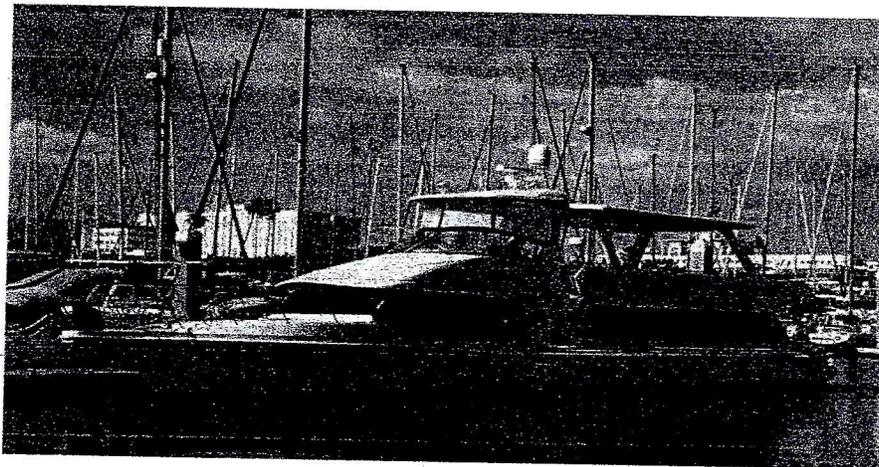
REPORT OF MARINE SURVEY

CONDITION AND VALUATION SURVEY

OF THE VESSEL

1997 BLUEWATER YACHT 680 CUSTOM SERIES

“EXPENSIVE HABIT”



CONDUCTED BY

**Captain AJ Erhardt, Jr.
USSA Master Marine Surveyor MMS**

PREPARED FOR

**Mr. Greg Farner
Bay Area Auction Services, Inc.**

December 14, 2025

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1997 Bluewater Yacht 680 Surveyed by Captain AJ Erhardt Jr. MMS

TABLE OF CONTENTS

	<u>PAGE NUMBER</u>
1). INTRODUCTION	1
2). GENERAL INFORMATION	2
3). SYSTEMS	3
• HULL DECK AND SUPERSTRUCTURE	3
• CABIN APPOINTMENTS	6
• PROPULSION	11
• FUEL SYSTEM	11
• ELECTRICAL SYSTEMS	13
• GENERATOR	13
• FRESH WATER SYSTEM	13
• SANITATION	14
• STEERING SYSTEM	15
• GROUND TACKLE	15
• ELECTRONICS AND NAVIGATION EQUIPMENT	15
• BONDING SYSTEM	15
• SAFETY EQUIPMENT	16
• ENVIROMENTAL SYSTEMS	17
4). FINDINGS AND RECOMMENDATIONS	19
5). SUMMARY AND VALUATION	20
6). ADDITIONAL PICTURES SHOWING CONDITION OF SURVEY	21

TOC

1.

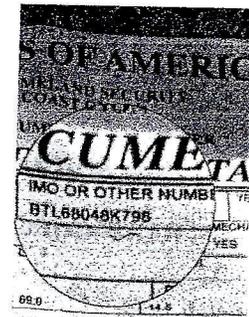
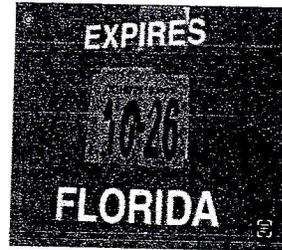
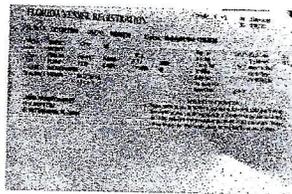
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Greg Farner, the attending surveyor did attend onboard the 1997 Bluewater Yacht 680 on December 14, 2025, at Harborage Marina, 1110 3rd Street S., St. Petersburg, Florida. 33701 to perform an In Water Condition and Value Survey. The Hull Identification Number (HIN) was not visible as yacht has a TNT swim platform added possibly covering the HIN. The HIN was verified from the USCG Certificate of Documentation reflecting the registered HIN and a hull carving plate was observed and affixed on starboard side of companionway, forward accommodations.

Reference 33 CFR 183.23, Hull Identification Numbers Required. 33 CFR 181.29 Hull Identification Numbers Display, Paragraph (a) and (c). Reference 46 CFR 67.121. Official Number Marking Requirement.

The hull identification number (HIN) **BTL68048K798** was verified from the vessels documents on board the vessel.



This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed, or nailed panels, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in bilges and lockers, or other fixed or semi fixed items. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or warranty either specified or implied.

HOT WATER TANK CAPACITY: 10 gallon typical, not accessible and was informed was inoperative.
BLACK WATER HOLDING TANK CAP: 50 Gallons
GROSS TONNAGE: 38 GRT
NET TONNAGE: 38 NRT
DEADRISE: 33 degrees at bow and 18 degrees at stern
LOCATION OF SURVEY: Harborage Marine, St. Petersburg, Florida. T Head / B Dock
BUILDER: Mora, Minnesota
YEAR BUILT: 1997
MODEL YEAR: 1998
MODEL OF VESSEL: 680 Custom Series
HULL IDENTIFICATION NUMBER (HIN): BTL68048K798
INTENDED USE: Recreational

3. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION:

TYPE: Deep V Monohull, planning type construction. The hull is constructed of a fiberglass reinforced plastic (FRP) laminate, finished with gelcoat above and bottom paint below the waterline. The decks are constructed of a FRP cored laminate, finished with gelcoat and a nonskid texture along the working surfaces. The cosmetic condition of the superstructure was found to be in poor to fair condition. The partitions, bulkheads and hull to deck joints were inspected and found to show no visual signs of weakness due to flexing or separation of their fastenings. The hull to deck joint was of the overlap type construction, with stainless fasteners.

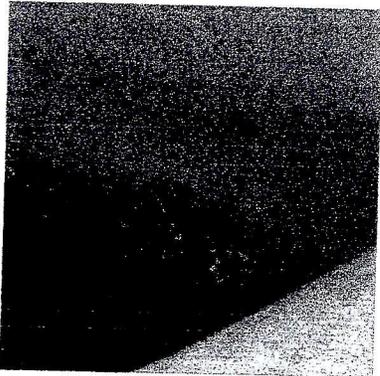
A visual inspection was performed along with percussion sounding and moisture meter readings of the hull, hull sides, normal results were observed for age of vessel noted. The decks, and hard top indicated a sound condition with no evidence of delamination of the fiberglass using same inspection methods in which was used on the hull.

EXTERIOR HULL: Off white, Shows well.

BULKHEADS: Athwartships reinforcement enhanced by cored FRP Bulkheads bonded to the hull with FRP (fiber reinforced plastic). Appears serviceable where sighted.

STRINGERS: Hull stiffness provided by FRP encapsulated longitudinal stringers. Complete inspection was not possible due to limited access. Inspected using visual and percussion soundings and moisture meter readings. No anomalies noted.

TRANSOM: TNT Hydraulic swim platform installed, not proven. No tender sighted.

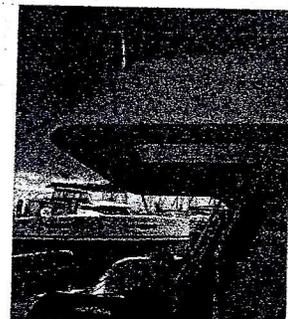
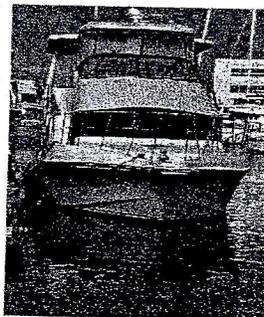
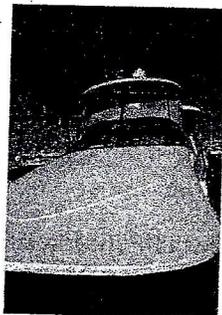


BILGE: Not accessible due to owner residing on boat. Personal items blocking access.

MOISTURE CONTENT: Moisture meter and percussion soundings were taken at random locations for detection of moisture and delamination. No apparent signs of significant moisture or FRP delamination was detected.

BOTTOM PAINT: *Bottom paint was showing age of product and requires refinishing.

BLISTER COMMENT: Blisters are an unknown factor on all FRP constructed boats and were not noted as observed. Surveyor has no firsthand knowledge of the history of bottom maintenance, blistering, and repairs or prophylactic coatings on this vessel.



DECK CONSTRUCTION:

TYPE: Molded and cored FRP (Fiberglass reinforced Plastic) painted white with nonskid surface. Found serviceable. Percussion soundings and moisture meter readings taken with acceptable results noted.

COCKPIT: Cored FRP with anti-skid finish.

WATERTIGHT INTERGRITY: A single watertight compartment divided into separate spaces by apparently non watertight bulkheads and an overboard self-draining anchor locker at the forepeak. The hatches opening to the exterior hull, weather decks, and cockpit were watertight types (ABYC Standard H-3). There are self-draining type via scuppers located at the aft outboard corners of the cockpit.

Conventional fiberglass reinforced plastic (FRP) moldings with composite core material, shell below the waterline white gel coat above and below the waterline with bulkheads grafted to the hull with FRP laminates. Decking has composite core with white exterior gel coat surfaces with molded in anti-skid texture in tread areas covered with Teak decking. Hull deck joint is a shoe box design sealed with elastomeric type compound and secured with stainless steel fasteners and FRP tabbing where observed.

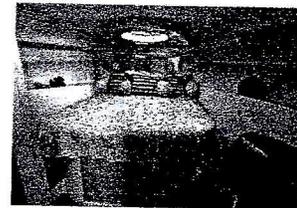
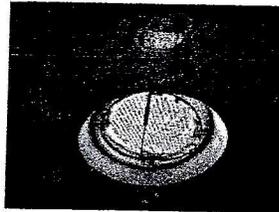
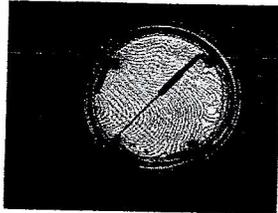
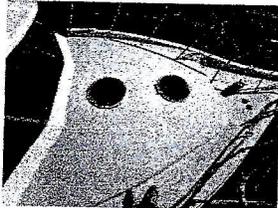
STRUCTURAL MEMBERS: The longitudinal and athwartship framing system comprised of FRP encapsulated longitudinal box stringers and frames of a composite core material. Stringers and frames are resin infused to the hull's interior along with full and partial bulkheads and FRP floors grafted to the hull with FRP laminates and full and partial bulkheads secured with mechanical fasteners.

DECK FLOOR PLAN: Standard manufacturers floorplan with no modifications to the original design.

ANCHOR PLATFORM: Stainless steel through hull, stainless steel striker plate, well secured to the deck and rollers observed in good condition. Herreshoff stainless steel cleat.

MOORING HARDWARE: 9 each, 12 inch aluminum mooring cleats, through bolted and found serviceable.

HATCHES, PORTHOLES, PORTLIGHTS, DOORS AND WINDOWS: 2 opening deck hatches are on the foredeck and were found operational. Salon door is pocket style sliding on aft side of master stateroom. Engine room access is located in master stateroom port and starboard under carpet in deck sole. Salon windows are tinted, tempered glass and are non-opening. All windows are found to be serviceable.



SUPERSTRUCTURE:

MATERIAL: Cabin house and flybridge deck are one unit molded FRP (fiber reinforced plastic) and cored with wood/foam. Bridge deck cowlings are mechanically bonded and stainless steel fasteners were observed.

BRIDGE DECK:

MATERIAL: FRP (fiber reinforced plastic) molded flybridge.

HELM: Molded FRP with non-skid, Bench style seating

BIMINI: FRP hardtop.

WINDSHIELD: Four sided Eisen glass at the bridge deck, unserviceable.

GENERAL EQUIPMENT: Hard top spreader lighting would not prove operable.

FENDERS: An adequate array of fenders were observed on board the vessel at the time of the survey.

DOCKLINES: An adequate array of dock lines were observed on the vessel at the time of the survey.

WASH DOWN SYSTEM:

EXTERIOR SEATING: The exterior seat cushions were well worn and deteriorated due to U/V. No covers were observed and overall condition is poor.

BOARDING LADDER: None sighted

SWIM PLATFORMS: TNT Hydraulic Platform. Not operational, DC Battery power not available.

ABOVE DRAW WATER LINE (ADWL) THROUGH HULLS: Bronze through hull fittings, all observed secure and showing average wear and tear for age of vessel. Dockside freshwater inlet observed however not tested.

BELOW WATER LINE THROUGH HULL FITTINGS: Could not access

THROUGH HULL STRAINERS AND SCOOPS: Could not access

SEA VALVES / SEA COCKS: Could not access

SEA STRAINERS: Could not access

TRIM TABS: Two stainless steel trim tabs were observed manufactured by Bennet. Trim tab control on bridge did not operate trim tab port or starboard side. * Diagnose and repair trim tab system

STABILIZER SYSTEM: None Installed.

UNDERWATER LIGHTS: None observed

CABIN APPOINTMENTS

ENTERTAINMENT BERTHING AND SALON:

Joinery and Finish: Average.

Interior Bulkheads: Finely fit where visually observed.

Water Intrusion Signs: Black mold was observed in berthing areas

Storage Areas: The cabinets, lockers, drawers, and shelving were sighted and found to be serviceable.

Headliners: Headliner material in the cabins appeared to be a light colored vinyl. Appeared serviceable.

Doorways: Well fitting.

Fabric and Cushions: Serviceable.

Floor and Window Coverings: Carpet for the sole, found serviceable.

Accommodations: Three stateroom layout, master forward with island queen, guest to port island, crew to starboard with bunks.

Head/Blackwater System: The vessel was equipped with three Galley Maid electric flush heads, were found to be operable. Raw water supply was found to be bronze, bonded, operable ball valves, located forward bilge area below the master, poor access. Waste is directed to a poly waste tank located centerline forward bilge and on to deck pump out plate located foredeck, clearly marked for WASTE. The vessel was also equipped with below the water line discharge ball valves, bronze, bonded and operable located forward bilge, with a 12 volt macerator, which was found to be operable with a pull switch located below the hatch. USCG Marine Sanitation Device type III, holding tank. In line Y valve type discharge hose for tank, for macerator pump or deck pump out, and inline Y valves at each marine head pump for direct out or tank fill. System is serviceable except as noted.

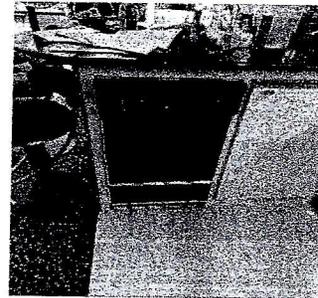
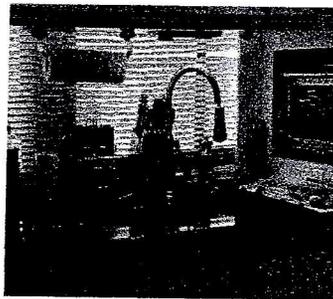
Showers: There are shower enclosures in the heads, they drain to the main greywater sump. They operate and appear to be serviceable.

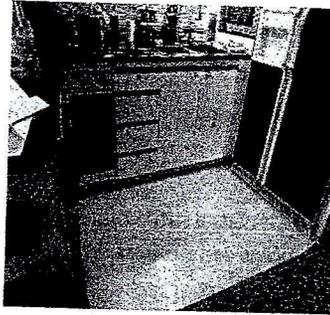
Light Fixtures: Cabin/courtesy lights throughout the vessel were operable except when noted.

Televisions: 50" tv located starboard side salon, aft of galley with surround bar. Observed operational, Samsung 40" located in the Master, and a 24" flat screen was observed in forward stateroom. Not proven operation.

Galley: Galley is located to starboard, aft salon. Equipped with a dual stainless sink.

All appliances, dishwasher, refrigerator, trash compactor and 4 burner electric range appear to be original and in non-operating condition reported by owner.





INTERIOR LIGHTING: 12 VDC and 115 VAC lighting was observed; DC Power was being supplied by a portable battery charger as all DC Batteries are not serviceable as reported by owner.

Galley GFCI was not observed.

PROPULSION

DISCLAIMER

It is good practice when buying a used vessel that all fluids(Engine/Transmission or Outdrive) be changed, and the raw water cooling impeller(s) also be changed.

As stated in the Terms and Conditions agreement, it is understood that the attending surveyor is not an engine/transmission surveyor. As such, I recommend that all engines and transmissions be inspected by a qualified expert engine surveyor/mechanic to determine the internal condition and any repairs necessary of the engine(s), transmission gears, and pumps, heat exchangers, coolers, etc.

If engine diagnostics was performed as a part of this survey, it is understood the surveyor is not a trained engine mechanic and therefore provides general information only about the engine(s) and verification of the engine hours. The diagnostics, in no way is a guarantee of the health and condition of the engines and any information obtained should be considered information only and it is recommended you have the information verified by a qualified engine mechanic. Captain AJ Erhardt, Jr. USSA Master Marine Surveyor MMS, take no liability as to the information obtained or the health of the engines and reduction gears or outdrive(s)

NUMBER / MANUFACTURER / HORSEPOWER

Two Cummins Diesel 6CTA 8.3 "Diamond Performance Series", in line, 6 cylinder, turbocharged / aftercooled engines.

PORT: Cummins Diesel 6CTA 8.3, Serial Number: 45419809, 450 HP, Hour Meter: 1010.4

STARBOARD: Cummins Diesel 6CTA 8.3, Serial Number: 45420145, 450 HP, Hour Meter: 1013.4

AGE/REBUILT INFO: Appears to be original equipment,

THROTTLE CONTROLS: Micro Commander Dual engine controls, salon and flybridge stations. Shifter circuit breaker for starboard engine was found popped. Investigate and test.

ENGINE MOUNTS AND BED: FRP Stringers port and starboard, adjustable motor mounts are bolted to the stringers and are used to align the engines to the hull stringer structure. Severe rust on mounts and bolts observed.

LUBRICATION: Normal level observed. Twist on oil filter. No records available during survey of last engine maintenance.

VENTILATION: Power blowers were inoperable. Natural ventilation provided by topsides vents, port and starboard.

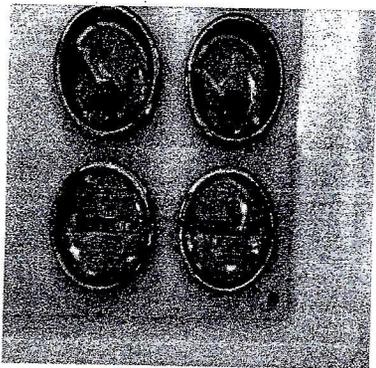
EXHAUST SYSTEM: Raw water cooled wet exhaust, double clamped rubber hose and stainless elbows, serviceable. Broken stainless steel clamps were observed on port engine due to rust.

LUBE TRANSFER: Oil change pump noted port aft engine compartment with valve system for oil change hoses to pans. Operation not proven.

FUEL TRANSFER (PUMPS) : N/A

ENGINE ALARMS: Not proven due to no DC power available.

ENGINE SYNCHRONIZER: Synchronization is provided by a Glendinning mechanical unit.



Engine hours displayed: Port: 1010.40 Starboard: 1013.45

ENGINE OIL SAMPLES:

Blackstone Laboratories Oil samples were taken from engine oil pan using vacuum pump method from dip sticks. Engine oil was cold at time of sample.

Provided client with hardcopy sample results. (Lab numbers, S333899, S333900).

Results:

Both samples reported higher than average metal counts.

Recommend engines be inspected and started by a authorized Cummins dealer.

COOLING SYSTEM

TYPE: Closed reservoir type cooling (heat exchanger) with raw water cooled exhaust.

COOLANT LEVEL: Normal level observed.

HOSES AND CLAMPS: Re-enforced rubber hose securely clamped and well routed and supported, where sighted.

BELTS AND PULLEYS: Belts condition appears worn. Always carry spares on vessel.

SEACOCKS AND STRAINERS: Engine raw water intakes were bronze seacocks, double clamped.

TRANSMISSIONS

MODEL / SERIAL NUMBERS:

PORT: TWIN DISC, Model, MG-5601A, Serial Number: 5EH910, Ratio: 2.10:1

STARBOARD: TWIN DISC, Model: MG-5601A, Serial Number: 5EH913, Ratio: 2.10:1

DRIVE TYPE: Straight inboard.

CONTROLS: Mathers Micro Commander – dual station.

COUPLER (SAFETY WIRE): Couplers were inspected and found to be serviceable. Safety wires were sighted at both the port and starboard shaft coupler fasteners.

PACKING GLAND: Compression nut type clamped rubber hose as reported

COOLER: External engine mounted raw water heat exchanger. Appears serviceable.

TRANSMISSION OIL SAMPLES:

Blackstone Laboratories Oil samples were taken from transmission oil sumps using vacuum pump method from dip sticks. Transmission oil was cold at time of sample and was observed black in color. High metal counts were also found on these transmissions.

Provided client with hardcopy sample results. (Lab numbers, S333901, S333902).

Surveyors Recommendation to drain and service with new oil and resample in 10 hours.

FUEL SYSTEMS

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE: Diesel.

MATERIAL: Aluminum.

NUMBER OF TANKS: One

TANK CAPACITY: 600 gallons.

LOCATION: Fuel tanks are port and starboard, outboard in the engine room.

FILL PIPE LOCATION: Port and starboard side, mid-ship clearly marked Diesel

FILL PIPE GROUNDED: Not sighted due to access.

FILL PIPE MATERIAL: Not sighted due to access.

VENT LOCATION: Port and starboard topsides, serviceable.

SHUT-OFF VALVE: Could not access.

FUEL FILTERS: Yes, Both remote mounted dual Racor filter/water separator type and engine mounted spin on/off type, Detroit# 23530643. Inline Algae X also noted. *Racor Fuel Bowls are dirty, service.

FUEL COOLER: Engine mounted.

FUEL TANK(S) & PIPING:

Type A hoses secured with double hose clamps where visible. The tanks were vented to topside mounted fittings with flame screens and plumbed with SAEj1527 hoses secured with hose clamps. The fuel supply and return hoses were also SAEj1527 hoses with swaged mechanical fittings, and the engines were equipped with OEM type flexible fuel lines and metal fuel tubing.

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM (D.C. SYSTEM)

BATTERIES:

TYPE: 8D / Group 28/31, **CAPACITY:** UNK,

LOCATION: Center engine room keel area.

SECURE: Adequate **DATED:** N/A **ELECTROLYTE LEVEL:** UNK **QUANTITY:** 4 each.

PANEL: The main DC panel was located starboard, forward salon. Over current protection was provided by main breaker and individually labeled branch breakers.

TYPE CONNECTORS/WIRING: Round, captive type connectors were observed. Serviceable. Wiring was stranded copper/tin plated boat cable were sighted.

ROUTING/SUPPORT: Adequate.

CHARGING SYSTEM (BATTERY CHARGER): Not accessible

CHARGING SYSTEM (Alternator): Belt driven alternators, Serviceable.

MAIN BATTERY SWITCHES: Two Guest rotary style battery switches located aft side of battery box system, serviceable.

ALTERNATIVE CURRENT SYSTEM

SHORE POWER INLET: two 30 amp, 120 volt inlets, located starboard midship were used to a 50 amp splitter.

SHORE POWER: Shore power cord was observed to have cracked insulation. Not tested

AC SOURCE SELECTOR SWITCH: Circuit breakers on AC / DC panel starboard side of forward salon

MAIN BREAKER: In the main AC panel, along with individually labeled branch breakers.

CIRCUIT LOAD MONITORS: Voltage and amperage analog gauges in the main electrical panel.

CONNECTIONS (TYPE): Captive lug type. Appears serviceable where sighted.

WIRE TYPE (SIZE AND RATING): Size and rating, where sighted, appears well routed and supported, serviceable to intended use.

OUTLETS: Various AC, outlets available throughout the vessel, appear adequate and conveniently located. Tested ok for proper polarity.

GALVANIC ISOLATOR: Professional Mariner 60 amp galvanic isolator noted, outboard and inside electrical panel, serviceable.

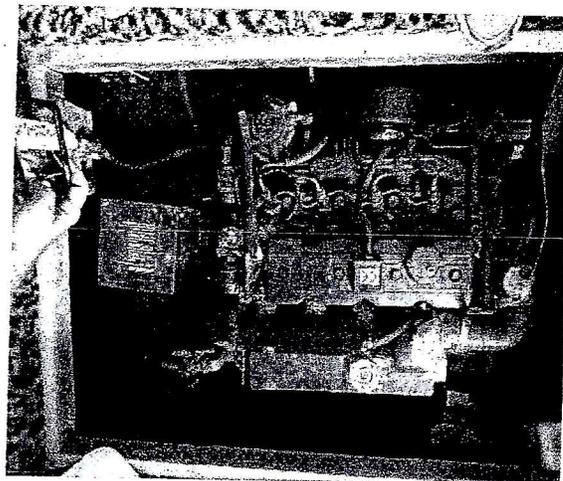
GENERATOR:

MANUFACTURER: WESTERBEKE

MODEL: 15 BTDB **SERIAL NUMBER:** 412064-D702 **FUEL:** DIESEL **HOURLY METER:** 2171.5

*Diesel generator control panel would not power up, diagnose and run generator for operation

Generator exhibited paint missing in many locations due to heavy corrosion,



***Generator primary fuel Racor bowl dirty. Perform complete generator service as outlined in manufacturers maintenance manual.**

FLUID LEVELS: Coolant normal. Oil normal.

COOLING SYSTEM: Closed coolant and raw water exhaust type.

FUEL FILTER: Remote mounted Racor 500 with engine mounted secondary.

EXHAUST SYSTEM: Aqua-lift type with rubber hose, double clamped and support, serviceable. Exits transom.

FRESH WATER SYSTEM

POTABLE WATER SYSTEM

The vessel's freshwater system is supplied from a single tank, with an approximate capacity of 95 gallons. Pressure, 12 volt DC pump and shore hose connection also noted. Tank fill was located, starboard midship, was clearly labeled for water. Faucets and showers were found to be operable where accessible. Water lines were copper and plastic tubing, serviceable where sighted

SANATATION

HOLDING TANK-BLACK WATER (Capacity 50 US Gallons reported)

Head/Blackwater System: The vessel was equipped with three Galley Maid electric flush heads, were found to be operable. Raw water supply was found to be bronze, bonded, operable ball valves, located forward bilge area below the master, poor access. Waste is directed to a poly waste tank located centerline forward bilge and on to deck pump out plate located foredeck, clearly marked for waste. The vessel was also equipped with below the water line discharge ball valves, bronze, bonded and operable located forward bilge, with a 12 volt macerator, reported. USCG Marine Sanitation Device type III, holding tank. In line Y valve type discharge hose for tank, for macerator pump or deck pump out, and inline Y valves at each marine head pump for direct out or tank fill.



STEERING SYSTEM

MANUFACTURE: Hynautic

STERRING SYSTEM COMPONENTS

TYPE: Hydraulic system pressurized from mechanical helm pump to actuating steering cylinder to dual rudders.

MOUNTING: Cylinders and rams were not accessible.

PACKING-GLAND: Bronze hex type packing glands on each rudder, reported

GROUND TACKLE

ANCHOR & WINDLASS

Primary: Observed was a Galvanized CQR 75 lb. Plow anchor. (properly rated for vessels up to 70 feet), shackled to anchor is approximately 50 feet of 5/16 inch galvanized chain spliced to 3/4 inch triple strand rode. (Approximately 150 feet observed). Serviceable and securely attached. Safety lanyard not observed on foredeck. No spare anchor was observed or reported.

The anchor rodes were inspected as stored without ranging and were found serviceable in-situ. Normal wear and tear for age of vessel.

Three longitudinal mounted rode securing cleats were observed, (two each) and were adequately secured.

WINDLASS: Maxwell Marine RC series windlass with vertical capstan / gypsy was observed and not tested due to no power available. Up and down foot controls were observed by windlass.

ELECTRONICS AND NAVIGATION EQUIPMENT

LOWER HELM STATION

VHF: Observed, severely faded

RADAR: Array sighted on hardtop.

AUTOPILOT: Display is faded beyond recognition.

COMPASS: Not sighted at either station

ANTENNAS: one 8 foot white VHF antenna was observed on starboard hard

NAVIGATION / SOUNDER: Main electronics were not accessible due to no power to electric electronics compartment on flybridge.

BONDING SYSTEM

The bonding system was found to be using an individual green insulated bonding wire. Appeared to be serviceable were sighted except as indicated otherwise in this report. Hull and engine mounted zinc anodes were in serviceable condition showing minimal wastage.

LIGHTING PROTECTION: None observed

NOTE: Few boats are actually wired for lighting protection from the manufacture. There is no known way to ensure complete protection for personnel and equipment from lighting strikes. However, we suggest that any owner review the information at www.marinelighting.com and ABYC TE-4.

ADDITIONAL REMARKS

A separate bonding system survey was not performed, and a corrosion meter was not used to establish the level of protection. If a more detailed analysis is required, a complete separate bonding system survey is recommended.

NOTE: A vessel bonding system should be checked as part of the vessel's regular maintenance program. Each bonding wire should be checked regularly for corrosion, and its connection should be checked for connectivity. Resistance should be less than one (1) Ohm.

SAFETY EQUIPMENT

EPIRB: None Observed. Mounting bracket was observed.

NAVIGATIONAL LIGHT

All Navigation lights were not tested operational .

LIFE JACKETS (P.F.D.)

USCG Regulation, CFR 33.175, One type I,II,III or V per person and must be USCG approved for each person on board and be readily accessible. None observed this inspection

THROWABLE TYPE P.F.D.

USCG Regulation, CFR 33.175, One US Coast Guard approved Type IV, throwable must be on board and readily accessible.

1 each, Type IV throwable life ring not observed on bridge deck with retrieval line attached.

VISUAL DISTRESS SIGNALS

USCG Regulation, CFR 175.101

NOTE:

Minimum of three-day use and three night use or three day / night combination pyrotechnic devices. Non-pyrotechnic substitutes: one orange distress flag (day use) and one electric SOS signal light (night use). Pyrotechnic signals must have a manufacture date within 42 months of the current date

SOUND DEVICES

12 VDC horns on hardtop, not proven.

U.S.C.G. PLACARDS

Not Sighted. USCG Regulation CFR 33.151 / 155

5" X 8" Oil discharge placard and 4" X 9" Waste discharge placard required. This vessel is required to have a Waste Management Plan posted.

ENGINE VENTILATION

Power exhaust ventilation blower was installed and not operational.

FIRE FIGHTING EQUIPMENT

*Vessel was found to be **not in conformity** with USCG Regulation 46CFR 25 and 46CFR 181.420
46CFR 25: One B-II and 1 B-I, or three B-I fire extinguishers. Must be inspected annually by owner / operator.

46CFR 181.420: *Pre-engineered fixed gas fire extinguishing system for diesel generator equipment space required.

*Pre engineered system was found in place, requires annual testing of fixed fire extinguisher by a certified NAFA / USCG Inspector.

USCG REQUIRED DOCUMENTS TO BE KEPT ON BOARD

USCG Regulation, 46CFR 25 on vessels 40-65 feet must have a copy of the Inland Navigation Rules (Rules of the Road). *Not Sighted / Install.

MARINE SANITATION DEVICES

USCG Regulation 33CFR 159, System was found to be in compliance with this regulation.

Vessel is fitted with a 50 gallon black water holding tank.

The system is a USCG certified "Type III" (MSD).

BILGE / SUMP PUMPS

Three bilge pump circuit breakers were observed at salon DC panel, Forward bilge breaker was tripped., 12 VDC, bilge pumps were observed with Rule-A-Matic Plus Float switches. Pumps have automatic functionality.

BILGE WATER ALARM: No operatable high bilge water alarm was sighted or tested.

ENVIROMENTAL SYSTEMS

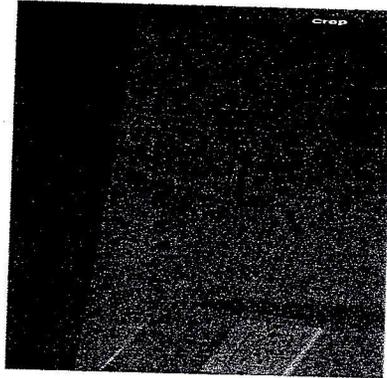
CLIMATE CONTROL

AIR CONDITIONING UNITS: The vessel was reported to have three 12,000 BTU air conditioning units system, aft bilge area. System was found to be serviceable except as noted. Thermostats were of the digital and manual types and not readable or powered up.

Units are dedicated as follows (Reported):

- 1 each for main salon
- 1 each for guest staterooms
- 1 each for aft master stateroom

Systems were not tested due to lack of shore power at time of survey and generator being nonoperational.



4). FINDINGS AND RECOMMENDATIONS

SAFETY DEFICIENCIES

- 1). Recommend pressure test of exhaust risers on Port and Starboard engines.
- 2). Recommend installation of equipment leakage protection devices as required by ABYC Standard E-11. Ground fault Protection.
- 3). Vessel was found to be **not in conformity** with USCG Regulation 46CFR 25 and 46CFR 181.420 46CFR 25: One B-II and 1 B-I, or three B-I fire extinguishers.
- 5). Pre-engineered system was found in place and also requires annual testing of fixed fire extinguisher by a certified NAFA / USCG Inspector.
- 6). USCG Regulation, 46CFR 25 on vessels 40-65 feet must have a copy of the Inland Navigation Rules (Rules of the Road). Not Sighted / Install.
- 7). The USCG Documentation Carving was located on an nonstructural bulkhead and should be affixed to the permanent structure of the hull observed in the engine room. Reference 46 CFR 67.121.Official Number Marking Requirement

5). SUMMARY AND VALUATION

DECLARATION

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessel to the same or similar age models. Possible vessel condition ratings are as follows:

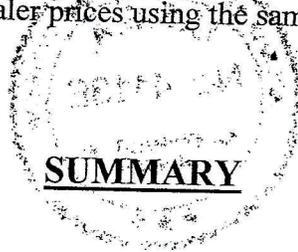
- **EXCELLENT** Essentially as new or bristol in appearance
- **ABOVE AVERAGE** above average care with no obvious defects or limitations
- **AVERAGE** Ready for sale however requires some maintenance or repairs, updates or cleaning.
- **BELOW AVERAGE** Requires significant maintenance, repairs, service or cleaning.

Estimated fair market value was evaluated by cross referencing data from www.soldboats.com

BUC, NADA, ABOS and Kelly Blue Book however this **vessel was valued by the comparable vessel calculation method** which is the most probable price in terms of money which a vessel should bring in a competitive 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 are the consummation of a sale of a specified date and the passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each is acting in what they consider their own best interest.
- Reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in US currency or in terms of financial arrangements comparable thereto.
- 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.

Estimated replacement cost was determined using information obtained from BUC, ABOS, NADA, Powerboat guide or local dealer prices using the same or similar make and model with similar equipment options.



- RATING OF VESSEL.....BELOW AVERAGE
- ESTIMATED FAIR MARKET VALUE\$25,000.00
- ESTIMATED REPLACEMENT COST.....\$350,000.00
- INTENDED USE OF VESSEL..... PLEASURE

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

The statements of fact 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 analysis, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, 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 which favors the cause of the client, the amount of the estimated value, 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 should be considered as an entire document. No single section is meant to be used as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only.

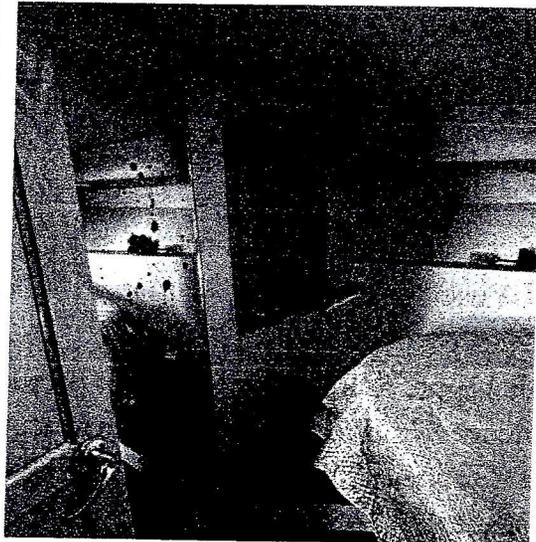
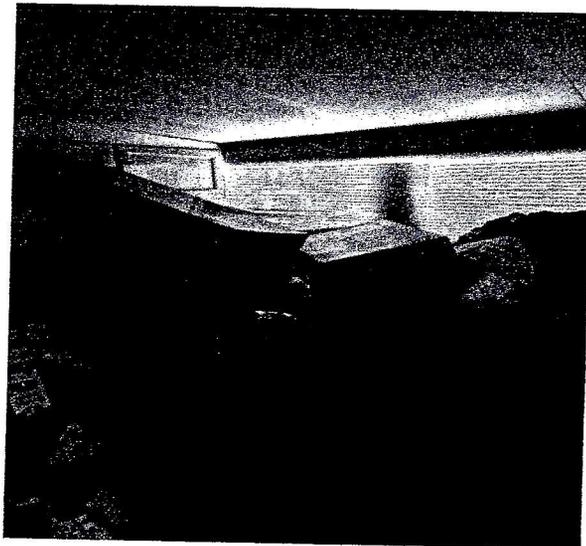
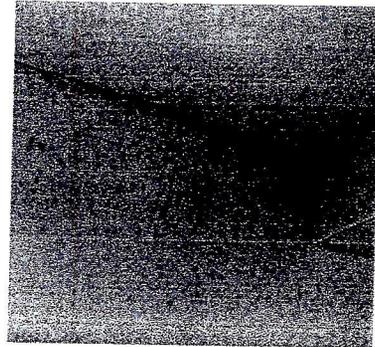
Respectfully submitted,

AJ Erhardt

Captain AJ Erhardt, Jr,
USSA Master Marine Surveyor



ADDITIONAL PICTURES REFLECTING CONDITION OF YACHT



PORT ENGINE



OIL REPORT

LAB NUMBER: S333899 UNIT ID: 97 BLUEWATER-P
 REPORT DATE: 12/22/2025 CLIENT ID: 165077
 CODE: 63/1,193 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Cummins Marine 6CTA 8.3L	OIL TYPE & GRADE: Diesel Engine Oil
	FUEL TYPE: Diesel	OIL USE INTERVAL: Hours
	ADDITIONAL INFO: 680, S/N: 45419809	

CLIENT	AJ ERHARDT, JR.	PHONE: (813) 382-5646
	[REDACTED]	FAX:
	14525 AIRPORT PARKWAY	ALT PHONE:
	CLEARWATER, FL 33762	EMAIL: john@gulflight.com

COMMENTS AJ: There's a lot of wear metal in this sample. Universal averages show typical wear for Cummins 6CTA 8.3 engines after about 85 hours on the oil. Aluminum is from pistons, and chrome is from rings. Iron is from steel parts like cylinder walls, rotating shafts, and lifters. Copper and lead can show wear at bronze parts like bushings and bearings. Nickel is just an alloying/coating metal, so it isn't much of a concern. Silicon might show a little dirt contamination, and the flashpoint shows only a trace of fuel. We didn't detect coolant or water contamination.

ELEMENTS IN PARTS PER MILLION	ML/HR on Oil	ML/HR on Unit	UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	Sample Date	12/14/2025						
ALUMINUM	14	14						
CHROMIUM	4	4						
IRON	149	149						
COPPER	162	162						
LEAD	6	6						
TIN	1	1						
MOLYBDENUM	28	28						
NICKEL	7	7						
MANGANESE	3	3						
SILVER	0	0						
TITANIUM	0	0						
POTASSIUM	6	6						
BORON	25	25						
SILICON	15	15						
SODIUM	16	16						
CALCIUM	2799	2799						
MAGNESIUM	9	9						
PHOSPHORUS	1005	1005						
ZINC	1207	1207						
BARIUM	0	0						

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	85.2				
	cSt Viscosity @ 100°C	16.82				
	Flashpoint in °F	415				
	Fuel %	TR				
	Antifreeze %	0.0				
	Water %	0.0				
	Insolubles %	0.2				
	TBN					
	TAN					
	ISO Code					

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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STARBOARD ENGINE

OIL REPORT

LAB NUMBER: S333900 UNIT ID: 97 BLUEWATER-S
 REPORT DATE: 12/22/2025 CLIENT ID: 165077
 CODE: 63/1,193 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Cummins Marine 6CTA 8-3-4.80	OIL TYPE & GRADE: Diesel Engine Oil
	FUEL TYPE: Diesel	OIL USE INTERVAL: Hours
	ADDITIONAL INFO: 680, S/N: 45420145	

CLIENT	AJ ERHARDT, JR.	PHONE: (813) 382-5646
	[REDACTED]	FAX:
	14525 AIRPORT PARKWAY	ALT PHONE:
	CLEARWATER, FL 33762	EMAIL: john@gulfflight.com

COMMENTS
 AJ: Like the port engine, the starboard sample has some high metal levels. Iron is higher on this side, so excess steel wear is a bigger concern for this motor. The other wear metals are pretty similar to the port engine's levels. It would be unusual for twin engines to suffer from the same problems at the same time, so maybe something situational like a long oil change is a factor in the high wear on both sides. Copper, for example, may be from harmless oxides instead of wear. Sodium is a touch high on this side, suggesting a trace of coolant or water contamination.

ELEMENTS IN PARTS PER MILLION	MILIR on Oil	UNIT / LOCATION					UNIVERSAL AVERAGES
	MILIR on Unit	1/013					
	Sample Date	12/24/2025					
	Make Up Oil Added						
ALUMINUM	17						
CHROMIUM	3						
IRON	204						
COPPER	142						20
LEAD	6						18
TIN	1						1
MOLYBDENUM	38						0
NICKEL	5						16
MANGANESE	3						2
SILVER	0						0
TITANIUM	0						0
POTASSIUM	8						0
BORON	35						5
SILICON	15						120
SODIUM	24						8
CALCIUM	2637						3
MAGNESIUM	11						2360
PHOSPHORUS	961						72
ZINC	1162						1081
BARIUM	0						1204

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	85.9					
	cSt Viscosity @ 100°C	16.98					
	Flashpoint in °F	425					
	Fuel %	<0.5					
	Antifreeze %	POS					
	Water %	0.0					
	Insolubles %	0.2					
	TBN						
	TAN						
	ISO Code						

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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Port Transmission

OIL REPORT

LAB NUMBER: S333901 UNIT ID: 97 BLUEWATER-PT
 REPORT DATE: 12/22/2025 CLIENT ID: 165077
 CODE: 63/1,193 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Transmission - Marine Twin Disc (Mari	OIL TYPE & GRADE: Marine Transmission Oil
	FUEL TYPE:	OIL USE INTERVAL: Hours
	ADDITIONAL INFO: 680, MG-5601-A, S/N: 5EH910	

CLIENT	AJ ERHARDT, JR.	PHONE: (813) 382-5646
	[REDACTED]	FAX:
	14525 AIRPORT PARKWAY	ALT PHONE:
	CLEARWATER, FL 33762	EMAIL: john@gulflight.com

COMMENTS
 AJ: This is the port transmission sample, and it also has high metal counts. Copper and lead aren't generally wear metals in Twin Disc units, instead coming from oxides off the oil cooler. This much iron could show a wear problem, however. Iron isn't nearly this high in the starboard gear's sample. Aluminum may show excess wear as well, though chrome and tin are typically just alloying/coating metals in this type of unit. We didn't detect water or excess insolubles in either sample of transmission oil.

ELEMENTS IN PARTS PER MILLION	M/MR on Oil	M/MR on Unit	UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	Sample Date	12/14/2025						
ALUMINUM	28							
CHROMIUM	5							
IRON	967							
COPPER	618							
LEAD	1087							
TIN	14							
MOLYBDENUM	59							
NICKEL	2							
MANGANESE	8							
SILVER	0							
TITANIUM	0							
POTASSIUM	8							
BORON	66							
SILICON	8							
SODIUM	10							
CALCIUM	1801							
MAGNESIUM	155							
PHOSPHORUS	975							
ZINC	996							
BARIUM	1							

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	57.6					
	cSt Viscosity @ 100°C	9.53					
	Flashpoint in °F	455					
	Fuel %	-					
	Antifreeze %	0.0					
	Water %	0.0					
	Insolubles %	TR					
	TBN						
	TAN						
	ISO Code						

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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STARBOARD TRANSMISSION

OIL REPORT

LAB NUMBER: S333902 UNIT ID: 97 BLUEWATER-ST
 REPORT DATE: 12/22/2025 CLIENT ID: 165077
 CODE: 63/1,193 PAYMENT: CC: Visa

UNIT	MAKE/MODEL: Transmission - Marine Twin Disc (Mari	OIL TYPE & GRADE: Marine Transmission Oil
	FUEL TYPE:	OIL USE INTERVAL: Hours
	ADDITIONAL INFO: 680, MG-5601-A, S/N: 5EH913	

CLIENT	AJ ERHARDT, JR.	PHONE: (813) 382-5646
	[REDACTED]	FAX:
	14525 AIRPORT PARKWAY	ALT PHONE:
	CLEARWATER, FL 33762	EMAIL: john@gulflight.com

COMMENTS
 AJ: Aluminum isn't quite as high for the starboard transmission, and iron is much lower on this side. These metals are still high enough to suggest excess wear, but if one of these units has a problem, it's probably the port.

ELEMENTS IN PARTS PER MILLION	M/HR on Oil	UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	M/HR on Unit	Sample Date	Make Up Oil Added				
	1,013	12/14/2025					
ALUMINUM	23						
CHROMIUM	1						
IRON	161						
COPPER	557						
LEAD	1380						
TIN	4						
MOLYBDENUM	61						
NICKEL	1						
MANGANESE	1						
SILVER	0						
TITANIUM	0						
POTASSIUM	5						
BORON	65						
SILICON	6						
SODIUM	7						
CALCIUM	1877						
MAGNESIUM	160						
PHOSPHORUS	997						
ZINC	1027						
BARIUM	0						

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	59.2				
	cSt Viscosity @ 100°C	9.99				
	Flashpoint in °F	465				
	Fuel %	-				
	Antifreeze %	0.0				
	Water %	0.0				
	Insolubles %	TR				
	TBN					
	TAN					
	ISO Code					

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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Generator



OIL REPORT

LAB NUMBER: S333903 UNIT ID: 97 BLUEWATER-G
 REPORT DATE: 12/22/2025 CLIENT ID: 165077
 CODE: 63/1,193 PAYMENT: CC: Visa (Bulk)

UNIT	MAKE/MODEL: Westerbeke 15 BTDB	OIL TYPE & GRADE: Diesel Engine Oil
	FUEL TYPE: Diesel	OIL USE INTERVAL: Hours
	ADDITIONAL INFO: 680, S/N: 412064-D702	

CLIENT	AJ ERHARDT, JR.	PHONE: (813) 382-5646
	[REDACTED]	FAX:
	14525 AIRPORT PARKWAY	ALT PHONE:
	CLEARWATER, FL 33762	EMAIL: john@gulfflight.com

COMMENTS
 AJ: The generator sample contains potassium and sodium, and these elements together suggest coolant contamination. Silicon is also high, and it can show dirt contamination. This sample also has high wear metals. Aluminum and chrome are from pistons and rings, respectively. Iron is from steel parts like cylinder walls and rotating shafts. Copper, lead, and tin can all show bearing wear, and these metals are high enough that there could very well be a bearing problem. We didn't detect fuel dilution. The viscosity is too thick for most diesel engine oils; it's in the range of 50W.

ELEMENTS IN PARTS PER MILLION	MI/HR on Oil		UNIT / LOCATION AVERAGES					UNIVERSAL AVERAGES
	MI/HR on Unit	2.172						
	Sample Date	12/14/2025						
	Make Up Oil Added							
ALUMINUM	12						2	
CHROMIUM	7						1	
IRON	250						18	
COPPER	94						7	
LEAD	105						2	
TIN	20						1	
MOLYBDENUM	9						19	
NICKEL	2						0	
MANGANESE	3						0	
SILVER	0						0	
TITANIUM	0						0	
POTASSIUM	31						0	
BORON	16						4	
SILICON	69						81	
SODIUM	65						5	
CALCIUM	3080						10	
MAGNESIUM	32						1683	
PHOSPHORUS	970						445	
ZINC	1310						1016	
BARIUM	1						1183	
							0	

Values Should Be*

PROPERTIES	SUS Viscosity @ 210°F	96.4					
	cSt Viscosity @ 100°C	19.52					
	Flashpoint in °F	460	> 415				
	Fuel %	<0.5	< 2.0				
	Antifreeze %	0.13	< 0.0				
	Water %	0.0	< 0.0				
	Insolubles %	0.2	< 0.6				
	TBN						
	TAN						
	ISO Code						

* THIS COLUMN APPLIES ONLY TO THE CURRENT SAMPLE

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