

The Marine Specialists

This marine survey of the vessel

“Gator Done”

2019 Scout 210 Dorado



Prepared Exclusively for:



Prepared by: Capt. Richard Davis, AMS

Report file #: SLP190124CV



| | | | |
|------------|------------|-------------------|-----------------------|
| TO: | [REDACTED] | Purpose | Condition & Valuation |
| | [REDACTED] | Owner | Greg Martin |
| | [REDACTED] | Our File # | SLP190124CV |
| | [REDACTED] | Date | 21 June 2024 |

| Vessel Identification | | | | | |
|-----------------------|-------------------------------------|-------------------|------------|------------------------|--------------|
| Vessel Name | Gator Done | | | Reg. No | FL 0217 SM |
| Home Port | None Displayed | | | Hull ID No. | SLPGT035A919 |
| Manufacturer | Scout Boats | | | Year | 2019 |
| Location | Summerville, SC | | | Trim Color | Beige |
| Model / Style | 210 Dorado / Bowrider | | | Hull Color | White |
| Length | 20' 10" | Length LOA | 22' 10" | Beam | 8' 4" |
| Draft | 1' 3" | Weight | 2,040 lbs. | Displacement | Unknown |
| Surveyor | Captain Richard F. Davis | | | Inspection Date | 21 June 2024 |
| Location | [REDACTED] Tarpon Springs, FL 34689 | | | | |

Circumstances of Survey:

This condition & valuation survey with bottom inspection was requested by the owner to determine the condition and value for donation purposes. The inspection was conducted on its trailer at [REDACTED]

Scope or Survey:

Unless otherwise stated: this survey consisted of a visual inspection of the vessel, its equipment, and components where accessible without removing any fittings. No destructive testing or disassembly of machinery was performed. Locked or otherwise inaccessible compartments were not forced open. Machinery, electronics, tankage, piping, and electrical components were visually inspected. The propulsion systems and generator systems were inspected visually and audibly when a sea trial is performed. Machinery fluids were inspected visually for level, color, and for visual containments. Fluid sampling is conducted when requested for and additional fee. The stringers were tested using visual observation and random percussion sounding, and moisture meter readings. The bottom was tested externally using percussion sounding only, when bottom paint is present, if no antifouling bottom paint is present the bottom is tested with a moisture meter also. The hull sides, transom, decks, and superstructure are tested using visual observations and or percussion sounding and moisture meter readings. The running gear, exterior thruhulls, strainers, and transducers were inspected visually. Electronics were tested by powering up and observing basic function. No calibrations or adjustments were made to any electronics or gauges.



HULL COMPOSITION AND STRUCTURE:

The Modified V hull with 19-degree deadrise is constructed of molded fiberglass reinforced polyester resin (FPR) with a white gelcoat finish in poor condition (cosmetic gelcoat scratches noted in hull sides, and gelcoat cracks on the port side of the splash well, cosmetic gelcoat chip on the port swim platform). The decks are constructed of molded FRP with molded on nonskid finish in fair condition (Needs to be cleaned). The superstructure consists of molded fiberglass with a white gelcoat finish. The exterior finish is in poor condition due to the gelcoat being dirty and heavily oxidized. The hull to deck joint is stainless steel screws with a stainless steel rub rail. The deck to hull joint appears to be in good condition where viewable. The deck hardware and mooring arrangement appear sufficient for the vessel.

Below Waterline:

The vessel was inspected out of the water on its trailer for signs of damage or delamination, none were found. The bottom is painted with black anti-fouling bottom paint that appears to be in good condition where viewable. The thru hulls are plastic and one bronze thru hull and seacock for the live well in serviceable condition. The vessel is not equipped with trim tabs.



Below Waterline

ENGINES AND MACHINERY: No engine surveyor was present for inspection.

| Configuration | Single Outboard | | |
|---------------|-----------------|--------------|----------------|
| Engine Mfg. | Yamaha | Engine Model | F150XB |
| Hp. / # Cyl | 150 HP / 4 cyl. | Fuel Type | Gas / 4 Stroke |
| Serial # | 63P X 1219801 | Hours | Unknown |
| Prop | 3 Blade | Material | Aluminum |

The outboard engine is mounted on the fiberglass transom and appears to be in fair cosmetic condition. (It was noted that the lower unit had a small section missing out the skeg and was heavily scratched) The engine hours could not be determined due to the 12 volt battery being dead.



Outboard Engine



ENGINES & MACHINERY CONTINUED:

Cooling System: Raw water cooled with temp gauges.

Engine alarms: Oil level and high temperature alarms at helm (not proven)

Engine mounts: The engine is mounted on a fiberglass transom.

Engine instrumentation: Yamaha Smart Tachs for speed, volts, fuel, & tachometer. (The engine hours are unknown due to the 12 volt battery being dead)

Engine controls: Yamaha single lever side mounted at helm.

Exhaust systems: Exhaust exists thru the lower unit.

Steering System: Seastar hydraulic type with a SS wheel on helm.

Flush out: Fitting is on the port side of the cowling.

Fuel lines: Approved type A-1 and the system appears to be in compliance with standards



OUTBOARD ENGINE NOMENCLATURE PLATE

SEA TRIAL

No Seatrial was conducted during this inspection.

TANKAGE

Fuel System:

The fuel system consists of one aluminum tank totaling 51 gal mounted aft under the cockpit deck with a deck fill and vent on the port side labeled "GAS". The fuel filter is a Yamaha spin on water separator mounted in the aft bilge compartment. Fuel lines are USCG approved and in compliance with ABYC standards.

Water System:

The vessel is not equipped with a freshwater system.

Sanitation System:

The vessel is not equipped with a sanitation system

ELECTRICAL SYSTEMS:

The **DC** system is 12 volts and consists of one group 24 battery for engine start and house service. (The 12 volt battery was dead at time of inspection therefore 12 volt systems could not be proven) The battery is mounted underneath the starboard aft guest seat in the cockpit. (It was noted the positive post was not covered). The DC system is protected by vapor proof On/Off switch and individual system breakers on the panels at the helm. The system is charged by engine driven alternator only.



DC switches located at helm

The vessel is not equipped with an **AC** electrical system



ELECTRONICS and NAVIGATION:

| | |
|-----------------------|---|
| VHF | None |
| GPS: | Lowrance HOOK bracket mounted at helm |
| DEPTH SOUNDER: | Lowrance HOOK bracket mounted at helm |
| RADAR: | None |
| AUTO PILOT: | None |
| COMPASS | 4" Ritche flush mounted at helm. (No fluid and lense star crazed) |
| STEREO | None |
| ANTENNAS: | GPS |

(The electronics could not be proven due to dead 12 volt battery).



Helm & Electronics



SAFETY EQUIPMENT:

PFDs: None sighted during this inspection

THROWABLE DEVICE: None sighted during this inspection

EMERGENCY LIFE RAFT: None

FLARES: None sighted during this inspection

FOG BELL: None required

HORN: 12-volt, could not be proven

SWIM PLATFORM: bolted on the port and starboard sides of transom.

SWIM LADDER: SS mounted on the port swim platform.

NAVIGATION LIGHTING: Could not be proven

ANCHOR LIGHT: Could not be proven

FIRST AID KIT: None sighted.

FEDERAL OIL POLLUTION: Mounted in console.

MARPOL TRASH PLACARD (33CFR 151.5): Mounted in console.

FIRE EXTINGUISHING SYSTEMS

One each 1A 10-BC mounted at helm. (Not tagged)

BILGE DRAINAGE & LIVE WELL SYSTEMS

The bilge drainage & live well system consists of two 12-volt rule pumps mounted as follows:

One Sahara S1100 GPH mounted aft with built in automatic float switch.

One Shurflo Pirahna 500 GPH supplying the live well.

Vessel is not equipped with high bilge water alarm system.

GROUND TACKLE

The anchor is an approx. 13lb Danforth type stowed in the anchor locker and attached to approx. 5' of plastic coated chain and 50' of rode. The vessel is not equipped with a windlass. No spare anchor was sighted during this inspection.

SHIPBOARD AMENITIES

LAYOUT:

The Scout 210 Dorado dual console bowrider is equipped with the following.

CONSOLES:

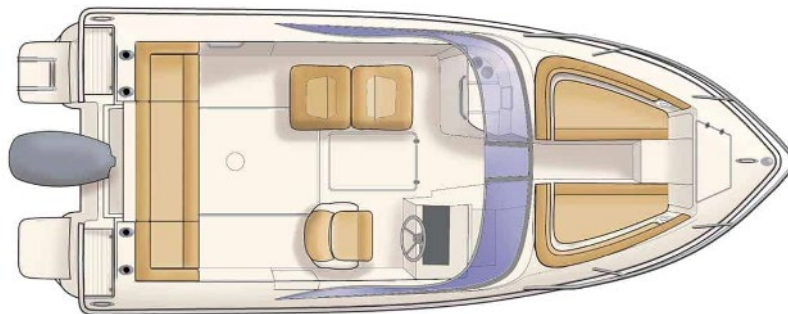
The helm console is mounted on the starboard side and can be covered by a beige canvas bimini top with stainless steel supports. The helm is equipped with a single swiveling captains chair with an additional swiveling guest chair to port. The port console is equipped with a glove box and storage compartment.

COCKPIT / FOREDECK:

The cockpit is equipped with guest seating across the stern with a flip up bench seat in the center, under the port guest seat is the live well and under the starboard is the battery compartment. The cockpit is also equipped with a large storage hatch located in the center of the deck. The foredeck is equipped with U shaped guest seating with storage underneath and anchor locker forward.



Layout Pictures



Layout Drawing

TRAILER:

The vessel is equipped with a dual axle magic tilt trailer.

Vin#: 1M5DJMT20X1028242



Vessel on its trailer.



SUGGESTIONS:

1. Have engines serviced by a qualified Yamaha Mechanic.
2. Repair gelcoat crack on the port side of the splashwell.
3. Repair cosmetic gelcoat chip on the starboard side of the port swim platform.
4. Repair cosmetic gelcoat scratches in hull sides as needed.
5. Repair cosmetic gelcoat chip on forward storage hatch accessing inside anchor locker.
6. Clean and treat dirty bilge compartments.
7. Clean up wiring in aft bilge compartment for live well and bilge pump.
8. Have exterior of vessel detail washed and waxed.

RECOMMENDATIONS:

1. Repair or replace compass.
2. Charge 12 volt battery to confirm proper operation of 12 volt system and to confirm engine hours.
3. Cover positive posts on battery.
4. Repair scratched and missing section of lower unit skeg.

RECOMMENDATIONS / SAFETY:

1. Have handheld fire extinguisher inspected and tagged by a qualified person. NFPA
2. Place onboard all required safety equipment per USCG.
3. Place onboard spare anchor.
4. Install high bilge water alarm.

Valuation

The "**Fair Market value**" is "the price that a buyer could reasonably be expected to pay and a seller could reasonably be expected to accept, if the vessel were for sale on the open market for a reasonable period of time, both buyer and seller being in possession of all pertinent facts, and neither being under any compulsion to act."

The "**Replacement Cost**" is the retail cost of a new vessel of the same or similar make/model with similar equipment.

These values are dependent on the limiting conditions and assumptions noted in the report.

These values are statements of opinion. No guarantee can be given that these options of value will be sustained or that they will be realized in an actual transaction.

Valuations are developed using some or all of the following BUC Books, bucvalupro.com, NADA, and Soldboats.

The following are verified actual sales found for this make, model, and vintage.

1. Yr: 2019 Location: FL, USA Sold for: \$42,000 Date sold: 03/24
2. Yr: 2019 Location: FL, USA Sold for: \$30,000 Date sold: 02/24
3. Yr: 2018 Location: FL, USA Sold for: \$37,285 Date sold: 04/23

The average from comparisons on SoldBoats data is \$36,428.33

Buc online valuation provides a value range of \$37,562– \$40,662 in BUC condition

| | | | |
|----------------------|-----------------|---------------------------|------------------|
| Market Value: | \$36,500.00 USD | Replacement Value: | \$110,500.00 USD |
|----------------------|-----------------|---------------------------|------------------|

Conclusion:

As far as could be determined the vessel is in **AVERAGE** overall condition given its age, type, and reported operational area. It is my opinion that upon compliance with the recommendations in this report the value will increase accordingly and the vessel will be in satisfactory condition for the intended use of its manufacturer.

Definition of Condition Terms:

EXCELLENT CONDITION: New or like new.

ABOVE AVERAGE CONDITION: Above average, with only cosmetic or minor discrepancies noted.

AVERAGE CONDITION: Denotes that system, component or item is functional as is with repairs.

POOR CONDITION: Unusable as is, requires repairs or replacement of system, component or item to be considered functional.

Certification:




Acting on behalf of The Marine Specialists, LLC, the undersigned surveyor certifies that to the best my knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This survey checks for compliance with U.S. Coast Guard, ABYC, Underwriters Laboratory, and NFPA standards and practices. 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 the survey.

The HIN SLPGT035A919 as displayed on the starboard stern.



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|  | <p>MEMBER ABYC Setting Standards for Safer Boating</p> <p>Standards Certified</p> |  <p>Captain Richard F. Davis, AMS 1025 Attending Surveyor The Marine Specialists</p> |  |
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