

FINAL ACQUISITION ASSESSMENT

Vessel Overview

2019 Leopard 58

Long Beach, California

Length overall

Length Overall 58 ft

Beam

Beam 27.8 ft

Draft

Max Draft 6 ft

Asking price

\$1,150,000



1. EXECUTIVE ACQUISITION ASSESSMENT

You're looking at a large, modern **2019 Leopard 58 power catamaran** offered out of **Long Beach, California**. On paper, this is the kind of platform that can deliver big liveaboard comfort (the listing describes a five-cabin/four-head layout and a large flybridge) while keeping passage-making workload manageable for a two-person crew—if the machinery, electrical, and domestic systems are well-documented and currently healthy.

The practical issue today is not “is a Leopard 58 a good idea?”—it often is for the right style of cruising. The issue is that, in this case file, **condition is largely unverified**. We have a seller listing narrative and a systems checklist shell, but **no survey documents**, no engine hours, no service records, and no system-level ages/remaining life captured yet. That means your biggest near-term leverage is not negotiating line items—it's getting the right evidence so you can negotiate (or walk) with clarity.

Bottom line (what the current evidence supports)

- **Mission suitability: Promising, with key unknowns.** The size, catamaran layout, and “off-grid family” intent described in the listing can align well with comfortable coastal cruising and longer hops—but the case file does not yet establish tankage/range, electrical autonomy, or true redundancy in the way you'd want before committing to an offshore-capable plan.
- **Technical confidence: Low today (verification gap, not a defect finding).** The listing claims “everything works” and “maintenance is ahead of schedule,” but there is **no independent condition evidence** in the provided materials. All major systems in the worksheet are currently marked **unknown presence/unknown operating status**, which is a signal that this is still an early-stage candidate snapshot.
- **Financial confidence: Moderate for first-pass cash planning; weak for financing accuracy.** A five-year cruising cash outlook exists and is internally consistent as a planning scaffold. However, the case inputs show **mixed financing signals** (payment method indicates financing and annual payments are included, while acquisition-year cash outlay includes the full agreed price). Until that is reconciled, treat the financing portion as a “planning placeholder,” not closing-ready.

Evidence & confidence summary (what we used, what’s missing, why it matters)

Information used in this assessment	What it tells us	Confidence & gaps	Why it matters to you
Seller listing: “2019 Leopard 58” (captured 15 Oct 2026)	Reported model/year, location, basic dimensions (58’ LOA, 27.8’ beam, 6’ draft), and narrative claims (original owner/operator; “everything works”; charter/slip/delivery/financing available; mooring mentioned).	REPORTED. No supporting documents in the file for maintenance, system inventory, or performance/range.	Good for early fit screening and questions to ask. Not sufficient to judge readiness for cruising or to size immediate work.
Captain financial worksheet (imported 20 Oct 2026)	Your planning inputs for operating budget, lifestyle costs, and annual financing payments; also includes survey/closing placeholders and annual vessel cost categories.	REPORTED (buyer-supplied). Contains at least one major mismatch (worksheet purchase price vs agreed price) that can distort downstream assumptions if not corrected.	This is the backbone of cash planning—worth tightening now so later decisions (insurance, dockage, financing) aren’t made on the wrong baseline.
Vessel systems worksheet (created 16 Oct 2026)	A structured list of major systems (hull, engines, electrical, sanitation, safety, nav, etc.) intended for condition/age/life capture.	UNKNOWN for presence and operating status across the board in the current snapshot.	Signals that technical due diligence has not yet been populated. A survey + sea trial + records review should populate this quickly.
Survey documents & findings	None provided in the case file.	ABSENT. No independent condition evidence to corroborate the listing narrative.	The single biggest factor limiting technical confidence and negotiation posture right now.
NAVOPLAN five-year cruising cash outlook (forecast base year 2026; 5-year horizon)	A year-by-year cash requirement projection including acquisition year and five operating years, using the case’s agreed price and captain worksheet lifestyle/operating inputs.	MODELED. Useful for planning, but financing treatment appears potentially double-counted (full price outlay + loan payments), which should be reconciled before relying on totals.	Helps you size cash demands and timing—especially useful once immediate work and scheduled replacements are known.

Key decision sensitivities (the few unknowns most likely to change your view)

- **Machinery reality:** engine hours, maintenance records, cooling/exhaust condition, and sea-trial performance. On a power cat, machinery health is often the primary cost swing factor.
- **Electrical autonomy (real “off-grid” capability):** battery bank type/age, charging sources, generator details, and actual hotel-load management. Without this, “off grid” is just a marketing phrase.
- **Structural and water-ingress checks:** hull/deck/cross-structure moisture/intrusion, seacock condition, and evidence of hard use or charter cycles. These findings can materially alter both safety and cost.
- **Dockage & access practicality:** 27.8’ beam affects slip availability and pricing; local realities can change your cruising pattern (more anchoring vs more marina time).

2. CRUISING MISSION COMPATIBILITY

Your current profile implies a **two-person crew** with a lifestyle budget that includes health and food and a moderate annual vessel operating budget. With a 58’ power cat, the best match is typically: comfortable coastal cruising, island-hopping, and occasional longer passages—where you leverage space, stability, and redundancy, and you avoid turning every arrival into a high-stress docking event.

What fits well (based on the listing and dimensions)

- **Liveboard volume and guest capacity:** The listing describes a five-cabin/four-head configuration and a large flybridge/social spaces. For cruising with guests or family, that can be a major quality-of-life advantage—separate cabins reduce friction, and multiple heads matter more than most buyers expect.
- **Catamaran stability and layout:** A 27.8' beam gives you a wide platform. At anchor, that usually translates into less roll and more usable deck space—good for longer stays and a “home base” style of cruising.
- **Draft (6 ft) for a 58' platform:** This is a meaningful constraint compared to many sailing cats, but still often workable for coastal routes. Practically, it affects where you can anchor and how confidently you can explore shallower regions—worth mapping against your target cruising grounds.

Where compatibility is still “unknown” (and how to turn it into a yes/no)

- **Range and endurance (UNKNOWN):** The case file does not include fuel capacity, burn rates, or generator run assumptions. For a power cat, this determines whether your “cruising” is 30–80 nm hops between fuel docks or genuine multi-day capability. Your next step is to request: tankage, typical cruise RPM/speed, fuel burn, and generator consumption—then translate that into “comfortable range with reserves,” not theoretical max.
- **Off-grid independence (UNVERIFIED):** The listing markets “off grid,” but we do not have verified details on watermaker capacity/condition, battery storage, solar, inverter/charger capability, or generator hours. For cruising comfort, this directly drives how often you’re forced into marinas for power/water—and therefore your budget and itinerary flexibility.
- **Two-person handling reality (UNVERIFIED):** A 58' cat can be handled by two competent people, but it depends on helm visibility, thrusters (if any), line-handling setup, and reliable controls. Without those details, assume you’ll want a careful sea trial that includes docking and close-quarters maneuvering in current and wind.
- **Dockage and haul-out practicality (KNOWN constraint; unknown cost):** At 58' LOA and 27.8' beam, you are in a class where slips can be harder to find and more expensive, and some yards have beam limits. Your budget inputs include dockage, but the file does not show whether that figure reflects *actual quotes* for a 27.8' beam cat in your likely home waters.

What this means for your intended cruising style

If your plan is predominantly **marina-to-marina with occasional anchoring**, this model can be a very comfortable platform—assuming machinery and domestic systems are in order. If your plan is **frequent remote anchoring and long legs**, the mission fit hinges on evidence we do not yet have: tankage/burn, charging generation/storage, spares strategy, and whether the boat has been set up and maintained for that kind of independence.

A prudent way to evaluate fit quickly is to write a one-page “cruising day in the life” for your first year (how often you move, how many nights at anchor vs marina, how often guests aboard, preferred climate/AC use), then validate whether this specific Leopard 58’s documented systems can support that day without constant generator run-time or marina dependence.

3. VESSEL CONDITION AND TECHNICAL EXPOSURE

Right now, nearly all technical conclusions are constrained by missing evidence. The listing provides upbeat claims —“everything works” and “maintenance is ahead of schedule”—but those are **seller-reported** and not supported by inspection documents in the case file. Meanwhile, the vessel systems worksheet exists but does not yet record presence/operability, ages, or remaining life for any system.

So, treat this section as a **cruising-oriented exposure map**: what tends to matter most on a 58’ power cat, what failures look like underway, and what evidence closes the loop quickly.

What we can say with confidence (from the listing snapshot)

- **Platform basics:** 2019 model year Leopard 58, fiberglass hull, inboard diesel propulsion; 58’ LOA, 27.8’ beam, 6’ draft.
- **Use-case marketing:** The listing positions the boat for family/off-grid use and mentions charter opportunity and slip/mooring availability. These are not condition statements, but they do hint at possible use patterns (which can influence wear).

High-consequence systems: what’s unknown and why it matters underway

1) Hull / deck / cross-structure (catamaran bridge-deck structure)

Catamarans add a critical structural “third piece”: the cross-structure tying hulls together. In cruising terms, this isn’t academic—any hidden cracking, prior impact, or water intrusion can become a long-term reliability and value issue, and repairs can be complex.

- **Current evidence:** No survey, no moisture readings, no repair history, no yard invoices in the file.
- **What to obtain next:** A competent marine survey that explicitly covers hull/deck moisture, chainplate/attachment zones (as applicable), and cross-structure condition, plus disclosure of any prior groundings/repairs.

2) Engines, transmissions, running gear, and controls

On a power cat, propulsion reliability is your schedule, safety margin, and budget. Twin-engine configurations can provide redundancy, but they also double routine service points and create “common-mode” risks (contaminated fuel, bad maintenance practices, or cooling system neglect affecting both).

- **Current evidence:** The file confirms inboard diesel propulsion but provides no engine make/model, hours, maintenance history, oil analysis, or sea-trial data.
- **Why this matters for cruising:** A healthy boat becomes a predictable cruiser; an unknown-powertrain boat becomes a project—often discovered only once you start pushing it at cruise RPM for hours.
- **What to obtain next:** Engine survey and sea trial with full operating temperature checks, plus reviewable maintenance logs (coolant changes, impellers, belts/hoses, aftercooler/heat exchanger service, gearbox service intervals). If available, oil samples are a fast reality check.

3) Fuel storage/delivery and filtration

Dirty fuel is one of the most common trip-killers in real cruising. Even a well-built boat can become unreliable if tank hygiene and filtration aren't up to the itinerary you want.

- **Current evidence:** Fuel system is listed as a worksheet category only; no capacity, filtration layout, or service history.
- **What to obtain next:** Tank access inspection, filter condition and spares inventory, and evidence of recent fuel system service.

4) Electrical generation, storage, charging, and shore power

The comfort promise of a 58' cruising cat depends heavily on the electrical ecosystem—battery health, charging sources, and safe shore power. This is also where "off-grid" claims often fall apart in practice.

- **Current evidence:** Battery banks, charging/regulation, and AC/shore power are listed but entirely unpopulated (unknown status). No generator, inverter/charger, solar, or battery chemistry details are included in the case file.
- **What to obtain next:** A system inventory (battery type/age/capacity, inverter/charger model, generator make/hours if present, solar if present) and a functional load test (what can run, for how long, at anchor without shore power).

5) Domestic systems: freshwater, hot water, heads/sanitation, bilge and alarms

These aren't glamorous, but they define whether guests enjoy the boat—or whether you spend your time chasing odors, clogs, leaks, and nuisance alarms. On a multi-cabin platform, sanitation complexity scales quickly.

- **Current evidence:** Domestic systems are listed but not assessed; no watermaker evidence is included.
- **What to obtain next:** Dockside functional testing of all heads (flush, holding, maceration if fitted), freshwater pumps, water heater, bilge pump activation (manual and automatic), and alarm annunciation.

6) Safety systems, fire detection/suppression, and navigation/communications

These systems are where "it worked last season" isn't good enough—because the day you need them is a bad day to learn what's missing or expired. They also influence insurability and your own readiness to take longer legs.

- **Current evidence:** Worksheet categories exist, but there is no inventory or expiration/service status (rafts, EPIRB, extinguishers, detectors, flares, etc.).
- **What to obtain next:** A safety inventory with dates (service/expiry), and confirmation of nav suite functionality during sea trial (GPS, radar/plotter if fitted, VHF/DSC, AIS if fitted).

Survey-to-worksheet reconciliation (what we can reconcile today)

No survey documents or survey findings are included in this case file, so there is nothing to reconcile against the systems worksheet yet. Once you commission (or obtain) a survey, NAVOPLAN can map each finding to a system, identify planning gaps, and help you avoid double-counting between "immediate work allowances" and scheduled replacements.

Survey finding reference	Mapped vessel system	Reconciliation status	Cost coverage check	Immediate-work allowance recorded?
(none provided)	(not applicable)	No survey findings available to review	Not assessable	No

Reconciliation summary (counts)

- **Total survey findings in file:** 0
- **Items aligned to a worksheet system:** 0
- **Items needing cost review:** 0 (not because costs are settled—because findings are absent)
- **Items with no worksheet assessment yet:** 0 (no findings to compare)

What I would do next (practical, cruising-focused technical next steps)

- **Request the owner’s maintenance and upgrade documentation package** before spending heavily on inspections: engine service records, generator records (if fitted), electrical diagrams/invoices (battery/inverter/charger), and any yard invoices for structural or underwater work.
- **Plan a sea trial that answers cruising questions**, not just “does it move”: stable cruise RPM for an hour, cooling temps, vibration/noise, steering response, and a docking sequence that reflects your real crew size (two people).
- **Commission a full condition & valuation survey plus engine surveys** sized for a 58’ cat, with explicit attention to cross-structure, through-hulls/seacocks, and any signs of charter-level wear.
- **Populate the systems worksheet during (not after) the process:** capture ages, service dates, and any “life-limited” items (batteries, hoses, pumps, safety gear). This is how you turn uncertainty into a manageable plan.

4. ACQUISITION AND OWNERSHIP ECONOMICS

Your financial picture here is best read in five layers: (1) cash to acquire and close, (2) immediate technical allowances right after closing, (3) recurring annual operating cash, (4) scheduled major replacements, and (5) the combined cruising cash requirement (boat + personal/lifestyle + financing) across the horizon.

4.1 What the five-year cash forecast is actually telling you (and what it is not)

Authoritative forecast used: NAVOPLAN’s five-year cruising cash projection built from the current captain worksheet inputs and the accepted/offer price recorded in this case. The projection spans an **acquisition year (2026)** plus **five operating years (2027–2031)**.

Most important number for planning: the projection’s **total cruising cash requirement** (boat cash outlay + health + food + other lifestyle + financing payments – lifestyle savings). This is intentionally broader than “boat cost,” because cruising succeeds or fails on the household cash plan, not just the marina bill.

What is not included (material): resale proceeds, financing principal/loan balance effects at exit, depreciation as an accounting item (non-cash), and any major replacements—because the system-life inputs are not yet established in the worksheet (see 4.4).

4.2 Layer 1 — Acquisition capital and closing expenses (cash-at-close)

The projection currently treats the purchase as a cash outlay in the acquisition year:

- **Agreed/offer price in case record (2026):** \$1,200,000
- **One-time purchase costs (modeled):** \$8,000
- **Modeled acquisition-year cash outlay (boat-only):** \$1,208,000

Important financing conflict to resolve: your worksheet indicates **payment method: finance** and includes **annual financing payments of \$10,666.56** (starting in the operating years). If you truly finance the purchase, then treating the *entire* \$1,200,000 as cash paid at closing can **double count** the same vessel value (once as cash purchase, then again as loan payments). Before you rely on this forecast for affordability, you'll want to clarify whether the model should represent:

- **Cash purchase:** full purchase price paid at closing (then financing payments should be \$0), or
- **Financed purchase:** down payment + closing costs at closing, then loan payments annually (and *not* the full price as a cash outlay).

Upfront-cost mismatch (worksheet vs projection): the worksheet shows an “upfront costs” total of **\$308,000**, including a **\$300,000** down payment plus survey/registration/travel line items. However, the current cruising cash projection is not using that down-payment structure; it uses **\$8,000** as one-time purchase costs and treats the full vessel price as paid in 2026. That doesn't make either view “wrong”—it means we have not yet selected the correct cash-at-close representation for your actual financing plan.

4.3 Layer 2 — Immediate technical allowances (first weeks/months after closing)

Modeled immediate work allowance: \$0. That is not the same as “no work needed”; it means **no immediate work items are currently budgeted in the worksheet**. With **no survey documents/findings in this case file**, a zero immediate-work allowance is best treated as “not yet planned,” not as a condition conclusion.

Refits overlap check: your worksheet currently shows **\$0** for “refits.” If you later add refit allowances (or if a survey generates a list), we'll want to ensure you're not counting the same scope twice—once as “refit” and once as “immediate work.” Right now there is no overlap simply because both categories are at \$0, but this becomes important as soon as you start budgeting real commissioning work.

4.4 Layer 3 & 4 — Recurring annual operations vs scheduled major replacements

Recurring annual vessel operating budget (boat-only): \$24,500 per year (2027–2031), held flat in the current projection.

Scheduled major replacements (modeled): \$0 across the horizon. This is not an “all clear”—it's because **replacement due years are not established** for the vessel's tracked systems in the worksheet, so the projection cannot schedule big-ticket replacements yet. Practically, that means your current five-year outlook is likely understating the variability (and

potentially the total) that comes from batteries, electronics refresh, canvas/soft goods, safety gear renewals, running-gear service cycles, and similar “lumpy” costs.

4.5 Nine-line annual vessel operating expense breakdown (boat-only)

The annual vessel operating budget in the projection is built from the following nine components (captain worksheet inputs):

Annual vessel operating expense component	Amount (USD / year)	Notes for planning
Fuel	\$4,800	Depends heavily on actual cruising miles, generator hours, and speed profile.
Port fees	\$0	Set to zero in the worksheet; many cruising patterns still incur permits/harbor/clearance fees.
Dockage / marina	\$4,000	Marina dependence is a major swing factor—especially for a 58' cat with 27.8' beam.
Insurance	\$5,000	Often market- and cruising-area-sensitive; confirm with quotes for your intended navigation limits.
Maintenance & repairs (annual)	\$8,000	Feels light for complex cruising systems unless most labor is owner-performed and condition is verified.
License / registration recurring	\$0	Set to zero; confirm state/federal documentation, use tax, property tax, and renewal schedule.
Supplies	\$500	Consumables, minor spares, cleaning, etc. Usually rises once you track real receipts.
Communication fees	\$1,200	Connectivity aboard can be materially higher if you add satellite services for offshore legs.
Software / charting	\$1,000	Subscriptions, charts, and data services; verify what is already owned vs annual renewals.
Total annual vessel operating budget	\$24,500	Matches the projection's annual operating budget for 2027–2031.

4.6 Layer 5 — Combined cruising cash requirement (boat + lifestyle + financing)

This is the cash plan that answers: “What do I need in the checking account each year to cruise this way?”

Year	Vessel cash outlay (USD)	Health	Food	Other lifestyle	Lifestyle savings	Financing payments	Total cruising cash requirement	Cumulative cruising cash
2026 (acquisition)	\$1,208,000	\$0	\$0	\$0	\$0	\$0	\$1,208,000	\$1,208,000
2027	\$24,500	\$3,000	\$4,900	\$4,900	\$0	\$10,666.56	\$47,966.56	\$1,255,966.56
2028	\$24,500	\$3,000	\$4,900	\$4,900	\$0	\$10,666.56	\$47,966.56	\$1,303,933.12
2029	\$24,500	\$3,000	\$4,900	\$4,900	\$0	\$10,666.56	\$47,966.56	\$1,351,899.68
2030	\$24,500	\$3,000	\$4,900	\$4,900	\$0	\$10,666.56	\$47,966.56	\$1,399,866.24
2031	\$24,500	\$3,000	\$4,900	\$4,900	\$0	\$10,666.56	\$47,966.56	\$1,447,832.80

How to use this table: In a “typical” operating year (as currently modeled), your combined cruising cash requirement is **\$47,966.56/year**. The acquisition year is the outlier at **\$1,208,000**—but whether that is truly cash-at-close depends on the financing structure you choose and how it is represented (see 4.2).

4.7 Depreciation: keep it separate (non-cash)

Your worksheet includes a depreciation percentage setting, but the current cruising cash projection shows a **\$0 depreciation allowance** each year. That’s acceptable for cash planning (depreciation is not a bill you pay), but it does mean this forecast is **not** a “true cost of ownership” view with economic loss, resale, and balance-sheet effects. If you want an economic-cost view, we should add a separate resale/exit scenario and verify debt paydown treatment to avoid misleading “net cost” math.

4.8 A note on the imported affordability snapshot

An affordability estimate exists in the case history with different scenario inputs (including a different purchase price and year built). Treat that as a *planning sandbox*, not as the controlling budget for this acquisition. For decisions on this specific Leopard 58 candidate, the numbers above are the relevant ones to fix and refine.

5. RISKS AND DECISION CONSIDERATIONS

This section prioritizes what can most derail the deal or your first year of cruising: items that can change the cash-at-close requirement, change annual burn materially, or create operational downtime/safety exposure. For each, I’ve listed what to gather next and what happens if you proceed without that evidence.

5.1 Highest-priority risks (most likely to change the financial plan)

Priority	Risk / decision point	Why it matters for you	What to do next (practical evidence)	Consequence of proceeding without resolving
1	Financing treatment is internally inconsistent (cash purchase shown in 2026 + loan payments shown in operating years)	The current forecast can double count your acquisition cash if the purchase is financed. This is the single biggest way a “looks affordable” plan becomes wrong in either direction.	• Confirm intended structure: cash purchase vs financed purchase. • If financed: confirm loan amount, down payment, closing costs, and first payment timing. • Update the projection so acquisition year reflects <i>actual cash at closing</i>, not gross price.	You may set aside far more cash than needed (tying up liquidity) or, more dangerously, under-prepare for the real closing cash requirement and early-year cashflow.

Priority	Risk / decision point	Why it matters for you	What to do next (practical evidence)	Consequence of proceeding without resolving
2	No condition evidence on file (no survey documents or findings provided)	Your immediate-work allowance is currently \$0 —not because the boat needs nothing, but because no inspection-based scope is loaded. A 58' cruising cat has many systems where "unknown condition" can become a large commissioning bill.	- Commission a professional pre-purchase survey (and engine/propulsion inspection as appropriate for your transaction). - Ask for maintenance records that substantiate "maintenance is ahead of schedule" claims in the listing (helpful for budgeting even if condition is good).	The first-year cash plan can be off by a wide margin; you also accept schedule risk (missed season / delayed departure) if post-close issues appear.
3	Annual operating budget may be understated for the intended use	The plan uses \$4,000 dockage, \$8,000 maintenance , and \$0 port fees/licenses . If you end up marina-dependent or outsource labor, annual burn can move substantially.	- Get a slip quote (or realistic transient budget) for Long Beach / SoCal and your intended first-year cruising grounds, sized for 58' LOA and 27.8' beam. - Get at least one insurance indication for your intended navigation limits. - Decide your maintenance approach: owner-performed vs yard-dependent, then tune the maintenance line accordingly.	A "stable" \$47,966/year forecast could become meaningfully higher in practice, especially if dockage and labor both rise together.

5.2 Operational and access risks (less about spreadsheets, more about day-to-day cruising reality)

Priority	Risk / decision point	Why it matters underway	What to do next
4	Dockage and haulout access constraints for a 27.8' beam cat	Cats deliver wonderful space and stability—but they narrow your marina and service-yard options. Availability and pricing can drive both cost and itinerary, especially on the U.S. West Coast.	• Call likely marinas and service yards and confirm: max beam, cat policy, waiting lists, and cat haulout capacity. • If a "mooring/slip available" is important to you, request terms in writing and verify transferability.
5	Systems replacement scheduling is not yet modeled (all tracked systems show unknown replacement timing)	Your five-year plan currently has no scheduled replacements . Real cruising ownership is rarely that smooth; even well-kept boats have "lumpy years."	• After survey, populate the worksheet with "last replaced" dates/hours for the consequential systems (propulsion service items, batteries, safety gear, electronics, pumps). • Then rerun the five-year outlook so you can see the heavy years coming.
6	Fuel and cruising-mile assumptions are not documented in this case	With fuel budgeted at \$4,800/year , your real-world range of outcomes is wide: local coastal use vs long passages produce completely different fuel, wear, and maintenance patterns.	• Write down an intended first-year itinerary (regions + approximate miles + expected marina percentage). • Then calibrate fuel, dockage, and maintenance lines to match that reality.

5.3 Negotiation considerations tied to economics (what to ask for, not what to assume)

- **Records package as a negotiating lever:** The listing describes an owner/operator with maintenance ahead of schedule. If true, that can reduce commissioning surprises; if undocumented, it's simply a claim. Consider requesting service invoices, parts records, and a clear maintenance log as part of your diligence and negotiation posture.
- **Budget realism before hard commitments:** If you intend to cruise in a marina-oriented pattern (as the worksheet implies with dockage line-items), prioritize getting *binding-ish* dockage and insurance indications. Those two lines can change your annual cash burn quickly.
- **Commissioning allowance planning:** Even without known defects, many buyers set aside a commissioning reserve for a boat of this size and complexity (spares, safety gear standardization, personal upgrades). Your current plan has \$0 in immediate work and \$0 refit—fine as a placeholder, but it leaves no cushion.

6. FINAL ACQUISITION ASSESSMENT AND RECOMMENDATION

NAVOPLAN recommendation (advisory)

NAVOPLAN recommends you continue evaluating this Leopard 58 as a serious candidate, but treat the current economics as “promising outline, not yet dependable,” and prioritize (1) resolving the financing/cash-at-close representation and (2) obtaining real condition evidence (survey + records) before you rely on the five-year number as a true ownership plan.

Why this recommendation is reasonable (the strongest reasons in favor)

- **The modeled steady-state cruising cash requirement is modest once acquired:** the projection shows **\$47,966.56/year** in a “normal” operating year (including health, food, other lifestyle, and the currently entered annual loan payment). If your real-world operating pattern matches your worksheet assumptions, that burn rate can support a sustainable plan.
- **Large-cat liveaboard utility is a known strength:** the listing describes a five-cabin/four-head layout and an entertainment-oriented flybridge. If your mission includes guests/family time aboard, that platform size is aligned with comfort and usability—assuming condition and systems support it.
- **The acquisition price is explicitly recorded and the forecast is coherent in the operating years:** while the acquisition-year handling needs refinement, the 2027–2031 annual breakdown is internally consistent (the nine operating expense components sum cleanly to the annual vessel operating budget).

The countervailing risks (what could change the answer fastest)

- **Financing may be double-counted:** the model currently includes the full \$1,200,000 purchase as 2026 cash outlay *and* includes annual financing payments afterward. If you finance, your “cash-at-close” could be far lower than \$1.208M—but if you do not finance, your annual payment line should be removed. Until that is reconciled, the plan is directionally useful but not yet something to bet your liquidity on.
- **Condition is unverified in this case file:** there are no survey documents or findings provided. With immediate work budgeted at \$0, your first-year cash plan has no cushion for the very normal realities of commissioning a complex cruising cat.
- **Replacement scheduling is effectively blank:** the absence of due-year data means no major replacements appear in the five-year horizon. That tends to create a “too smooth” forecast that can surprise you later with clustered high-cost years.

The specific missing evidence (or changed assumptions) most likely to alter this recommendation

- **A clarified closing/financing structure:** confirming whether this is a cash purchase or financed purchase (and representing it correctly) will materially change the acquisition-year requirement and the meaning of the \$1,447,832.80 five-year cumulative cash figure.

- **A professional pre-purchase survey and records review:** even a generally positive survey typically generates a punch list that becomes your real commissioning budget. That list (and any findings affecting safety, propulsion reliability, or water ingress risk) can swing both price negotiation and “go-forward” appetite.
- **Real dockage and insurance indications for your cruising grounds:** for a 58' / 27.8' beam cat, those two costs can shift substantially depending on where you actually base the boat and how you cruise.

A reasonable alternative path (and the tradeoff)

If you want a **more predictable first-year ownership experience**, a prudent alternative is to broaden your search to candidates that already come with a **recent, transferrable survey package and documented maintenance records**, even if the asking price is slightly higher. The tradeoff is that you may pay more upfront (or lose the “rare find” timing advantage), but you often gain a tighter commissioning budget and fewer calendar surprises—especially valuable when you’re trying to launch a cruising plan on schedule.

Final assessment: On paper, this Leopard 58 looks like a promising platform whose “steady-state” annual cash burn could be manageable for your stated lifestyle inputs—but right now the deal’s financial clarity hinges on correcting the financing/cash-at-close treatment and replacing “\$0 immediate work” with real inspection-based scope. If you address those two items early, you’ll quickly learn whether this is a straightforward purchase at the accepted price or a candidate that needs price/terms to match the true commissioning and operating reality. The final acquisition decision rests with the captain.