



CAPT. JOHN M^c DONOUGH

Marine Surveyor/Consultant, L.L.C.

USCG 100 Ton Master ♦ A.B.Y.C. & S.A.M.S. Accredited

MARINE APPRAISAL

FILE NUMBER: 13123N
AT THE REQUEST OF

Date: April 5th, 2013

: Jenn Proulx
NHPTV Auction
268 Mast Rd
Durham, New Hampshire 03824

MANUFACTURER

: Mako Marine Inc.
4255 NW 128th Street
Miami, Florida 33054
and Forest City NC

YEAR BUILT

: 2002

MANUFACTURER NUMBER

: MRKB0251K102

REGISTRATION NUMBER

: NH3184BI

VESSEL TYPE

: Center Console

HULL TYPE

: Semi- V 17 degree dead rise

MODEL

: Mako 2100 Bay Shark

LENGTH OVERALL

: 21' 10"

BEAM

: 8' 4"

DRAFT

: 2' (approximate with outboard down)

WEIGHT

: 2100 lbs. (Approximate boat weight)

HULL COLOR

: Blue hull sides

MAIN ENGINE(S)

: 2002 Yamaha two stroke 150 HP

SURVEY LOCATION

: Ashore NH PTV Durham, New Hampshire

TRAILER INFO

: 2002 Magic Tilt single axel roller style

VEHICLE ID #

: 1M5BR212821E74187

REPORT OF APPRAISAL
RE: 13123N
DATE: 4/5/13
PAGE 2 OF 5

HULL AND DECK STRUCTURE

HULL MATERIAL : Molded fiberglass reinforced plastic laminates with Polyester resin
FRAMING MATERIAL : Wood stringers and cross framing encapsulated in fiberglass
DECKING MATERIAL : Molded fiberglass reinforced plastic laminates with a balsa core material
BILGE PUMPING : 12 volt with float switch aft with wash down pump
BILGE VENTILATION : N/A Outboard equipped
GENERAL CONDITION OF TOPSIDES : Good as observed structurally and cosmetically
GENERAL CONDITION OF DECKING : Good structurally and cosmetically
GENERAL CONDITION OF BOTTOM : Blister free, minor scuffing along keel forward
GENERAL CONDITION OF BILGES : Recommend routine cleaning (Mildew)
GENERAL CONDITION OF MACHINERY SPACES : Outboard in good visual condition
GENERAL CONDITION OF CANVAS : Console cover and deck pad in good condition
CONDITION OF FUEL TANK : Plastic tank below deck, 78 gallon capacity no sign of leaking noted
CONDITION OF BATTERIES : (2) 12 volt deep cycle (Recommend renewal)
TYPE OF STEERING : Sea Star hydraulic steering in good condition
FIRE FIGHTING EQUIPMENT : One BC Dry chemical sighted, gauge in green
PERSONAL FLOATATION DEVICES : Four Type II
GROUND TACKLE : Danforth Type with 200' nylon rode
FLARE KIT : Equipped (Expired)
HORN : Compress air horn hand held

MACHINERY

YEAR : 2002
MAKE : Yamaha
MODEL : Z150TXRB Two Stroke
SERIAL NUMBER : 6G4 X 1000180
ENGINE HOURS : Unknown, batteries discharged at time of appraisal
HORSEPOWER : 150 Horsepower
PROPELLER : Three blade aluminum with (2) spare propellers

ADDITIONAL EQUIPMENT

DEPTH INDICATOR : Lowrance LCX15MT bottom machine
COMPASS : Ritchie
VHF : Standard Horizon Eclipse
SPOT LIGHT : Hand held spot
COOLER : 12 volt cooler and mounted cooler forward
FISHING GEAR ETC : Several rods, reels, tackle boxes, lures, tools, fenders, swim ladder, tools, unused porta potti

REPORT OF APPRAISAL
RE: 13123N
DATE: 4/5/13
PAGE 3 OF 5

GENERAL DESCRIPTION AND REMARKS

The previously mentioned vessel was Appraised for Donation Purposes on Friday, April 5th, 2013, while ashore, on a trailer, at NH PTV in Durham, New Hampshire. The vessel was initially shrink wrapped, and had been in extended storage for several years. Due to extended storage, the batteries were fully discharged and will likely require renewal. As a result it was not possible to operate any of the vessel's systems, therefore this appraisal is based solely upon a visual inspection only.

The vessel is further describe as a 21' Mako Center Console 2100 Bay Shark flats boat with a Modified - V type hull. The vessel was constructed in Forest City North Carolina in 2002 and assigned Hull ID # MRKB0251K102. At the time of inspection there was no name embossed on the hull. The propulsion is supplied by a single Yamaha two stroke outboard engine, rated at 150 horsepower by the manufacturer.

SCOPE OF APPRAISAL

The purpose of this appraisal was to determine the overall condition, estimate the current market value and marine risk evaluation. The appraisal of this vessel is based solely on a careful visual and non-destructive inspection of all accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks and joiner work. This would be damaging in nature and prohibitively time consuming, hence was not done. Safety recommendations are based upon standards of the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA) or other considerations believed important to the safe operation of the vessel.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done.

HULL AND DECK STRUCTURE

The hull construction is of molded fiberglass reinforced plastic laminates, comprising of unidirectional fabrics with polyester resin, and strengthened by glass tabbed bulkheads, structural members and fittings. The hull to deck joint was observed to be in good structural condition, where visible, mechanically fastened. The hull sides were noted to be in good structural and cosmetic condition, in need of a routine cleaning due to extended storage. There was no indication of any consequential prior hull repair evident. The transom was found to be in good structural condition, free of stress cracks or obvious damage. The stringer connections at the transom were inspected visually and appeared to be in good condition. Percussion sounding along the transom surface and waterline did not reveal any soft spots, voids, or areas of delamination. There were no elevated moisture readings detected along the transom surface at this time.

The cockpit sole was inspected and found to be in good visual condition, firm underfoot. The cockpit is designed such that any water accumulation is directed to a pair of transom scuppers. A 12 volt bilge pump is mounted in the aft section of the bilge, along with a wash down pump. Due to the state of the discharged batteries it was not possible to prove the operation of any of the vessels 12 volt pumps, lights, electronics or associated systems.

REPORT OF APPRAISAL

RE: 13123N

DATE: 4/5/13

PAGE 4 OF 5

HULL AND DECK STRUCTURE (Continued)

The bottom was inspected and found to be in unpainted, original gelcoat. There was no grounding damage with the exception of some scuffing to the gelcoat forward. There were no osmotic blisters evident. Due to lack of battery power it was not possible to prove the operation of the outboard engine. The power head however was noted to be clean and dry, with a well cared for appearance. The steering gear was found to be in good condition, free of hydraulic leaks. The helm was spun from chock to chock and the engine noted to turn equally in either direction. The trim and tilt cylinder on the engine also appears to be in good condition, with no sign of leaking.

ESTIMATED MARKET VALUE

The estimated market value of this 2002 21' Mako Bay Shark, as sighted and equipped with trailer, is in the opinion of this Surveyor \$12,500.00 The replacement value new is estimated to be \$30,000.00

The estimated market value appearing in this report is based upon the average selling price of a vessel of this size, type, construction, condition, and age, with all equipment and accessories observed aboard. This value has been ascertained through personal knowledge and experience with the present sales market and with the assistance of resources, references, and publications available to this surveyor.

This appraisal was prepared for the sole use of NHPTV, and is subject to the following conditions:

This appraisal report is based upon the observed condition of this vessel, and is not a warranty either expressed or implied thereof. Every care has been taken and my full professional capabilities utilized to inspect this vessel.

This appraisal was made where visible, without making removals and/or borings of structural members and/or removal of fastenings, and are not covered by this appraisal. This appraisal does not constitute an inventory. This report is not a warranty or guaranty either expressed or implied that undetected and/or unforeseen defects or damage do not exist. This vessel is subject to harsh natural elements and therefore the information contained in this report is dated.

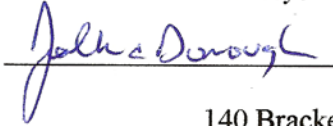
Personal liability shall be limited to the amount of fees collected by the surveyor. The enclosed are my considered opinions, given without prejudice. This surveyor shall not be held liable for any errors in judgment, or inaccuracy, omission, oversights, and/or misstatements contained in this report. The use of this report shall constitute acceptance of these conditions.

REPORT OF APPRAISAL
RE: 13123P
DATE: 4/5/13
PAGE 5 OF 5

My qualifications for inspecting this vessel result from over 25 years in the marine repair field as a gasoline and diesel engine propulsion systems technician. Additionally, I have sailed thousands of off shore miles including a Trans Atlantic crossing. I have been surveying vessel's professionally for the last 15 years, and am a member in good standing with The American Boat And Yacht Council, The Society Of Accredited Marine Surveyors, and hold a current US Coast Guard 100 Ton Masters License with a Sail and Tow Endorsement. As a member of SAM'S, I continually attend educational seminars. I am on Acadia Insurance Company's Marine MGA, and Boat US's Preferred Surveyors List and additionally perform Marine Claims Investigations for numerous Insurance Companies.

Respectfully submitted,

Captain John McDonough
Accredited Marine Surveyor



140 Brackett Road, Rye, New Hampshire 03870 (603) 430 6024



The Power of Vehicle Information

2002 Mako Marine Inc
BAY SHARK 2100(*)

Values

	Suggested List Price	Low Retail	Average Retail
Base Price	\$26,357	\$9,260	\$10,580
Options: (edit options)			
Fish Finder - Max Depth 600'		\$120	\$135
GPS - Color Fixed Mount w/Cartography		\$915	\$1,040
TOTAL PRICE:	\$26,357	\$10,295	\$11,755





Fishing gear, spares, lines etc