

Christian & Company

MARINE SURVEYORS

STANDARD SURVEY

Client: Removed for privacy

Date of report: December 16, 2022

Our file #: 22 – 20650web

Current Owner: Mr. Grant Behic

This inspection was performed upon the request of the client listed above on December 15, 2022 while the vessel was on a trailer at removed for privacy and XXX (current owner) and Kells Manthei (surveyor, SAMS SA) attended.

Scope of Services

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

Marine Claims Assistance - Vessel Inspections
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VESSEL DESCRIPTION

Builder:	Nautique	Reg. #:	Removed for privacy
Model/type:	G23 Paragon / wakeboard	HIN:	Removed for privacy
Year:	2021 (model year)	Engine:	One PCM
Length:	24'	Name:	None
Draft:	3' 1"	Hailing port:	None
Beam:	8' 6"	Weight:	Unknown
* Soldboats.com similar vessel data		Dry weight:	7,200 lb. *

HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, white gelcoat, double hard chine, "wake hull"

Topsides & transom: Molded fiberglass construction, unknown core, reef blue metallic over haze grey gelcoat, plastic rub rail with metal insert

Decks & superstructure: Molded fiberglass construction, unknown core, white gelcoat, haze grey sea deck overlay

Deck hardware: Two sets of pop-up cleats, wake board racks, soft top arch cover (sunshade), windshield, pop-up bow eye, tow eye, rear-view mirror

Longitudinals/stringers: Fiberglass liner

Athwartships/bulkheads/frames: Fiberglass liner

Layout/interior components: Wakeboard / bow rider, engine is located aft and accessed with an electric hatch inside the aft seating. The cockpit seating is aft, the helm is to starboard forward and there is additional seating at the bow.

Bilge: Dry and clean

Comments: The vessel was inspected while on a trailer. The hull bottom was visually inspected and randomly sounded. The hull bottom is in excellent condition. There are small scratches starboard forward on the hull bottom. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in excellent structural and cosmetic condition. There are "tape remnants forward on the port side just above the rub rail. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in good – excellent structural and cosmetic condition. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in excellent condition. The structural reinforcements including the fiberglass liner was visually inspected. The structural reinforcements appear to be in "as-built" condition. The bilge is dry and clean. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in excellent cosmetic condition. This survey is not a mould inspection. The condition of

the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond the scope of this inspection.

Summary: Excellent

MACHINE SYSTEMS

Main engine: One PCM P 02 08N03ICS X B, 600 h.p.

Engine application: Gasoline, 8 cylinders, freshwater cooled, inboard, V-drive

Serial number: P201488

Transmissions: V-drive, tag not seen

External/peripherals: Suitable application, satisfactory installation

Engine controls: Electronic controls, single lever control, joystick, single helm

Exhaust systems: Wet system, transom discharge

Propulsion gear/shaft log: 1.25" diameter stainless steel propeller shaft, single bronze strut, bronze 18 x 13.5 four blade left hand propeller, dripless type propeller shaft seal

Steering system/rudder port: Power assist steering, single actuator, bronze rudder, unknown type rudder seal, single helm

Ventilation: One blower

Through hulls & components: Bronze through hulls and ball valves

Location of through hulls as visible: See chart

Seawater systems: Reinforced flexible hoses, single clamped connections

Bilge pumps: Two Rule 500 submersible automatic pumps, one located forward of the engine, one located in the amidships bilge

Comments: The engine and transmission were visually inspected and tested while on the trailer only. The client intend to attend a sea trial after the survey date. This survey is not a mechanical inspection, please consult with a qualified technician for greater detail as to the condition of the machine systems. The engine's hours were recorded as 108.1 per the digital hour meter. The external surface and peripheral components of the engine and outdrive/transmission appear good. The engine controls functioned normally. The exhaust system is properly arranged and installed. The propulsion components including the propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the strut. Overall the propulsion components are in good – excellent condition. The steering system was visually

inspected and test operated. The steering system functioned normally. The engine room blower was energized. The through hulls were visually inspected and the valves were manipulated. The through hulls are in good – excellent condition. The seawater systems were visually inspected and most components were energized. Overall, the seawater systems are good – excellent. The electric bilge pumps were energized with their float and toggle switches.

Summary: Good – Excellent

TANKAGE

Fuel: 69 gallon capacity in one plastic tank located in the amidships bilge

Fill & vent: USCG type A2 fill hoses (dates not seen), USCG type A1 vent hose (2020), fill fittings located on either side amidships (one per side), marked with “gas pumps”

Feed: USGC type hoses (years and type not seen) wrapped in protective looms

Comments: The fuel system including the tank, fills, vent and feed lines was visually inspected as installed. Where visible the fuel system components are in excellent condition. The condition and age of the fuel and the integrity of the tank (fuel) and hoses is beyond the scope of this survey. Please consider filling the tank for a simple, practical test of its integrity. Accuracy of tank level gauges is beyond the scope of this survey.

Summary: Excellent

ELECTRICAL SYSTEMS

AC system: None

DC system: 12 volt system, one Intimidator 8A31DTM 12 volt AGM battery secured in a plastic tray with terminal covers in the amidships bilge, two Intimidator 8A31DTM 12 volt AGM batteries secured in plastic trays with terminal covers located inside a marked locker inside the passenger storage locker, battery solenoid switches at the helm

Wiring: Suitable multistrand wires

Circuit protection: Circuit breakers by the center battery

Comments: The electrical system including the batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in excellent condition. The condition of the batteries is beyond the scope of this inspection.

Summary: Excellent

SAFETY AND LIFE SAVING

Portable fire extinguisher: One type B:C size I (2020) inside a box located in the port cockpit bench seat locker

Fixed fire system: None

Flotation devices: Eleven adult type III PFDs, three child type III PFDs, two type IV throwable PFDs

Horn/distress flares: Electric horn, no flares

Navigational/anchor lights: Separate side lights, all-around / anchor light

Anchor & ground tackle: None

Comments: Safety equipment for fire fighting protection appears satisfactory, however the extinguisher has not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal and protected waters use. No distress signal flares are aboard. A suitable sound signaling device was seen. Waste and oil placards were not seen. The navigational and anchor lights are properly arranged, installed and functional. There is no anchor or rode aboard.

Summary: Good

ACCESSORIES

NSS Waveplate, boarding ladder, plan assist / trim tab, underwater lights, swim step with pad, inflatable tube, Side Power PPC520 electric stern thruster, electronic folding power tower, power tower speakers and lights, three Jabsco 22610 – 9427 raw water ballast pumps, five Blue Sea ML-RBS remote batter solenoids, JL Audio speakers, two JL Audio ML800/8i amplifiers, JL Audio MV600/1 amplifier, JL Audio MV1000/1 amplifier, ProMariner ProSport 20+ battery charger, USB outlets, 12 volt outlets, electronic engine room hatch, two touch screen helm displays with plotter / sounder / ballast control / digital engine instruments / plane assist / sound system, Aux input, JL Audio Media Master 100S stereo, wireless phone charger, cockpit courtesy lights, bow lights, cup holder lights, bow seating, cockpit seating, wake boards,

Trailer information: Boat Mate painted metal triple axle trailer, VIN 5A7BB233XMT001879, spare tire, break lights, turn signals, jack stand, winch, forward steps, fender covers, guide posts with protective covers, GVWR 10,000 lb., GAWR 3,333 lb.

SUMMARY

The vessel is a production fiberglass wakeboard boat equipped with a single gasoline inboard engine. The vessel was built in Orlando, FL. The current owner reported he purchased the vessel in November 2020. He reported the engine and transmission are original. The vessel has no bottom paint. He provided no disclosures and has no knowledge of any significant events in the vessel's history, such as submersions, collisions, fires, etc. The vessel was inspected while on a trailer only. The engine was briefly test operated, the transmission was touched into gear but no sea trial was performed. The vessel is structurally sound and should be suited for its intended purpose as a near coastal or protected waters cruising / water sports activity vessel.

Overall Summary: Excellent

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.

VALUES

ACTUAL CASH VALUE

XXXX

**NEW REPLACEMENT
VALUE**

XXXX

INVESTMENT

N / A

The actual cash value is the value that our research approximates the selling price of this vessel should be, at the time and place of our inspection. Consideration is given to vessel’s condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

Explanation of value opinion: The value is based on the Soldboats.com reported sales prices, yachtworld.com and boattrader.com current listings below. Our research yielded no data for similar vessels sold on the West Coast, so we expanded to include other states; vessels that sell on the West Coast typically hold more value than those that sell on the East Coast. The surveyed vessel is in excellent condition. The 2021 Nautique G23 Paragon that is listed for \$269,000 in Irvine, CA is the best comparable vessel as it is the only one listed in California. The surveyed vessel is still under warranty. The vessel includes a trailer, the value of the trailer is beyond the scope of this survey. We reached out Aaron Jeffry with Sun Country Marine Irvine to inquire about replacement cost. He informed us that a “loaded” Nautique G23 Paragon would cost at least \$410,000 in California. The values of vessels have continued to be influenced upward by the Covid-19 induced demand; the future of which is uncertain.

Length ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
23	Nautique G23 Paragon	2022	3-Sep-22	299,000	299,000	Orlando, FL, USA
23	Nautique Super Air Nautique G23 Paragon	2022	30-Mar-22	348,171	-	Niceville, FL, USA
23	Nautique Paragon G23	2020	24-Mar-22	250,000	274,995	Lakeway, TX, USA
23	Nautique	2021	17-Mar-22	155,000	319,000	Afton, OK,

	Super Air Nautique G23 Paragon					USA
23	Nautique Paragon G23	2020	1-Jan-22	265,999	269,000	Austin, WI, USA
23	Nautique Super Air Nautique G23 Paragon	2020	13-Oct-21	263,000	267,999	Afton, OK, USA
23	Nautique G23 Paragon	2020	19-Dec-20	253,000	263,333	Austin, TX, USA
23	Nautique G23 Paragon	2020	22-Jun-20	227,340	-	Niceville, FL, USA

Nautique Super Air Nautique G23 Paragon

US\$269,000 *

23 ft / 2021

Irvine, California, United States

Sun Country Inland, Irvine

2021 Nautique Super Air Nautique G23 Paragon

\$278,900

Salt Lake City, UT 84104

Offered By: Private Seller

1. In-Stock

2021 Nautique G23 PARAGON

\$295,000

Miami, FL 33127

Marine Claims Assistance - Vessel Inspections
1276 Scott Street – San Diego, CA 92106
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Miami Nautique International

2021 Nautique G23 Paragon

\$329,900

Lewisville, TX 75067

Buxton Marine Sales

2020 Nautique G23 Paragon

\$249,900

Lewisville, TX 75067

Buxton Marine Sales

RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

PRIMARY

1. Maintain the fire extinguisher per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. Provide suitable distress signal devices for daytime and nighttime use, such as current and approved distress signal flares.
3. Provide garbage and oil placards per federal regulations.
4. We recommend providing an anchor and rode for situations that may require anchoring.

SECONDARY

1. Address the tape remnants forward on the port hull side just above the rub rail as desired.
2. Address the small scratches forward on the starboard hull bottom as desired.
3. The seawater systems use single hose clamp connections. We recommend double clamped connections, where possible.
4. The following components were not tested or inspected: waveplate, trim tab, wireless charger, wide open throttle, ballast system (energized), all functions of entertainment devices, navigational electronics and helm display (power up and basic functions were tested).

This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.

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

The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we 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 except 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. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.

Christian & Company, Marine Surveyors, Inc.



December 16, 2022

By: Mr. Kells Manthei, SAMS SA

Date