

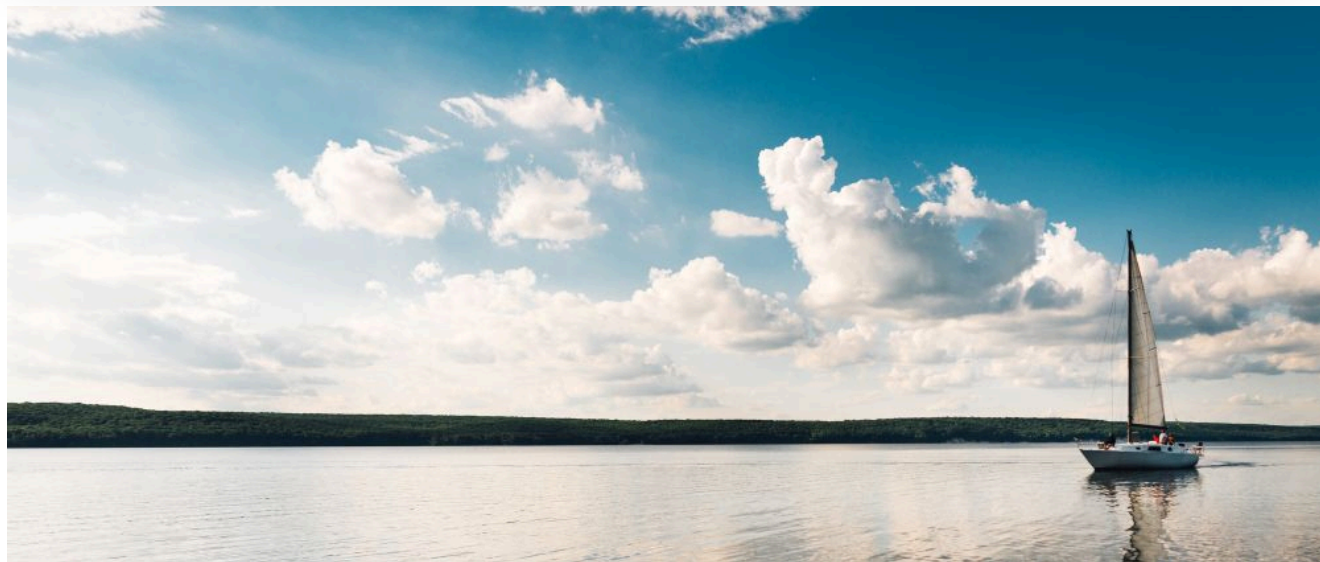
**NAVOPLAN**
ACHIEVING SAFER PASSAGES**ACQUISITION**

Boat-Type Recommendation

Vessel classes evaluated against
your Exploration profile

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Recommendation at a glance

- **Path 1 — Power monohull trawler (displacement / semi-displacement, ~39–44 ft):**
Aligns with your calculator's trawler assumptions and suits **2 aboard, 7-day self-**

sufficiency, 100% liveaboard use; verify fuel range/tankage and systems workload for ocean routing.

- **Path 2 — Sailing catamaran (cruising cat, ~38–43 ft):** Matches your “**sail or motor**” preference and can fit **full-time living aboard** with excellent space for 2; tradeoffs to investigate are bridgedeck slamming (design-dependent), dockage access, and multihull systems/maintenance.

Profile used

- **Purpose:** Family Cruising
- **Duration category:** Long
- **Cruising area category:** Ocean
- **Propulsion preference:** Sail or motor
- **Skill:** Ocean Master (*recorded assumption*)
- **Time living aboard:** 100% of the year aboard
- **Preferred length:** 40 ft (*preference, not a derived requirement*)
- **Maximum people aboard:** 2
- **Port-time self-sufficiency period:** 7 days (*from cruising profile*)
- **Planning horizon assumption:** 5 years (*planning assumption; distinct from duration category*)

Affordability-calculator assumptions (recorded):

- **Geography code:** GLOBAL
- **Planned miles:** 1,500 (*as entered in the calculator*)
- **Marina usage:** 20%
- **Dining ashore:** 20%
- **Calculator vessel-type assumption:** Trawler
- **Purchase planning input:** \$400,000 (financed)
- **Loan payment (entered on affordability page):** \$2,500/month (*note: a separate “monthly payment request” field is recorded as 0; see Financial context for limits*)

Vessel type and size assessment

All four platform types were screened: **sailing monohull, sailing catamaran, trawler monohull, power catamaran.**

1) Power monohull (trawler-type)



- **Estimated class and length (supported):** *Trawler-type power monohull around ~39–44 ft.*
Support: Your recorded **40 ft** length preference plus the catalog showing multiple trawler-type power monohulls clustered around **39–44 ft** (planning references). This is a planning-level size bracket, not a spec-based requirement.

Why this fits your mission signals

- **Ocean + long-duration category:** A trawler-type platform is often chosen when the operating concept emphasizes **engine-driven passage planning, strong systems, and predictable daily routines**. That aligns with your “**sail or motor**” flexibility and the calculator’s **trawler** assumption set.
- **2 people aboard, 7-day self-sufficiency:** With two aboard, a 39–44 ft trawler-type layout *often* provides enough volume for **dedicated storage, spares, tools, and larger tankage**, which directly supports your 7-day “away from port” provisioning target. The practical consequence is fewer forced re-supply stops—if tankage and refrigeration match the plan.
- **100% liveaboard:** Full-time living tends to reward platforms with **protected living space** and **easy day-to-day access** (engine room/service points, battery/electrical panels, watermaker access, etc.). The tradeoff is that comfort comes with **systems density**—more to maintain, and more single-point failures to manage.

Tradeoffs / what to verify on real candidates

- **Fuel and range reality vs. your 7-day assumption:** 7 days away from port is not automatically “range”; verify **cruise burn, usable fuel**, and **weather reserve** for the kind of ocean legs you envision.
- **Maintenance exposure:** Your saved result explicitly flags **maintenance exposure** and **systems complexity** as major drivers; on trawlers that can mean higher consequence of deferred maintenance and more specialized parts/service in remote regions (also echoed by the calculator’s “underestimated areas” note).
- **Motion and watchstanding:** Power monohulls can be very design-dependent in seakeeping and fatigue management. Verify **helm visibility, autopilot performance, redundancy**, and how watch routines work for **two people**.

Why it ranked ahead of the other two screened types

- Compared with **sailing monohulls**, this path matches the calculator’s cost framing (trawler assumption) and is naturally aligned to an engine-driven operating plan for **global/ocean** routing.
- Compared with **power catamarans**, the packet provides **no power-cat catalog evidence** to support a size-based shortlist here, and operating complexity/cost uncertainty can be higher without clearer constraints.

2) Sailing catamaran (cruising cat)



- **Estimated class and length (supported):** *Cruising sailing catamaran around ~38–43 ft.*
Support: Your recorded **40 ft** preference plus extensive catalog representation at **~38–43 ft** in the sailing-cat category, supporting this as a realistic planning size neighborhood.

Why this fits your mission signals

- **100% liveaboard (2 aboard):** For full-time living, cats *often* deliver more **usable living volume, separation of spaces, and ventilation options** in this length band—practical upsides for long-duration living patterns.
- **7-day self-sufficiency:** The extra volume can translate into more **provisioning space** (dry storage, larger refrigeration options, gear stowage) which helps you stay self-sufficient for a week—if you choose a layout that prioritizes stores over extra cabins.
- **“Sail or motor” preference:** A sailing cat keeps sailing on the table while still allowing motoring when routing requires it. For two aboard, sail-handling systems (electric winches, line management, reefing approach) become important workload levers to verify.

Tradeoffs / what to verify on real candidates

- **Docking, slips, and access:** Beam can restrict marina options and affect pricing/availability—important given your calculator assumption of **20% marina usage**.

- **Complexity and maintenance:** Two hulls can mean duplicated systems (engines, running gear) and more through-hulls—potentially increasing inspection/maintenance workload even if individual components are smaller.
- **Sea state behavior is design-dependent:** Especially for ocean routing, verify the specific design's behavior and structural/service history rather than relying on general multihull assumptions.

Why it ranked ahead of the other two screened types

- Compared with **sailing monohulls**, the sailing cat path better supports **liveaboard space** for 100% aboard time at the same nominal length preference.
- Compared with **power catamarans**, the packet contains **sailing-cat catalog evidence near 40 ft** to support a size-specific research start; power-cat options are not present in the supplied catalog extract.

Key evidence gap that could change this comparison

- The packet does not include your **true operating concept** (percent sailing vs motoring in practice, speed expectations, generator dependence). That choice can strongly swing the decision between trawler and sailing cat.

Accommodations and systems

For 2 people maximum aboard (plan for full capacity):

- **Sleeping:** Plan for **one primary cabin** plus at least **one additional dedicated berth** (not just a converted dinette) if you anticipate occasional guests within the 2-person maximum or want a true "sea berth" option.
- **Heads:** **One head** can work for two, but **two heads** can materially improve liveaboard comfort and maintenance flexibility (one out of service without becoming a trip-stopper).

Systems to evaluate (benefits and tradeoffs)

- **Autopilot:** High-value for two-person watchkeeping; verify capacity, redundancy options, and steering-system condition.
- **Electrical capacity:** Full-time living often drives larger battery/inverter/charging setups; verify charging sources, wiring condition, and how you'll support refrigeration, communications, and possible air conditioning.
- **Air conditioning:** Comfort benefit in many climates, but increases generator/shorepower dependence and maintenance.

- **Bow/stern thrusters (power mono) / maneuvering aids:** Can reduce fatigue and docking risk; adds maintenance and battery draw.
- **Stabilizers (power mono, if equipped):** Can reduce fatigue; adds complexity and service needs.
- **Water system:** If using a watermaker, verify spares strategy and power draw; if not, verify tankage supports **7 days for two** with a realistic buffer.
- **Capacity verification step (critical):** For any candidate, confirm **berths, refrigeration volume, dry storage, usable fuel, usable water, and waste capacity** for **2 people for 7 days** under your typical consumption—not brochure numbers.

Fit and preparation questions

1. For your **ocean** routing, is your intent closer to **engine-led passagemaking** (fixed RPM, range planning) or **sail-led travel** (accepting weather windows and variable passage times)?
2. Within the **2-person maximum**, do you want **a dedicated guest cabin / office**, or is a single-cabin + storage-heavy layout preferred for full-time living?
3. Do you expect to be in marinas at the stated **~20%** level for long stretches (which can penalize wider beams), or is that primarily occasional maintenance/reset time?
4. On real candidates: can the boat carry **fuel, water, food, and spares** to remain comfortably self-sufficient for **7 days for two**, with reserve for delays?

Financial context

Affordability page (planning estimates; not guarantees)

- **Payment method:** Finance
- **Purchase price (planning input):** \$400,000
- **Down payment:** \$300,000
- **Interest rate:** 7%
- **Term:** 15 years
- **Loan payment (page):** \$2,500/month

Upfront cost total (planning estimate): \$308,000

- Survey: \$3,500
- Engine survey: \$2,500
- Travel: \$1,000
- Registration: \$1,000

- Broker: 3%
- Taxes & duties: 5%
- Non-interest financing: 7%
- Refits: \$0 (0%)

First-year ongoing total (planning estimate): \$109,700

- Loan payments: \$30,000
- Crew health insurance: \$3,000
- Port fees: \$1,600
- Insurance: \$6,400
- Maintenance: \$16,800
- Communication fees: \$1,200
- Software & charting: \$1,000
- *(Several categories are recorded as 0 in this packet, including fuel and food; that limits interpretation rather than proving those costs will be zero.)*

Saved calculator result (cost outlook; period not stated in packet)

- Vessel costs: **\$20,400 – \$34,100**
- Crew costs: **\$9,400 – \$12,600**
- Cruising costs: **\$10,300 – \$14,700**
- Total costs: **\$40,200 – \$61,400; Expected total: \$50,800**
- Volatility score: **8.2**; Confidence band: **WIDE**
- Biggest cost drivers: **maintenance exposure; planned travel distance and fuel use; vessel type and systems complexity; regional cost variability; crew experience level**
- Underestimated areas note: **trawlers can be efficient but still carry higher fuel and systems-maintenance exposure; remote/mixed-region cruising can add import costs, delays, limited service**

Limits / discrepancies to note

- The packet also records a separate “**monthly payment request**” as **0**, while the affordability page lists **\$2,500/month**. This internal inconsistency means the loan-payment figures should be treated as **planning placeholders**, not a firm constraint or approval indicator.
- The saved result’s time basis isn’t labeled here; treat it as an internal calculator output scale, not automatically “annual” or “monthly.”

Next steps

1. **Decide the operating concept:** engine-led trawler plan vs sail-led cat plan (this drives range, tankage, systems, and maintenance strategy).
2. **Build a minimum capability checklist for 2 people / 7 days:** usable fuel & water, refrigeration, storage, waste capacity, charging plan, comms, spares/parts access.
3. **Confirm size/layout reality in the 39–44 ft (power mono) and 38–43 ft (sail cat) bands:** storage volume, mechanical access, and whether the boat supports your full-time workflow.
4. For any specific pre-owned candidate: obtain **current equipment lists**, maintenance history, and budget for **qualified survey(s)** and specialist inspections.
5. If you want to compare against real asking prices, run a **dated listing search** (this packet's catalog ranges are estimates, not live listings).

Catalog models in the recommended type and size range

Catalog rows below are **research starting points** only (not listings, endorsements, or suitability claims). Price ranges are **catalog estimates**, not current asking prices.

Vessel type	Model Length	Production years	Catalog estimated price range
Power monohull	Kadey-Krogen 39 39	1980 - Present	\$200,000 - \$300,000
Power monohull	Nordhavn 40 40	1999 - 2010	\$500,000 - \$800,000
Power monohull	Nordic Tug 40 40	2008 - Present	\$450,000 - \$700,000
Power monohull	Selene 40 40	1999 - Present	\$500,000 - \$800,000
Power monohull	Kadey-Krogen 42 42	1983 - Present	\$300,000 - \$500,000
Power monohull	Swift Trawler 44 44	2011 - Present	\$300,000 - \$450,000
Sailing catamaran	Lagoon 380 S2 37.5	2015 - Present	\$220,000 - \$400,000
Sailing catamaran	Lagoon 400 39.3	2011 - 2018	\$350,000 - \$550,000
Sailing catamaran	Bali 4.0 40	2017 - Present	\$300,000 - \$450,000
Sailing catamaran	Bali 4.1 40	2018 - Present	\$350,000 - \$500,000
Sailing catamaran	Fountaine Pajot Isla 40	2019 - Present	\$300,000 - \$450,000
Sailing catamaran	Fountaine Pajot Lucia 40	2015 - Present	\$350,000 - \$500,000
Sailing catamaran	Leopard 40 40	2017 - Present	\$300,000 - \$450,000

Vessel type	Model Length	Production years	Catalog estimated price range
Sailing catamaran	Martara 40 40	2012 - Present	\$200,000 - \$350,000
Sailing catamaran	Outremer 4X 40	2015 - Present	\$400,000 - \$600,000
Sailing			