

Timothy Simms A.M.S

SAMS Marine Surveyor

Martin County, FL
561-676-6990

22-986564

Report of Survey

Kady Krogan 42

24 January 2022



SURVEY INFORMATION:

Name of Vessel:xxxx
Vessel: 1981 Kady Krogan
Buyer: XXXXXX
Purpose of survey: pre-purchase
In Attendance: surveyor & seller

Date of Survey Inspection: 24 January 2022
Owner/Seller: xxxx
Address: xxxxxxxx
By Request of: buyer

Scope of Survey Inspection

This survey was conducted by means of visual and aural inspection and non-destructive testing, such as “tapping” a laminate and listening for acoustic anomalies. (a.k.a. “percussion testing.”) (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.) Electronic, electrical, mechanical and other equipment was energized or activated if possible, and observed in operation. Any damage, malfunctions or deficiencies are described in the “**RECOMMENDATIONS**” and “**NOTES**” sections of this report.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials. Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks. Propeller shafts and rudder stocks were not sighted where they pass through the glands, Pedro hoses, logs, rudder ports and cutlass bearings; surveyor cannot speak as to their condition.

This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engines and generator were operated during survey. Engine zincs were not removed, fluid samples were taken. Compression testing was not conducted. No determination of stability characteristics has been made and no opinion is expressed with respect thereto.

CITATIONS: The following publications have been used as guidelines in conducting this survey:

- USCG Minimum Equipment Requirements for Recreational Vessels
- The mandatory standards of the Code of Federal Regulations (CFR) Title 33 and Title 46, and Title 49 Sec.180.209 (Propane tank) 49 CFR 173.34 (CNG tank)
- The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). Note that new NFPA or ABYC standards may have gone into effect since this vessel was built. Some of these standards have significant impact on personal or vessel safety, and are cited herein.

Survey condition definitions:

Excellent (Bristol) – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

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Very Good –Exceeds average condition, with extra equipment and/or well maintained. Slight repairs may be required.

Good (average) – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

Serviceable: Noticeably used but still fit for its intended purpose

Fair–One step below good or average and requires additional maintenance and repairs to bring into average condition.

Poor–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

SURVEY CONDITIONS:

-Weather: Sunny 60°F

-**Surveyed Afloat:** on 24 January 2022 at XXXXXXXX, Daytona Beach, FL

-***Surveyed Hauled:** on December 9 at XXXXXXXXXXXX Daytona Beach, FL

*Surveyor inspected wetted surface and underwater appurtenances 6 weeks prior to survey- The wetted surface and running gear are in good condition- no significant issues were noted-

-The vessel was seatrialed on the Halifax River ICW for a period of approximately 30 minutes. At that time a maximum of 2100 RPM and 9 knots was maintained for approximately five minutes, after which the vessel was operated at various rpms and performed as general usage would demand. Observed cruising speed is approx. 7 knots at 1800 RPM.

VESSEL INFORMATION:

This vessel is a 1981, single engine diesel inboard outboard trawler, of round bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with pilothouse and flybridge helm steering and engine controls.

This vessel is considered of suitable type for North American Oceans and similar waters with respect to seasonal weather, conditions and fuel range.

-**Builder:** Chien Hwa Boat Mfg. Ltd. -**At:** Taiwan -**Year:** 1981

-**Type/Model:** Kady Krogan 42 -**Accommodations:** sleeps 4

-**Hull ID No:** XXXXXXXXXXXXX1 (sighted)

-**Color:** fighting lady yellow -**Trim:** white

-**Off. No.:**XXXXXXXX (sighted) -**Hailing Port:** XXXXXXXX XXXX XX

-The hull was properly labeled with the name and homeport on the transom.

DIMENSIONS:

-Doc. Length: 42.3 **Breadth:** 15.0 **Depth:** 7.0 **Tonnage:** 29 gross, 23 net (USCG Doc Cert.)
-LOA: 42'4" **LWL:** 39'2" **Draft:** 4'7"

-Displacement: 39,500 lbs. (Bucvalupro.com)

Vessel Documentation Report
Courtesy of MarineTitle.com

TERMS & CONDITIONS: The information provided here is derived from various governmental, industry, and private resources. Such data is not always current and may be subject to errors, omissions, or inaccuracies. We accept no responsibility or liability whatsoever from usage of this report. Please visit the 'Terms Of Use' link on our website for additional information.

OFFICIAL NUMBER: XXXXX
HULL NUMBER: XXXXX
IMO NUMBER:
VESSEL NAME: XXXXXXXX
HAILING PORT: XXXXXXXX
YEAR BUILT: 1981
LENGTH - FEET: 42.3
BREADTH - FEET: 15.0
DEPTH - FEET: 7.0
GROSS TONS: 29
NET TONS: 23
SELF PROPELLED: Yes

PROPULSION TYPE: UNSPECIFIED
HULL MATERIAL: FRP (Fiberglass)
HULL CONFIGURATION: Monohull
HULL SHAPE: Ship
SERVICE TYPE: Recreational
CERTIFICATE ISSUED: XXXXX
CERTIFICATE EXPIRES: XXXXX
CERTIFICATE STATUS: Valid
ENDORSEMENTS: Recreation
BUILDER: CHIEN HWA BOAT MFG & IND
HULL BUILT: TAIPEI, TAIWAN
VESSEL COMPLETED:

CONSTRUCTION:

- Primary Material:** Fiberglass reinforced plastic **-Fastenings:** fiberglass & resin
- Structure:** the vessel has FRP longitudinal & transverse stringers, and wooden bulkheads located throughout, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.
- Hull-to-deck joint:** flanged hull-to-deck joint bonded with mechanical fasteners and adhesive. Condition: minimally sighted, believed to be good
- Decking:** cored FRP with non-skid texturing Condition: good
- Swim step:** Bolt-on stainless & teak Condition: fair

INTERIOR:

- Decking/flooring:** parquet Condition: good
- Overhead:** wood Condition: good
- Windows/Ports:** Condition: good, with no apparent leakage

THROUGH HULL FITTINGS:

- Valve type:** (5) cast bronze ¼ -turn ball type at or below waterline
Condition: Serviceable Operated and found in working order.
Some green patina/oxidation noted
- Hoses appear to be in good condition and adequately clamped where they were attached to the through hull fittings unless otherwise described in **recommendations** or **notes** towards the end of this report.*

NAVIGATION EQUIPMENT:

- Compass:** (1) spherical 6” Danforth (pilothouse). 3” Ritchie (bridge)
- Colregs Nav. Lights:** LED in like new condition
- VHF radio:** Uniden ES UM 625C Condition: good
- **Combination nav. instruments**
 - Raymarine E120 (pilothouse) Condition: serviceable
 - Raymarine E80 combination nav. instrument (bridge) Condition: serviceable
- Radar:** Raymarine with Raydome Condition: serviceable
- Autopilot:** Simrad AP20 autopilot Condition: serviceable
- Spotlight:** (2) Remote-operated Condition: good, lights up (stbd. lights up/down function inoperative)
- Misc. Instruments:** Raymarine ST60 wind instrument (bridge) Condition: serviceable

MACHINERY:

- The engine was operated during survey.*
- From external examination, the engines and the equipment in the engine room appear to be in good condition.*
- Pumps, ventilation, and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.

-Engine: (1) American Diesel Corp. Model: 6N140, Serial#: E2664

Cooling: fresh water cooled

Type: diesel, 6-cylinder, 4-cycle Rated HP: 140

Oil: appearance & level good (see rec #1)

Foundation & mounts: appear serviceable Hoses/clamps: good

Exhaust: wet riser Double clamped: yes

-Analog engine hour meter shows 01211.5 hours



-Fuel filters: (3) (1 engine, 1 polisher, 1 generator) Racor (1)-2m & (1)-10m, (1)- not determined

Condition: good

-Drive: inboard, direct drive, (1) Borg-Warner Velvet Drive marine gear

Oil : appearance & level good

Ratio: not determined Serial No.: illegible unable to observe

-Engine Controls: single-lever cable, Morse Controls

Locations: Flybridge and pilothouse Condition: serviceable

-Engine alarm: yes, operational

-Panel Instrumentation: analog (1) each pilothouse & bridge - tachometer, water temp, oil pressure, volts Condition: serviceable, operational

-Pumps: Electric: (3) bilge, (1) fresh water, (1) shower sump, (2) Vacuflush,

(1) saltwater washdown (1) bellows holding tank discharge

Condition: serviceable, unless otherwise noted in notes or recommendations

-Engine Room Ventilation: natural & blower

-Bilge cleanliness: serviceable (floor discoloration, scratching/scuffing due to age noted)

- Bronze sea strainers:** (3) engine, generator, air-cond./refrigerator
Condition: good, minor amount of green patina
- Propeller shaft & gland:** stainless steel 2" shaft w/ PSS dripless gland
Condition: serviceable- some minor surface rust noted
- Rudder gland:** Condition: serviceable
- Steering:** Vetus, hydraulic Condition: good
- Oil Change System:** yes, make/model not determined, not tested
- Bow thruster:** American bow thruster- 24V 10" blade Condition: serviceable, operative

HULL BOTTOM:

- Anodes:** new- changed during wetted surface inspection 12/2/2021
- Propeller:** (2) bronze, 4-blade, size not determined Condition: fair- 2 of 4 blades chipped
- **Exterior prop shaft:** 2" stainless steel Condition: serviceable where sighted –
- Rudder:** (1) bronze, spade Condition: serviceable
- Rudder port:** Condition: serviceable, minor play
- Cutlass bearings:** Condition: serviceable, minor play noted
- Bottom paint condition:** serviceable (see notes)

ELECTRICAL SYSTEM:

The following is in reference to ABYC E-10 and E-11 recommendations:

- Circuits appear to have proper circuit protection with circuit breakers labeled.*
- Breaker distribution panels:** (1) 12VDC, 120VAC shore/generator Condition: good
- Shore Power Connection:** (2) 30 amp , exterior cabin stbd. Condition: good
- The AC panel has a main switch, an analog amp and volt meters a polarity indicator and an operational power indicator lights digital analog voltmeter and ammeter, and operational power indicator.*
- The DC panel has a main switch and analog voltmeter and ammeter.*
- Batteries:** (1) 12V 8D engine starting, (1) 12V, groupm27, gen. starting
(4) 8D, 330 amp hour for house use
- Dates:** all purchased in 2021 except main engine starting battery is 2020
(internal condition of batteries unknown)
- Batteries are secured, ventilated, contained, and terminals are covered.*
- Batteries have main switches located in the engine room.*
- Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.*
- Bonding wires and connections appear to be intact.*
- Wiring is non-metallic sheathed copper.*
- GFCI outlets are installed in most all required places and have been tested. (see recs).*
- Galvanic isolator was sighted.*

- Charger/inverter:** Magna Sine 2800 watt, 125 amp Condition: appears good
- Auxillary generation:** (1) 120 amp Balmar engine mounted alternator Condition: good
- Solar:** (3) Canadian Solar mono crystalline panels, 320 watts ea. Condition: appear good
(1) Victron Energy MPPT 150/70 amp smart controller Condition: appears good
- Generator:** (1) Fisor, 8KW/120V
Model: K-3 Serial No.: xxxxx
Engine: diesel, 3-cylinder, 4-stroke Analog hour meter shows **234.3 hours**
The generator was load tested for approx. 30 minutes while underway. No issues noted

TANKS AND HEADS:

- Tank deck fill fittings are new and properly labeled, cabin side decks, port/stbd.*
- Liquid leakage above the tank level cannot be detected in slack tanks.*
- Fuel tanks are covered in insulation material and are not fully accessible for inspection, and surveyor cannot speak as to their condition, but they do not appear to leak at this time.*

- Fuel tanks:** (2) fiberglass Capacity: 700 gallons total (owner reported)
Located: engine room port / starboard
Vented: to atmosphere Filling Lines: to deck
- Fuel supply plumbing:** fuel lines were all proper USCG type A hose.
- Water tanks:** (2) fiberglass Capacity: 350 gallons total (owner reported)
Located: under under guest head and guest state room
- Holding tanks:** (1) plastic Capacity: 40 gallons total (owner reported)
Located: engine room port side
- Heads:** (2) Vacuflush marine sanitation devices (**see recs**)
- Other Tanks:** (1) 6-gallon Raritan, electric/engine heated water heater
Located: engine room stbd.

GROUND TACKLE:

- **Primary anchor:** Rocna 33, stowed on bow, with 200' ft 3/8" chain rode
length of chain and line in rode unknown, appears to be adequate
Bitter end: not observed (**see notes**)
- Spare anchor:** Danforth, with 50'ft of chain and 250'ft, 3/4" nylon rode, appears adequate
- Windlass:** Lewmar electric horizontal anchor winch with gypsy
Condition: serviceable, port foot control cover damaged.
- Anchor sprit:** teak with double bronze rollers Condition: serviceable

GALLEY EQUIPMENT:

- Stove:** Force 10- 3-burner electric Condition: serviceable
Area Protected: adequate clearance Shutoff Solenoid: yes
- Refrigeration:** built-in Technicold AC/110V refrigerator / freezer Condition: good
- Sink:** Stainless steel single Condition: good

SAFETY & POLLUTION:

- Portable Fire Extinguishers:** (5) non-rechargeable BI Test Date: 2013 & 2012 (see recs)
Mounted conspicuously: yes, in galley, salon, master & guest cabins, pilothouse
- Fixed System:** Halon 1301 Test Date: expired (see recs) Covering: engine space
Release: automatic Condition: appears good, needs service
- Fixed fire extinguishing systems must be inspected monthly per ABYC A-4 Ap.6.2 and serviced and tagged annually, per ABYC A-4 Ap.6.3.**
- The following pertains to the handheld dry chemical fire extinguishers onboard.**
- They must be conspicuously installed, and located as described in ABYC 4.6.3**
- They must be inspected monthly per ABYC A-4 Ap.5.4.1.**
- They must be serviced annually per ABYC A-4 Ap.5.4.2.**
- Rechargeable extinguishers must be recharged or replaced after discharge, or each 6 years per NFPA 10/7.3.3.1.**

- Stanchions/lifelines:** Foredeck: Stainless steel stanchions with (2) course coated stainless steel lifelines Condition: serviceable
- Safety railing:** Bridge: stainless steel handrails, deck grabrails and bow pulpit
Condition: serviceable

- Personal Flotation Devices:**
Throwable: (1) life ring, Condition: good Stowed near companionway
Wearable: (6) adult II, (3) adult V, need new charging canisters (see recs)

- Life Rafts & EPIRBS:** No life raft or EPIRB was carried or required
Recommended prior to commencing any voyage exceeding 20NM from a port of refuge.
- Distress Signal Kit:** yes Expiration: September 2024
- Horn / Sound Signal:** yes, twin electric Condition: reported new
- First Aid Kit:** Carrying a first aid kit is suggested, but not required. There was none on board.
- Oil placard:** yes
- Garbage placard:** (MARPOL Annex V) placard present: yes no (see recs)
- Escape hatch:** (1) wood, over master Condition: serviceable
- Smoke/CO detectors:** yes, both
Mounted: in galley flybridge fwd aft mid closet pilothouse salon cockpit

TENDERS:

- Dinghy:** 1999, 9'foot Caribe rigid inflatable, Hull ID no. EMD9X005B999, Reg#: FL 5960 KG
with Yamaha model: 8SD/ 2-stroke 8 HP engine, serial #: 041973
Condition: Dinghy, serviceable Engine: appears fair, not tested
- Davit:** mast & boom with 2 new electric motors & cable Condition: mast/boom serviceable

ENTERTAINMENT ELECTRONICS:

- Samsung 40" flatscreen w/ Bose sound Bar Condition: good
- Shakespeare TV antenna Condition: TV reception operable
- Sony Blu-Ray DVD Condition: good

In addition to the above listed equipment, the vessel is also fitted with:

- Magma BBQ grill
- French companionway door
- Transom door
- Splendide 2100 washer/dryer combo
- Shade cloth window screens
- Salon window blinds
- (2) Recliners
- Loud hailer (2 way)
- (2) Cruise-air air-cond. Units
- Hi-lo pilothouse doors, port & stbd.
- Stainless steel & teak flybridge ladder
- Exterior seat cushions, bridge & foredeck
- Overhead LED deck lights, port & starboard
- Aft deck shower, port

OPERATIONAL TESTS:

No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. "Yes" items listed in this report were tested for proper operation at time of survey ONLY. Surveyor's report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.

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VHF – yes	Bow thruster – yes
Bilge pumps – yes	Davit motors– yes
Horn – yes	Check for window leaks? – yes
Machinery space blower – yes	Check for hatch leaks? – yes
Anchor winch – yes	Entertainment electronics– yes
Navigation lights – yes	Stove – yes
Cabin lights – yes	Refrigerator – yes
Exterior lights – yes	Water heater – yes
Remote operated spotlight – yes	Washer/dryer – yes
Air conditioning – yes	Head flush – yes
GPS – yes	Accessible through-hull valves – yes
Radar – yes	Shower sump pumps – yes
Depth sounder – yes	Electric fresh water pump – yes
Autopilot – yes	

NOTES, SUGGESTIONS AND RECOMMENDATIONS:

-The vessel's overall condition is **very good**, as described below:

Very Good –Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.

-Housekeeping and general appearance are **very good**.

-The vessel is normally equipped for her size and type.

-The hull topsides & weather deck has small areas of scratching scuffing and small gelcoat nicks and chipping.

-The topsides have several small to medium sized blisters, port & starboard

-The topsides and deck appear to be in good structural condition.

-The deck was percussion tested with a phenolic hammer-with no soft deck noted

* pilothouse roof, immediately forward of the flybridge helm station(port side) has an area of soft deck approx.. 3'x3'.

- The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (*Note that the hull bottom cannot be tested in the way of the lifting slings.*)

-From examination afloat and hauled of accessible areas, this survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains. However, it should be appreciated that given the nature of materials, dismantling may reveal deterioration.

With recommendations complied with this vessel is suitable for its' intended purpose of near costal recreational cruising.

<u>VALUES:</u>	MARKET:	\$225,000.00
	REPLACEMENT:	\$1,250,000.00

VALUATIONS ARE THE OPINION OF THE SURVEYOR, AND ARE INTENDED TO BE USED FOR INSURANCE OR FINANCING PURPOSES ONLY; THEY ARE NOT INTENDED TO INFLUENCE THE PURCHASE OR PURCHASE PRICE OF THE SUBJECT VESSEL. The surveyor has no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards.

NOTES and DEFICIENCIES:

1. In the event that shore water pressure is utilized on the vessel, it is suggested that the fresh water at the dock be turned off and the hose removed from the vessel when the vessel is not attended.
2. Hoses on all systems were of the required type and in good condition where visible, unless noted in the recommendations.
3. The holding tank discharge pump and through-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.
4. The bitter end of the anchor rode should be verified as being connected to the vessel.

SUGGESTED UPGRADES:

1. Surveyor suggests that the engines should be professionally surveyed by a qualified marine engine technician.
2. Oil absorbent pads should be placed in the bilge under main engines.
3. A set of soft wood plugs should be maintained on board to plug any damaged through hull fittings in an emergency.
4. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.

RECOMMENDATIONS:

1. **The port side of engine has a small oil leak. Diagnose and repair (seller reports valve cover gasket is on order).**
2. **A high water alarm should be installed in the interest of safety.**
3. **There is a small amount of oil in the engine room bilge. (Note: The Federal Water Pollution Act provides for stiff fines and/or imprisonment for ANY discharge of oil that causes a sheen, emulsion or sludge on or below the surface of the water, and the USCG is VERY actively enforcing these regulations.) The source of any leakage should be determined and repaired. The bilge must be cleaned of any oil before operating the bilge pumps.**
4. **Tubular gauge glasses, if fitted to diesel fuel tanks, must be of heat resistant materials, adequately protected from mechanical damage.**
5. **The MSD overboard discharge valve was found to be in need of a locking mechanism (zip tied handle in closed position is acceptable) Comply with CFR 33 CFR 159.7**
6. **The vessels swim step support brackets appear moderately corroded. Inspect and replace if deemed necessary.**
7. **Propane tanks must be rigidly secured against movement per NFPA 302 section 6-5.12 recommendations.**
8. **Handheld fire extinguishers currently aboard (plus the fixed engine room system) appear to exceed service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.**
9. **A throwable flotation device (type IV PFD) must be onboard to comply with 33CFR175.15.**

10. A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over.
11. A means of unassisted reboarding shall be provided on all boats. The reboarding means shall be accessible to, and deployable by the person in the water per ABYC H-41.10.1
12. Title 33 CFR 151.57 requires all oceangoing vessels 40 feet or more in length equipped with a galley and berthing to have a written waste management plan.

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is **not a warranty** of the condition of the vessel or its hull or machinery.

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS ACCREDITED MARINE SURVEYOR" around the perimeter and "A.M.S." in the center. The signature is stylized and overlaps the seal.

Capt. Timothy W. Simms
USCG 100 Ton Master
SAMS Accredited Marine Surveyor #1288

twS 1/24/22

THE FOLLOWING PAGES ARE PHOTOGRAPHS ONLY

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Kady Krogan 42

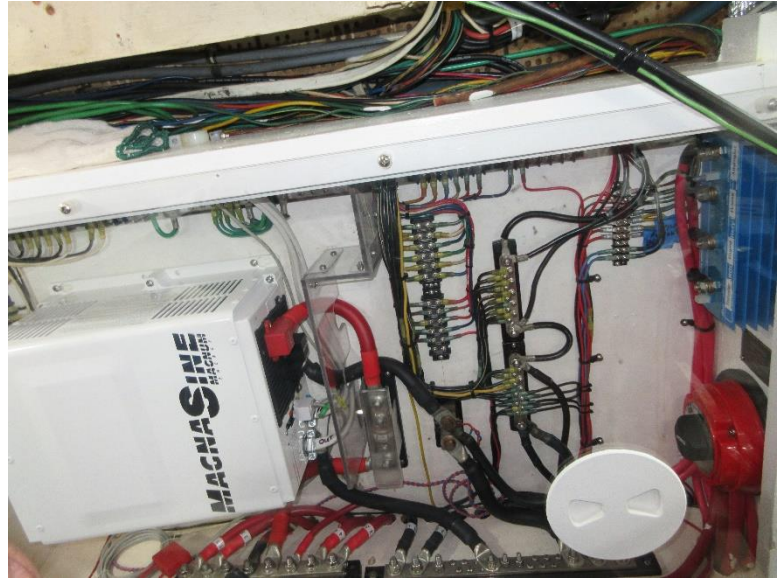
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KROGEN 42' INFORMATION
(Answers to often asked questions)

GENERAL

LOA -----	-----	42' 4"
LWL -----	-----	39' 2"
Beam -----	-----	15' 0"
Beam over guard rails -----	-----	15' 10"
Draft -----	-----	4' 7"
Bridge clearance mast up -----	-----	22' 9"
Bridge clearance mast down -----	-----	14' 0"
Displacement (1/2 load) -----	-----	40,000 lbs
Shipping height (plus cradle) -----	-----	17' 6"
Shipping beam -----	-----	15' 10"
Shipping length (no pulpit or swim form) -----	-----	42' 4"
Shipping weight -----	-----	34,000 lbs
Gross tonnage -----	-----	32.9
Net tonnage -----	-----	26.3
Engine room volume -----	-----	550 cu. ft.
Living area (wide body) -----	-----	514 sq ft.
Ballast -----	-----	2500 lbs

HYDROSTATIC DATA

Kady Krogan 42

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