WORLD YACHT SURVEY
PLISKE MARINE INC

April 11, 2023
File No. 10123-1

Crucian Marine Services LLLP
53A Company Street
P.O. Box 26225
Christiansted, Virgin Islands 00824

RE: "GRANDER AMBITION", 2016, 82-foot Viking Sky Bridge Sportfish Motor Yacht

Dear Sirs:

At your request, the undersigned independent marine surveyors have conducted an inspection on the 2016, 82-foot Viking sky bridge sportfish motor yacht named "GRANDER AMBITION" while she lay afloat at Marina at the Bluffs in Jupiter, Florida, while hauled out at the Viking service center in West Palm Beach, Florida, and during a trial run in Lake Worth of Palm Beach, Florida. These inspections took place on April 11, 2023. Onboard, as your representative, was Captain Ron Layton.

On board conducting an independent inspection of the main engines, reversing gears, and generators, was Mr. Les Bauer of FDDA. There were no independent inspections of the electrical systems conducted at this time.

This is a pre-purchase, value, and insurance survey only and is not to be used for other purposes. In conjunction with knowledge gained from 80 years of experience in the marine industry, this survey is conducted following recommendations and standards for pleasure and recreation motor and sailing yachts published by the United States Coast Guard, the American Boat and Yacht Council, and the National Fire Protection Association (NFPA 302).

This is a report of those findings.

GENERAL

"GRANDER AMBITION " is of all hand laid cored construction designed and built by the Viking Yacht Corporation of New Gretna, New Jersey. She is model year 2016. She is a sportfish style motor yacht with enclosed flybridge and an open sky bridge protected by a fiberglass hardtop. She has a flush deck with raked stem and cockpit stern. She is a twin MTU diesel engine powered vessel.

She is a U.S. documented vessel. A copy of her United States of America Certificate of Documentation was seen. A copy was taken and is included in this report.

- Vessel Name: GRANDER AMBITION
- Official Number: 1261269
- IMO or Other Number: VKY82028F516
- Hailing Port: St. Croix VI
- Year Completed: 2015
- Hull Material: FRP (fiberglass)
- Mechanical Propulsion: Yes
- Gross Tonnage: 123 GT ITC
- Net Tonnage: 36 NT ITC
- Length: 71.1
- Breadth: 22.0
- Depth: 5.8
- Place Built: New Gretna NJ
- Owners: Crucian Marine Services LLLP
Comprised of 1 General Partner
- Operational Endorsements: Recreation
Registry
Coastwise
- Managing Owner: Crucian Marine Services LLLP
53A Company St
PO Box 26225
Christiansted VI 00824
- Restrictions: None
- Entitlements: None
- Remarks: None
- Issue Date: August 8, 2022
- This Certificate Expires: September 30, 2023

She is finished in a dark blue painted hull with a red boot stripe and white superstructure with black windshield. Her decks and house are finished in white paint. She has a high gloss finished teak toe rail and painted nonskid decks. She has a teak overlay cockpit and teak covering boards. The engraved hull identification number taken from the plastic plate on the transom reads "VKY82028F516".

Her principal statistics as taken from the listing sheet and other information found onboard and not necessarily verified for accuracy are as follows:

- Name on Transom: GRANDER AMBITION
- Port of Registry: St. Croix, Virgin Islands
- Length: 82'
- Beam: 22'4"
- Draft: 5'6"
- Main engines: (2) MTU M-96L diesel engines rated 2635-hp
- Cabins: 3
- Heads: 5
- Sleeps: 8
- Crew cabins: 1
- Crew heads: 1
- Fuel capacity: 3,600 gallons
- Water capacity: 486 gallons
- Holding tank capacity: 296 gallons

HULL CONSTRUCTION

"GRANDER AMBITION" is of all hand laid fiberglass construction using isophthalic gelcoat and resins with different types of cloth and unidirectional rovings as needed. There are four main longitudinals which start in the transom, taper into the bow, and act as engine beds in the engine room. There are additional longitudinals, floors, and intercostals as needed. It has been reported that there is carbon fiber reinforcement in high stress areas and end grain balsa coring used throughout.

The interior of the hull was inspected wherever possible. The exterior was inspected while she was hauled out. There are no cracked, delaminated, or suspicious areas seen. She appears to be a well built fiberglass yacht.

TANKAGE

Her tankage was taken from documentation onboard and is reported to be as follows and not verified for accuracy:

FUEL

She carries a reported 3,600 gallons in (4) molded fiberglass fuel tanks as follows:

- Aft main fuel tank - 776 gallons
- Forward Auxiliary Tank 1- 1,072 gallons
- Forward Auxiliary Tank 2- 1,064 gallons
- Forward Auxiliary Tank 3- 668 gallons

POTABLE WATER

She carries a reported 486 gallons in a balsa cored fiberglass integral tank located under the guest accommodation. It is reported this tank has a potable water tank lining. The tanks fill from the deck and vent to the hull sides.

BLACK WATER

She carries a reported 296 gallons of black water in an integral fiberglass balsa core tank located in the mid bilge below the guest companionway. The black water tank can pump directly overboard or to shore service through a deck fitting.

None of these tanks were opened at this time. These tanks were inspected visually only and there were no signs of damage, leaks, or fuel odors noted. However, for a true evaluation of their integrity, they should be hydrotested. A conscientious captain and engineer will always determine the actual usable capacity of each tank.

BILGES

The bow thruster bilge space is accessed via a flush wooden hatch located under the owner's stateroom bed. This space is well lit with overhead LED lighting and is fully painted out. The bow thruster bilge space is protected by (2) Rule 3,700-gallon per hour 24-volt DC submersible bilge pumps on dedicated float switches and a separate high level water alarm as well as a bilge pickup with foot strainer from the centralized bilge system.

The following equipment was seen in the bow thruster bilge:

- Molded fiberglass bow thruster tube fit with a hydraulic bow thruster motor with oil seal header tank mounted on the aft bulkhead
- Hot/cold potable water manifolds
- Hydraulic hoses
- Crew toilet solenoids
- Owner's stateroom subwoofer
- UPS
- Miscellaneous plumbing and piping

The guest area bilges are accessed via a flush wooden hatch with an electric actuator. This space is fully painted out and well lit with overhead LED lighting.

The following equipment was seen in the guest area bilges:

- (2) Cruisair Dometic chillwater air conditioning plants rated at 60,000 Btus. Raw water cooling is supplied to the system from the central raw water system in the engine room.
- (2) Schneider frequency drives
- Scott Pump 1-hp 230-volt AC chillwater pump
- Chillwater loop with pressure regulator, pressure relief valves, and pressure gauge
- Cruisair control box with LCD control display
- Chillwater loop expansion tank
- Insulated chillwater piping
- Freshwater faucet
- Black water tank
- (2) Headhunter Mach 5 freshwater pumps
- (2) Freshwater pressure accumulator tanks
- Octoplex breaker panels
- Octoplex DC panels

- Tecnicomar sewage treatment plant
- 3-way directional valve for black water system
- Headhunter black water tank level sensor
- Headhunter Thresher pump for starboard head
- Headhunter Thresher pump for port head
- Air conditioning discharge valve
- Insulated chillwater piping
- (2) Owner's stateroom and (2) guest stateroom toilet valves
- (2) Rule 500 sump boxes
- 24-volt Sealand TW diaphragm black water discharge pump
- Bradford/White 40-gallon water heater
- Davit hydraulic power pack, directional valves, and control box

Note: The chlorine dosing pump and chlorine tank for the sewage treatment plant are located under the guest companionway stairs.

The crew bilge space is accessed via a teak and holly hatch centerline in the crew quarters. This bilge space is fully painted out and lit by LED overhead lighting. This bilge space limbers aft.

In the port side aft guest is a flush mount hatch under the forward bunk which gives access to a molded fiberglass gray water sump fit with clear Plexiglas lid and a Rule 24-volt DC submersible pump on a dedicated float switch. This sump tank pumps gray water forward to the holding tank. The starboard side guest also has a molded fiberglass gray water sump fit with clear Plexiglas lid and a Rule 24-volt DC submersible pump on a dedicated float switch under the forward bunk. There are also 24 volt rule dry out pumps and high level alarms located in both port and starboard sides.

The cockpit/steering bilge is accessed via a pair of teak overlay hatches on pneumatic ram assist centerline aft in the cockpit deck. Located centerline is a Seakeeper gyro in a painted steel frame with four deck mounts secured to plates on the longitudinal stringer. This bilge space is fully finished out. The center bilge is pumped by two 24-volt DC submersible automatic/manual bilge pumps with three float switches and high level bilge alarm and bilge dry out pump.

The following gear and equipment is noted in the cockpit bilge:

- Jastram hydraulic steering system
- (2) Sealand TW Series 24-volt DC diaphragm pumps
- High water bilge alarm
- Seakeeper gyro unit model #M2606, serial #S50004
- Seakeeper electrical junction box
- Bilge pickup foot
- (3) Humphree interceptor controls
- 24-volt bilge dry out pump with float switch
- (2) Rule 24-volt bilge pumps with float switches

INTERIOR ARRANGEMENT

The crew quarters are accessed via a monitored Bomar style hatch on the forward centerline bow. There is a painted 8-step ladder giving entry into the crew quarters. The crew quarters are in an open arrangement and feature teak and holly soles with vinyl wrapped overheads. Situated to port are two over/under oversized single berths. There is a Samsung TV positioned at the top bunk. Outboard is a large countertop with finished wood cabinets above. Seen below the aft cabinet is an Octoplex touchscreen ship's monitor control and mounted bench seat. Aft to starboard is a countertop with a stainless sink and faucet and mirrored medicine cabinet. There is storage below and aft is a finished wood door to the head. Inboard of the door is an additional countertop. Above is a Sharp Carousel convection microwave, storage cabinets, various countertop appliances, Splendide 2100X C washer and dryer, and two Sub Zero drawer style refrigerators. To port is a glass door giving access to an enclosed painted shower stall. Forward of the door is a large hanging locker.

The forward guest accommodations are accessed via a teak and holly hallway centerline from the main salon and galley via a four-step staircase with a custom wrapped handrail. At the base of the staircase is a custom teak and holly inlay hatch giving access to the bilge space below. Aft are three stairs leading down to the aft guest accommodations and forward to starboard is a full laundry center with stacked washer and dryer made by Ariston. There is a two-part storage and cleaning supply cabinet here outboard. Forward to port is a finished wood door leading to the owner's stateroom.

The owner's stateroom is finished in teak and holly soles and vinyl wrapped overheads with recessed lighting. Centerline is a king size berth in a fore and aft arrangement with finished wood nightstands and reading lamps on either side along with light controls and power outlets. Outboard each side of the owner's berth are large finished wood storage cabinets and luminated hanging lockers. Above each cabinet is a polished stainless steel porthole light in the hull side. Mounted to the aft bulkhead wall in the stateroom is a Samsung flat screen TV. Port and starboard side aft are finished wood doors giving access to his and hers heads. The heads have private entries, large porthole windows with blackout shades outboard. There are large overhead hatches with blackout and Ocean Air mesh shades. Midship in each head is a glass door enclosed shower and aft via a pocket door is an above counter ceramic sink and marine style head with storage cabinetry. The starboard head features a finished wood countertop with loose laid stool. In the port side head are two drawer style refrigerators.

The port and starboard aft guest staterooms are identical and are accessed via the aft teak and holly staircase from the guest passageway. Each stateroom is accessed via a finished wood door and has teak and holly soles. Upon entry immediately outboard is the ensuite head in each room. There is an accordion glass door into a shower stall, a stone countertop with undermount ceramic sink, and polished stainless steel faucet. There is a mirrored medicine cabinet outboard, linen closet, and Royal Flush Headhunter toilet in each head. Each stateroom features a single berth in an athwartship arrangement with a finished wood nightstand in between. There are reading

lamps provided for each berth. Aft is a luminated hanging locker. Entertainment to each stateroom is provided by a Samsung wall mounted television on an inboard wall.

The main salon and galley is an open arrangement and accessed via a sliding pocket door from the cockpit deck, a teak and holly staircase is starboard side leading to the sky lounge and wheelhouse. The main salon is finished out in teak and holly soles excluding the salon area which has carpeted soles. Upon entry into the salon from the cockpit is a day head to starboard with stone countertop, sink and faucet, and marine style toilet. Forward of the entry into the day head is access to the ship's service panel, generator controls, and AC ship's service controls and breakers. There is a touchscreen control and Octoplex ship's monitoring system. Below this cabinet is a Sub Zero refrigerator. Forward of here is a finished wood desk with a loose laid chair. To port is a large U-shaped upholstered couch. Forward of the couch area is a finished wood countertop with recessed bar on electric lift and storage below. There is an upholstered settee forward with a finished wood table. Mounted to the bulkhead forward is a flat screen television. Outboard to starboard is the galley.

The galley features stone countertops and a dual polished stainless steel sink with In-Sink-Erator garbage disposal and stainless faucet. There is a Miele 4-burner cooktop and Gaggenau oven. Additionally in the galley are two sets of Sub Zero drawer style refrigerators. Inboard are drawer style Fisher and Paykel dishwashers. There are various cabinets for storage above and below the counter. Forward of the galley is a small void. Forward leads down to the guest accommodations. To port leads to a small storage and AV room. There is a Sharp Carousel convection oven here and (2) Sub Zero drawer style refrigerators with ice maker.

There are (2) AV racks with the following equipment:
- Cyberpower RKBS15S2F8AR
- URC MRX-20 advance network system controller
- DirecTV Plus HD DVR receiver
- Samsung DVD player
- Marantz AV surround receiver model #SR6014
- KVH Mini VSAT broadband
- KVH TracVision
- Wattbox model #WP-UPS-2000-8
- Internet selector
- (2) Inc 24-port gigabit ethernet switches
- Package device and software R60D
- Package device and software C36 macro cell controller

Outboard in the foyer to starboard is a custom luminated inlay door giving access to a storage and crew berth. There is a single berth in an athwartships arrangement forward.

Mounted to the bulkhead are several controls:
- Cruisair tempered water logic control
- Offshore freshwater digital display

- (6) Vimar GFCI resets
- (2) Cruisair air handler controls
- Tank Sentry Headhunter black water monitor
- Gost Phantom Paradox monitor for the doors and hatch systems on board
- Centerline central vacuum system connection

The sky lounge is accessed via a teak and holly staircase starboard side from the salon or via a hinged door from the aft sky lounge deck. The sky lounge is finished with teak and holly soles, vinyl wrapped overhead paneling with recessed lights and handrails, and windows throughout for visibility. Situated all the way forward is a fully instrumented helm with a three-panel raked windscreen each with windshield wiper and wash. There are two Stidd helm chairs situated center and a large Stidd bench seat situated to starboard. Outboard port side is an upholstered locker top and various storage drawers below. Aft of here is an L-shaped seating area with sofa and finished wood varnished table and swivel style barstool connected to one of the stainless steel stanchions. Outboard is a Samsung flat screen television on electric lift, two Sub Zero drawer style refrigerators, a flip up top with deep polished stainless steel sink and faucet, and various storage drawers with pegged storage for glassware. Entertainment to the sky lounge is provided by a Samsung TV and Fusion NXAV700i stereo head. The sky lounge is protected by a single overhead smoke detector.

DECK ARRANGEMENT AND EQUIPMENT

The painted non-skid decks of the bow are protected by varnished toe rails and knee high handrails which wrap around and continue to the aft deck. Situated all the way forward is a small teak overlay portion with two polished stainless steel cleats fit with fairleads. Aft are non-skid painted hatches on gas ram assist giving access to storage, anchor chain locker, and equipment lockers. Centerline is a Maxwell hydraulic windlass inside of this compartment. Resting forward of the windlass in a polished stainless steel stem is a Bruce style anchor stamped Manson 80-kg. The anchor is swivel shackled to a 15mm stud link chain and the anchor stem is fit with two nylon rollers. The anchor and chain is hauled via a Maxwell gypsy style hydraulic windlass with riding pawl and wildcat and is led below deck through an open hole centerline to a painted out undivided chain compartment. The anchor chain is hard shackled to the overhead. The windlass is controlled via tethered Maxwell control. The anchor was demonstrated dockside and appears to be in good working order. Also seen fit inside of the anchor compartment is a freshwater washdown bib.

Aft centerline is a Winslow canistered life raft on hydrostatic release resting on a cradle and large Bomar style hatch giving down to the crew quarters. Continuing aft centerline resting on painted aluminum chocks is an Oceanus inflatable tender with proper tie downs. Outboard port and starboard are polished stainless steel cleats and two additional Bomar hatches.

There is a Nautical Structures HMC2200EX davit situated portside to launch the tender. The Nautical Structures davit is powered via a 24-volt DC electric hydraulic power pack. The davit is controlled via a tethered remote and rated for 2,200 lbs., or 997-kgs. The davit's cable is 10mm. The davit was demonstrated dockside not under load.

Back on deck aft of the tender and davit centerline is the painted lower house side and upper house brow and three-paneled curved windscreen for the enclosed wheelhouse. There is a wiper blade provided for each window. Above the center window is a Flir night vision camera and the upper house brow.

The side decks are protected by knee high polished stainless steel handrails and varnished toe cap rails. Port and starboard side forward are polished stainless steel cleats with stainless chafe gear and two diesel fills on either side. There are additional diesel fills port and starboard. Continuing aft on the starboard side is a water fill and waste pump out. Midship through the walkways are additional polished stainless steel cleats with chafe gear and on the walkways. The house side walkways have painted overhead grab rails. The side decks are finished in non-skid paint and unprotected. Atop of each aft walkway are additional diesel fills. Each side deck walkway leads aft into the aft cockpit with a single teak overlay step down into the cockpit.

The teak overlay decks of the cockpit are protected by high waist high bulwarks with painted non-skid covering boards, seen here are stainless steel rod holders. Aft centerline is a live well with two hinged hatches. In the port and starboard aft corners are stainless steel fairleads to stainless steel cleats. Below the covering boards on deck are scupper drains and stainless steel grates. In the transom to starboard is a two-part hinged fish door. The hull identification taken from the starboard transom corner plastic engraved plate reads “VKY82028F516”. Port and starboard are under gunwale lockers with hinged down latching covers, a freshwater faucet, and hose, and a Hubbell outlet. Forward are shore services lockers.

Located in the port locker is the following:
- Glendinning Cablemaster 100-amp shore power cord outlet with toggle switch control
- 24-volt DC receptacle plug
- Dockside phone/cable television jack connection

Located in the starboard locker is the following:
- Glendinning Cablemaster 100-amp shore power cord outlet with toggle switch control
- 24-volt DC receptacle plug
- Oil transfer quick connect socket
- Oil transfer pump switch
- Raw water/potable water washdown bib with hose and selector valve

On deck centerline is a large finished wood fighting chair on a polished stainless steel mount. Below the chair is a two-part hatch down to the gyrostabilizer. On deck top portside is a storage well. To starboard is an ice chest with a divider and kill box aft. Forward is a mezzanine seating area protected overhead by the housetop overhang. There are tackle centers, outboard port and starboard. In the overhead are LED lights and on the aft house are fixed windows. To starboard of the centerline is an electric sliding glass panel door to the salon and outboard of the door is a Gaggenau two-burner

grill with hinged fiberglass hatch. To port is the mezzanine bench seat area with storage beneath. On deck are two top loading refrigerators/freezers. Centerline is a two-part hatch leading into the engine and machinery room space. To starboard are teak overlay steps below are refrigerated drink boxes. Inside the house wings are JL Audio marinized speakers. On the port side of the mezzanine is a Fusion marine stereo head control. Integrated on the starboard house window is an LCD flat screen TV display for the CCTV cameras on board. This is also seen on the sky lounge aft deck window starboard.

The aft sky lounge deck is accessed via a hinged door starboard side aft from the sky lounge. The aft sky lounge deck is finished out in teak overlay and protected by the flybridge overhang. This area is also protected by a waist high handrail with rod holders throughout aft. Centerline forward is a bench seat with storage below. Outboard port and starboard sides are docking stations. In the overhead are recessed lights and two LED Lumishore floodlights. Off centerline is a CCTV camera. To starboard is a powder coated curbed stairway with teak steps up to the flybridge deck. Entertainment to this deck is provided by two JL Audio marinized speakers.

The flybridge is accessed via a powder coated stairway with teak treads from the sky lounge aft deck. The flybridge is protected by the hardtop overhang and boxed waist high bulwarks forward and waist high handrail throughout the aft portion with handrails above. There are recessed lights in the overheads and track systems for removable isinglass panels. There are two clear isinglass panels port and starboard with the center forward windscreen panel missing. Centerline on the flybridge is a molded helm console with electrically activated flip up lid. There are additional flip up hatches on gas ram assist for the navigation electronics port and starboard.

Forward of the helm station is an integrated forward facing bench seat with storage below. Outboard port and starboard are molded seating areas with upholstered backrest and storage below. Behind each are gasketed drink boxes. Off of the house sides of the flybridge are her Rupp Marine outriggers and fiberglass whip antennas. In the forward flybridge house are her refrigerator compressor and 450C-IG air compressor and reservoir.

The hardtop is finished in non-skid paint and is unprotected. The following gear and equipment is noted:

- Remote operated searchlight
- Airmar weather station
- Steaming light
- Anchor light
- Various GPS antennas
- Loud hailer
- (2) Open radar arrays
- Large KVH satellite dome

ENGINE ROOM

The engine room on board “GRANDER AMBITION” is accessed forward centerline via a dogged and gasketed door with round viewing window from the starboard crew berth or aft via a dogged and gasketed door from the cockpit. The engine room is well lit with overhead lighting and the deck plates are rubber diamond plate material overlaid on synthetic panels. The bilges are protected via two DC bilge pumps on dedicated float switches with separate high level water alarms. The bilges can also be pumped using an emergency hydraulic bilge pump with pickup and foot strainer in the center engine room bilge. There is also a DC dry out pump. Engine room ventilation is provided via Delta T DC blower fans which draw air from the port hull side and discharge out the hull side. Each ventilation trunk is fit with dampeners which close automatically upon discharge of the fixed fire suppression system. The engine room is protected by a Seafire HFC227 clean agent fixed fire suppression system with the bottle being located starboard side forward in the engine room and the pull being located on the bridge or just outside the aft engine room door in a cabinet.

The following equipment is seen in the engine room:

- (2) 2019 MTU model #16V2000 M96L turbocharged freshwater cooled marine diesel engines each rated at 1,939-kW at 2450 RPM. Close coupled to each engine is a ZF model #3370 marine reversing gear with a final output ratio of 3.519:1A. PTO driven off the back of the transmissions is a hydraulic pump which supplies hydraulic pressure for the bow thruster, steering, hydraulic bilge pump, and windlass.

	Port	Starboard
Serial #:	545-101-681	545-101-682
Hours:	54	54
Gear serial #:	50036080	50036081

- (2) Onan model #32MDKBU freshwater cooled marine diesel generators each rated at 32-kW, 60-hz, single phase, 1800 RPM, 120/240-volt AC, 266.7/133.3 amps, 24-DC start

	Port	Starboard
Serial #:	I140740137	E140684203
at flybridge):	3066	3428

- 24-volt DC ship’s service battery bank
- (2) Banks of Racor model #FB0-10-MA fuel water separators – one per main engine
- (2) Racor model #500MA fuel water separators for generators – one per generator
- 24-volt DC main engine/generator start battery bank
- Engine start contactor box
- Main engine control modules
- (2) ASEA shore power converters
- Side-Power hydraulic reservoir for:
  - Steering
  - Bow thruster
  - Windlass
  - Hydraulic bilge pump
- (2) AC electric raw water pumps for the centralized raw water system
- Octoplex electrical boxes

- (3) Dometic model #KRA025 direct expansion units for exterior refrigeration and freezers
- Sea Recovery Aquamatic reverse osmosis watermaker
- Headhunter Tidal Wave black water treatment plant control panel
- Spot Zero reverse osmosis system
- Dometic Eskimo ice chipper model #EI540D
- AC electric fuel transfer pump
- DC electric fuel transfer pump
- Hot/cold potable water manifolds
- Cockpit grill GFCI
- Mastervolt model #24/60-3 battery charger for main engine/generator start battery banks
- Mastervolt model #24/100-3 battery charger for the ship's service battery bank
- (2) 100-amp shore power breakers
- (4) CCTV cameras
- Rule DC electric evacuation fan
- Gost System control box
- Viking built oil change system
- Separ fuel polishing filter

For more information on the main engines and reversing gears, please refer to the independent report by Mr. Les Bauer.

HAUL OUT AND BOTTOM INSPECTION

A haul out and bottom inspection was performed on April 11, 2023 at Viking Yacht Service Center in Riviera Beach, Florida. The yacht was hauled via a Marine Travelift. The strain gauges on the lift at the time of haul out were not operational. It is reported by the captain that the last haul out and bottom job was performed four years ago. During haul out, upon inspection, heavy marine growth was noted on her running gear and thruster tunnel. The bottom paint is thin, worn, and missing. All are due to be refinished.

She is a variable deadrise vee bottom hard chine configuration with lifting strakes and semi tunnels. The running gear is fully exposed. She carries a 20" bow thruster tube forward with brow forward, relief aft, and no grates. Inside are 5-blade Nibral counter rotating propellers fit with cone zincs.

She has 4 ½" diameter one-piece stainless steel shafts run through single leg struts with water cooled bearings. Keyed and bolted to each are Veem 6-bladed Nibral propellers with an approximate dimension of 48". The propellers are configured with orange tip and white interceptor strips. The propellers are secured to the tapers with keys and double nuts with cotter pins.

She has stainless steel flat plate raked wedge shaped rudders measuring 40" X 24½" with 1½" of toe out. On her stern are three Humphree interceptors: port and starboard side measuring 20" diameter and centerline measuring 33.5".

She has (10) LED underwater lights seen (4 across the transom, 2 port and starboard side, and 2 on the underside outboard of each propeller. On her stern are ovalized exhaust discharges. Fitted to the transom starboard is a fish door and mount for a removable swim ladder. The decaled name and hailing port seen across her transom reads “GRANDER AMBITION”, “St. Croix, US VI”. In the starboard corner on the transom is a hull identification number which reads “VKY82028F516.

The hull was sounded with a phenolic hammer from the boot stripe down. Her underwater fittings were scraped and examined and show no signs of electrolysis.

ZINCS

She has the following zincs:

- (2) 12” X 6” bar zincs recessed into the transom centerline
- (2) Bow thruster cone zincs on each propeller

It is important to maintain the proper zinc level on any yacht, particularly aluminum or steel vessels. It is important that proper zincs of a known composition be used. There are two grades of zincs that are specific for bottom applications. They are MILSPEC #A-18001H, the other is an ASTM number B-418-67. Either specified zinc is the proper zinc to be used for underwater protection on aluminum or steel hulled yachts.

TRIAL RUN

The trial run was conducted on April 11, 2023 in Lake Worth of Palm Beach, Florida. The sea conditions at the time were winds out of the east at approximately 25 knots and choppy. Skies were cloudy. Ambient air temperature was approximately 74°F. Her water tank was at 90%. Her fuel was at 50%. There were 6 adults on board. There were minimal spares and stores. She can be considered in less than half load condition.

There were independent inspections of the main engines, reversing gears, and generators being performed by Les Bauer of FDDA. Please refer to the separate engine report filed by Mr. Bauer.

Both engines started easily with no smoking or oiling upon the water. Both reversing gears shifted in and out of gear with no unusual noises or vibrations noted. During the trial run, all of her navigation electronics, communication, and monitoring equipment were tried and found to be in good operating condition unless otherwise noted in the Findings and Recommendations. Her autopilot was tried on several headings.

RPM runs were taken at 1800, 2000, 2200, and full. The trial run consisted of approximately 2 hours of idle, cruise, fast cruise, and maximum RPM runs. The following readings were recorded at the helm station from the provided gauges and MTU displays. (Note: Temperatures are in °F; pressures are in Psi, unless otherwise noted). Speeds were recorded over ground in knots.

Port Engine	1800	2000	2200	Full
RPM:	1811	1998	2213	2447
Oil Pressure:	113	115	116	118
Coolant Temperature:	169	174	180	180
Load (%):	62	73	80	100
Fuel Rate (GPH):	65	85	106	138
Gear Pressure:	334	336	339	341
Gear Temperature:	116	122	126	134
Shaft Seal Temperature:	84	86	86	87
Starboard Engine				
RPM:	1812	2003	2219	2421
Oil Pressure:	113	114	114	117
Coolant Temperature:	171	174	178	178
Load (%):	67	76	84	100
Fuel Rate (GPH):	80	88	109	137
Gear Pressure:	323	325	330	332
Gear Temperature:	112	117	121	128
Shaft Seal Temperature:	84	86	86	88
Speed over Ground GPS (knots):	23.4	26.9	30.6	33.7
Engine Room Temperature:	93	94	95	97
Hydraulic Reservoir Temperature:	104	103	104	104

A bow thruster rotation was performed. The bow thruster performance is excellent. Hydraulic pressure was 3000 Psi; hydraulic reservoir temperature was 105º

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

"GRANDER AMBITION" is a four station yacht with the majority of her navigation electronics, communication, and monitoring equipment being located at the enclosed flybridge helm station. There is additional equipment located at the sky bridge station and on the flybridge aft port and starboard sides. All the following navigation electronics, communication, and monitoring equipment was demonstrated dockside and/or during the trial run in their basic functions.

FLYBRIDGE

- Ritchie magnetic compass
- (2) MTU electronic displays and dual throttle controls
- Side Power bow thruster control panels
- (2) ICOM model #IC-M604 DSC VHFs
- VIPER steering control user interface touchscreen
- Seakeeper LCD display
- Furuno Navnet 3D panel
- Furuno RCU-014 radar control panel

- (2) Furuno GP33 GPS receivers
- Furuno model #RD33 LCD multifunction display
- (6) KEP multifunction input displays
- Dometic system control panel
- Octoplex system user interface panel
- Fusion model #MS-AV700i stereo
- Launch port charger
- Anchor windlass and battery parallel switch
- Windshield wiper controls
- Carlisle and Finch searchlight control
- Simrad model #AP28 autopilot
- Humphree interceptor display
- Furuno model #FCV-1200L color LCD sounder
- ZF joystick control
- Touchpad for mouse control
- Flir infrared camera controller
- KEP monitor input switches
- Fireboy engine room fixed fire suppression status display panel
- ZF main engine emergency control panel

PORT FLYBRIDGE BACKING STATION

- Multifunction display screen for chart plotter, depth sounder, and CCTV cameras
- Signal horn
- (2) MTU main engine controls
- Furuno RD-33 multifunction display
- ZF Smart Commander control
- ZF joystick control
- Side-Power thruster control
- Polished stainless steel steering wheel
- Polished stainless steel single lever engine throttles
- Keypad display
- Signal horn button
- Connections for a VHF radio (not seen on board)

STARBOARD FLYBRIDGE BACKING STATION

- Multifunction display screen with keypad control
- Side-Power bow thruster joystick
- ZF joystick
- Engine main engine stops
- Seakeeper control
- ZF single lever engine controls
- Signal horn button
- Docking and screen display control
- Connections for a VHF radio (not seen on board)

SAFETY GEAR AND EQUIPMENT

The following safety gear and equipment was inspected onboard and found to be in good operating condition and within periodicity, unless otherwise noted in the "Findings and Recommendations":

- Canistered life raft on hydrostatic release (Note: label unreadable. Due for certification and hydrostatic release due for replacement.)
- Good ground tackle
- Full set of running lights
- Remote operated searchlight
- CCTV cameras throughout
- Flir night vision camera
- Overhead smoke detectors throughout
- Good navigation electronics
- EPIRB (Note: not inspected due to weather conditions on hardtop)
- Marine medical kit
- Overhead escape hatches from the owner's stateroom
- Gost door and hatch monitoring system
- Approximately (8) portable fire extinguishers
- Ship's bell
- Engine room HFC227 fixed fire suppression system
- Engine room ventilation dampers
- 24-volt DC bilge pumps throughout with high water alarms
- Hydraulic bilge pump
- Fire system monitor
- Proper ship's horn
- Flare kit (Note: Missing smoke signals)
- Rules of the road
- Approximately (12) adult life vests
- Magnetic compasses
- Secondary means of escape from the lower accommodations
- Ships monitoring system
- Main engine emergency shutdown
- Main engine emergency control system

FINDINGS AND RECOMMENDATIONS

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

1. The RD33 unit on the sky bridge is water damaged and needs to be replaced.
2. The dynamic positioning function at the starboard aft flybridge station could not be proven. Investigate further.
3. The Humphree interceptor display is showing "Calibration needed".
4. The mousepad control starboard side at the flybridge helm station is not operational and appears to be obsolete.
5. Although cosmetic only, the masthead running lights, anchor lights, and loud hailer are sun faded and dull in appearance.

CONDITION AND FINISH

1. The tank top access hatch in the sole of the guest companionway at the bottom of the guest stairs appears to be warped and does not fit flush.
2. The blue hull side paint coatings are oxidized and due to be compounded and waxed.
3. Centerline on the finished name transom is a chip in the finish.
4. Two paint chips are seen around the lower fish door edge.
5. There are several minor dings and scratches on the varnished toe rail on the bow area and side decks.
6. The port side bow handrail is indented from fender lines being tied here.
7. There are several areas throughout the interior finished woodwork that have small areas of blushing.
8. Seen throughout the interior teak and holly floors are small minor indents. This also includes the crew stateroom areas at the bow.
9. The starboard drawer style refrigerators in the galley have paint blisters and missing paint inside of the drawers.
10. The Whisper Wall paneling seen at the top of the stairway to the sky lounge has several worn areas and could be considered for replacement.
11. There are several areas in the crew stateroom finish woodwork that have areas of blushing.
12. The top step at the stairway leading to the sky lounge appears to have water damage.

SEWAGE TREATMENT PLANT

1. The sewage treatment plant has reportedly never been used. Recommend this system be thoroughly inspected and fully serviced before being put into service.

HEATING, VENTILATION, AND AIR CONDITIONING

1. The chillwater insulation at the air conditioning plant is saturated and deteriorating in several areas.
2. The chillwater insulation throughout the guest bilges including the areas under the guest stairs is mildew stained and saturated in many areas. The air handlers under the flybridge helm were also found to have saturated and breaking down insulation. Recommend all chillwater insulation throughout the vessel be thoroughly inspected and replaced as necessary.
3. The refrigeration lines below the mezzanine seating port side is saturated and condensating into the space.
4. The crew vent starboard side in the overhead of the crew quarters has mold and build up. It should be cleaned or replaced.

APPLIANCES

1. The Eskimo ice chipper remote display at the flybridge does not function properly.
2. The Eskimo ice chipper gave fault codes when powering up for testing. It needs to be repaired and proven.
3. The step box cooler was able to be proven; however, there is an issue with the Octoplex breaker. The breaker needs to be replaced and proven.

SMALL BOATS AND DAVIT

1. The Nautical Structures davit on the bow deck was proven but not under load. This davit is due for annual service and inspection by a certified technician.
2. There is normal paint wear and paint blisters on the davit.
3. The battery onboard the Oceanus inflatable AB tender was dead on survey. None of the equipment on the tender was proven.
4. The inflatable tender is showing normal wear. The inflatable tubes are sun faded. Several of the popup cleats are bent. The batteries are due for replacement. The propeller has minor dings and scratches. Once the tender batteries have been replaced, the tender will need to be thoroughly gone through, run, and inspected.

ALARMS, GAUGES, AND MONITORS

1. As a comment only, the main engine gauges just outside the engine room do not function. These were part of the old MTU M94 main engines and are obsolete.

BONDING

1. Recommend all steel fittings on the sewage treatment plant be bonded to protect.
2. The seawater pump for the sewage treatment plant is isolated and should be bonded to protect.
3. Recommend the centralized seawater pump heads be connected to the bonding system to protect.
4. The stainless steel raw water injected fittings on the main engine exhaust surge tubes should be connected to the bonding system.

EXHAUST

1. There is a crack in the port main engine riser exhaust fiberglass lagging. Appears to be cosmetic.

RUNNING GEAR

1. Both port and starboard shaft seals leaked above 2000 RPM.
2. During the sea trial, there was vibration and runout on both shafts. Could be due to the heavy growth on the propellers.
3. Both propellers had heavy marine growth on them and are due to be cleaned.
4. Both rudder bearings are showing some minor wear. They will need to be monitored at the next haul out.
5. The port interceptor did not function when tested during the haul out.
6. There is heavy marine growth noted on the bow thruster props and foot, shafts, struts, rudders, and propellers. All running gear and the bow thruster are due to be stripped back entirely and recoated in antifouling paint or Propspeed.

HYDRAULICS

1. The hydraulic suction hose to the starboard engine driven PTO is collapsed below the port transmission.
2. Address the hydraulic leaks on the central hydraulic plumbing port side in the engine room.

WATERMAKER

1. The watermaker could not be proven due to a bad low pressure pump. Reportedly, the low pressure pump is due for replacement.

VALVES

1. The three-way valve on the discharge side of the potable water pumps leaks briefly around the stem when operated. Reportedly this is common on this type of valve under pressure.

BOTTOM

1. The bottom paint was reportedly done 4 years ago. Upon bottom inspection, the bottom paint had hard marine growth and was thin and peeling. The bottom paint is due to be sanded and new antifouling coatings applied.

LIGHTING

1. The starboard underwater down facing light next to the starboard propeller has a cracked lens and did not power on when tested.

WINDOWS, HATCHES, AND DOORS

1. The blackout overhead shade is broken inside of the crew stateroom hatch.
2. The door and hatch monitoring system was partially tested. It needs to be carefully gone through and proven with the Gost monitoring system.

PLUMBING AND PIPING

1. There is heavy salt buildup on the port generator raw water strainer. Disassemble, inspect, and repair.
2. Address the corrosion and salt buildup on the central hydraulic raw water cooling fittings.
3. The blue oil change hoses in the engine room show dry cracking. Carefully go through all, inspect, and replace as needed.

GENERATORS

1. The raw water pump on the port generator shows an active leak.

COMMENTS ONLY

1. A protective plate could be added to the bottom of the anchor chain locker, as there are plumbing lines in this compartment that could become damaged from the anchor chain.

SAFETY

1. *The canistered life raft on the bow deck is due for recertification and the hydrostatic release is due for replacement.

***The asterisked items should be addressed for safe operation and insurability.**

CONDITION AND FINISH

"GRANDER AMBITION" was found to be in overall excellent condition. Her interior is well maintained showing minimal wear and tear. Her exterior surfaces and deck hardware are well maintained. Her machinery, technical, and bilge spaces are all found to be clean and well maintained. She is a fine example of a well maintained modern sportfish yacht.

VALUE

It is the opinion of the undersigned independent marine surveyors that the present day market value of "GRANDER AMBITION" is approximately $ 7,000,000.00 with a replacement value today of approximately $ 10,000,000.00

Note: The value appearing in this report is based on an average selling price of yachts of similar type, age, and condition, considering all extras and accessories on board. This value is intended for insurance and financial evaluation only and is not intended to influence the purchase or non-purchase of the yacht.

INSURABILITY

"GRANDER AMBITION" is a very good motor yacht found to be in very good condition with good gear and equipment. Once her few safety and asterisked recommendations have been complied with, she will be considered a good marine risk for coastal and inshore cruising with Bahamian and Caribbean capabilities with proper limits and extensions as set by her insurance underwriters.

Note: This survey is based upon the observed condition of the yacht and is not a warranty either expressed or implied thereof. Latent defects that cannot be determined without the opening or removal of decking, sheathing, coatings, joiner work, and/or assembly or disassembly of all machinery including plumbing, engines, wires, etc., are not covered by this survey.

This survey is prepared for Crucian Marine Services LLLP and as aforesaid does not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Crucian Marine Services LLLP that World Yacht Survey and Mr. Charles E. Weldon of Southern Cross, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, and Mr. Cory Brooks of Brooks Maritime Services shall not be held liable or responsible for any errors, omissions, or oversights in the surveying of the above described yacht.

Respectfully submitted without prejudice,

Charles. E. Weldon	Jeff W. Marshall	Cory Brooks
President	President	President
Southern Cross, Inc.	JM Marine Surveyors, LLC	Brooks Maritime Services,

CMP/CEW/JWM:klh
E-mail copy to: Captainrjl@me.com
Traver@worldwideyachts.net

Note: For your convenience, the invoice for services rendered is being mailed under separate cover.