

KIMBERLY ANN - KROGEN



Builder: [KROGEN](#)

LOA: 48' 0" (14.63 m)

Year Built: 2008

Beam: 17' 0" (5.28 m)

Model: 48 Widebody

Min Draft: 16' 5" (5 m)

Price: \$839,000 USD Subject to change.

Cruising Speed: 7 Knots (8.06 MPH)

[See full listing on our website](#)

Location: Charleston, United States

Max Speed: 9 Knots (10.36 MPH)

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OVERVIEW

KIMBERLY ANN is a 48' Krogen North Sea Widebody distinguished by a rare and highly desirable three-stateroom, two-head arrangement, presenting the newest example currently offered in this three-cabin configuration. This uncommon layout brings an extra level of flexibility beyond the more common two-stateroom plans, adding two additional berths ideal for family, guests, or crew, and when sleeping quarters are not required the cabin converts effortlessly into neatly organized storage, a craft or office nook, or a convenient repository for luggage and oversized cruising equipment — all without diminishing the comfort of the starboard guest stateroom. Thoughtfully configured for modern cruising life, the interior enhances liveaboard comfort and everyday practicality, making KIMBERLY ANN an elegant and capable long-range trawler yacht for extended passagemaking or entertaining larger parties aboard. She has enjoyed conscientious care through three devoted owners: her original custodians outfitted her for full-time Caribbean bluewater cruising and maintained exacting standards, the second owners extended her cruising grounds along the Atlantic seaboard, through the Florida Keys and into the Bahamas while preserving meticulous upkeep, and the current owners have continued that high level of stewardship while enjoying local cruising and gracious entertaining in the Carolinas.

SPECIFICATIONS

Basic Information

Model Year:
2008

Country:
United States

Year Built:
2008

Dimensions

LOA:
48' 0" (14.63 m)

Beam:
17' 0" (5.28 m)

Min Draft:
16' 5" (5 m)

Speed, Capacities and Weight

Cruise Speed:
7 Knots (8.06 MPH)

Water Capacity:
400 Gallons

Max Speed:
9 Knots (10.36 MPH)

Fuel Capacity:
1000 Gallons

Accommodations

Sleeps:
8

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

Manufacturer:

John Deere

Fuel Type:

Diesel

GALLERY

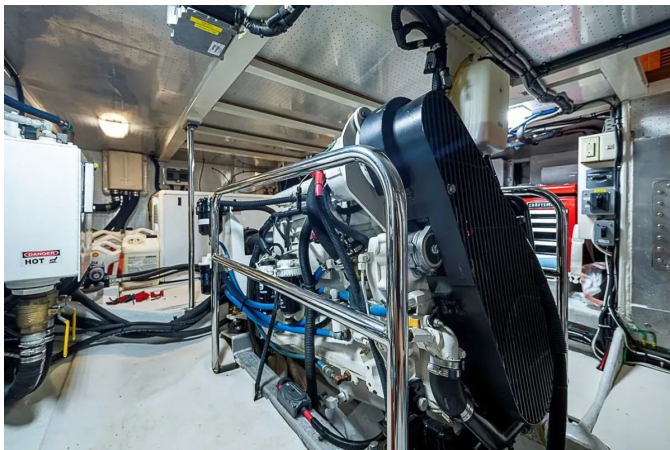














DETAILED DESCRIPTION

Overview

KIMBERLY ANN is a 48-foot Krogen North Sea Widebody presented in the rare and highly desirable three-cabin, two-head arrangement, and she is the newest example on the market offered in this three-cabin layout. That additional cabin provides two extra berths for family, guests, or crew and, when not used for sleeping, converts seamlessly to generous storage, a hobby or office room, or a secure stowage area for luggage and larger cruising gear, all while preserving the full comfort of the starboard guest cabin. The result is a level of onboard livability and flexibility well suited to extended passages or entertaining many guests aboard.

Her ownership history reflects consistent, careful stewardship by three committed owners. The original owners prepared her for full-time Caribbean life and maintained her to very exacting standards. The second owners carried that approach northward, cruising along the Atlantic coast, through the Florida Keys and into the Bahamas, and likewise kept meticulous care. The current owners have continued that tradition while enjoying local cruising and hospitality in the Carolinas.

Designed and equipped for comfortable long-range cruising, KIMBERLY ANN features the uncommon three-cabin, two-head Krogen 48 configuration, TRAC stabilizers and a flopper stopper system for seakeeping, and a John Deere single-engine power package backed up by a Key Power hydraulic get-home system. Confident maneuvering in close quarters is provided by both bow and stern thrusters. Self-sufficiency at anchor is assured by a 1,000 GPD watermaker, a Northern Lights generator and dual inverter/chargers, while onboard systems are simplified with a fuel polishing system and a dedicated oil change system. With a proven cruising record in the Caribbean, the

Bahamas and along the U.S. East Coast, KIMBERLY ANN remains in exceptional condition and is fully ready for extended voyaging.

Construction

Crafted using high grade female tooling, the hull and superstructure are formed with an emphasis on precision and long term durability. The exterior shell is finished with USA made Cook® gelcoat over a hand laid Knytex® fiberglass laminate, while the topsides incorporate a closed cell PVC sandwich core to provide rigidity without unnecessary weight. Beneath the waterline the laminate is solid fiberglass, the first two layers formulated with blister resistant vinylester resin and reinforced with Kevlar® to resist impact and fatigue. The superstructure is built around an end grain balsa core with surface mats to minimize print through, delivering a flawless, enduring finish. Teak on the aft and side decks brings a timeless warmth to the exterior, while the boat deck and foredecks are treated with a GripTex® non skid surface for secure footing. The bulwarks are sculpted with molded plank lines and completed in gelcoat, marrying classic aesthetic cues with contemporary manufacturing. Polyurethane formulated marine sealants are carefully applied at the hull to deck and boat deck joints and around all exterior fittings to ensure lasting watertight integrity. Structural strength carries into the interior through marine grade plywood bulkheads and molded fiberglass hat section stringers, with cabin walls and joinery finished in teak veneer and protected by a refined satin varnish.

Saloon

Light-filled and gracious, the saloon of KIMBERLY ANN is entered from the fully covered aft deck through a pair of aluminum weather tight doors, immediately presenting an atmosphere of refined comfort. The interior

marries classic yacht lines with a warm, airy feel, anchored by a free standing teak hi/low table that adapts effortlessly from intimate dining to lively entertaining, while two Ekorner Stressless chairs provide an invitation to unwind in complete comfort. Fresh air circulates freely through three sliding screened windows, and a Phantom retractable screen across the aft cockpit doors enhances the connection to the outside. Underfoot, custom fitted carpeting cushions each step and lifts away to reveal the rich teak flooring that runs throughout the interior. As the final 48 foot yacht produced with the traditional molded headliner and teak accents, KIMBERLY ANN preserves the authentic craftsmanship and interior character that define a true classic.

Galley

Nestled just forward of the saloon on the starboard side, the U-shaped galley is appointed with stainless-steel appliances and generous granite worktops that transform meal preparation into an effortless pleasure. A sliding window with screen fills the space with natural light and provides ventilation, while directly opposite a teak bookcase that doubles as a bar, finished with a matching granite countertop, is accompanied by a 12-inch round opening portlight with screen. Equipment includes a GE 16-cubic-foot stainless-steel refrigerator/freezer, a GE microwave/convection oven vented to the exterior, a Force 10 three-burner propane range with sea rails, a Miele dishwasher and a Raritan ice maker, all supported by a Seagull water filtration system supplying both the ice maker and the galley sink.

Master stateroom

The master stateroom is centered around a queen-sized island berth with generous under-bed storage, accompanied by three hanging lockers and ample drawer capacity. Exceptional headroom reinforces an open, airy

atmosphere, while four screened opening portlights and two large overhead hatches flood the cabin with daylight and allow a gentle sea-breeze to circulate. The deliberate omission of spray rails and chines forward contributes to quietly restful nights at anchor. The ensuite is thoughtfully appointed with a separate stall shower, a Sealand VacuFlush freshwater head, a vanity finished with a granite countertop, and two opening portlights with screens.

Starboard guest stateroom

The starboard guest stateroom presents a full-sized fore-and-aft fixed berth paired with a fold-down Pullman to expand sleeping accommodations, while a cleverly integrated fold-down desk creates a private work surface when required; generous storage is provided by a chest of drawers, practical under-berth compartments, an overhead bookshelf and a dedicated hanging locker, and ventilation and natural light are delivered through two opening portlights fitted with screens.

Port Guest Stateroom

On the three-stateroom KIMBERLY ANN, the port guest stateroom is a purpose-designed retreat for overnight comfort. The cabin is fitted with upper and lower berths, generous drawer storage and a hanging locker, while two opening portlights suffuse the space with natural light and welcome refreshing sea breezes.

Guest head

Situated to starboard, the guest head is appointed with a separate stall shower and a Sealand VacuFlush freshwater head. A granite-topped vanity provides an elegant surface for grooming, while an opening portlight fitted with a screen

admits natural light and gentle ventilation.

Pilothouse

The raised pilothouse on KIMBERLY ANN offers an elevated vantage and a commanding presence that are the hallmarks of this trawler style, yet it has been designed for far more than simply steering: it invites leisurely mornings with coffee, informal dining and relaxed conversation while framed by sweeping views. An L-shaped settee affords an exceptional outlook and comfortable dining while underway, and it easily converts into a double berth for overnight guests or a spacious single watch berth on long passages. The helm is appointed with a Pompanette Platinum Series leather captain's chair, a dedicated electronics station, expansive North Sea angled windows and excellent sightlines, combining to form a refined and highly functional command center for captain and crew. Generous natural ventilation is provided by Dutch aluminum weather-tight doors to port and starboard, overhead screened hatches, opening side windows with screens and two screened portlights.

Electronics

Every navigation and monitoring function aboard KIMBERLY ANN is woven into a single NMEA 2000 architecture, centered on Furuno NavNet 3D and sophisticated Maretron monitoring software to provide effortless situational awareness from the pilothouse to the flybridge. The helm is appointed with three custom 19" inch rimless "Glass Bridge" displays presenting a unified Furuno navigation suite driven by the NavNet 3D black box and HUB 101. Precision sensors feed the system, including a Furuno DFF1 depth sounder, FA 50 two way AIS and a GP 320B GPS receiver, while long range detection is delivered by the Furuno NavNet 3D Ultra High Definition six kilowatt,

four foot open array radar. Dual heading references from a Furuno PG 700 and a Simrad RC 42 ensure unwavering course data, and hands free steering is provided by a Simrad AP28 autopilot with a remote for bow control. Engine room visibility and deck awareness are enhanced by two engine room cameras and a day/night aft deck camera, all fully networked on the NMEA 2000 backbone.

Communications and vessel management systems are equally refined and redundant. Two Standard Horizon GX5000S VHF radios, each supported by remote microphones on the flybridge, are complemented by a Standard Horizon VLH 3000 hailer/horn for clear external announcements. The Maretron NMEA 2000 monitoring and display suite is hosted on a dedicated Windows PC—new in 2025—with a backup battery pack, running Maretron N2K Server and Client and interfaced via a Maretron IPG100 HUB.

Environmental and engine telemetry are captured by an Airmar WS 220WX weather station, a Maretron J2K100 John Deere main engine monitor, an Airmar DST200 NMEA 2000 depth/speed/temperature sensor and a Maretron rudder angle monitor. Night and auxiliary radar capability come from an ACR RCL 100D spotlight with full control and a Furuno DRS4W wireless radar dome, while onboard entertainment and connectivity are handled by a Sonos 250 watt amplifier driving pilothouse speakers and a Wi-Fi system with router for dependable networking.

The flybridge mirrors this integration with a Furuno NavNet MFD12 chartplotter displaying the full suite of Furuno system data and tied into the Furuno hub and the NMEA 2000 network so radar, engine and depth information are instantly accessible. Redundancy features include a backup GP 320B GPS receiver and a Simrad AP24 autopilot for precise steering topside, duplicated spotlight controls for convenience, and an ACR EPIRB RLB 36 Category One unit to complete an impeccably integrated electronics and communications package engineered for confident passagemaking.

Engine room and mechanical

At the core of the engineering spaces sits a Tier II John Deere 6068 TFM producing 201 hp at 2,600 rpm, coupled to a Twin Disc 3.0:1 ratio gear and showing 6,550 hours on the clock; a Key Power hydraulic get-home drive provides redundancy and can be operated manually from the engine room. Vessel motion is controlled by ABT TRAC digital hydraulic stabilizers, while close-quarters handling is assured by an ABT hydraulic bow thruster and a Side-Power electric stern thruster, each fitted with controls at both the pilothouse and the flybridge.

Fuel delivery is protected by dual Racor filters with a vacuum gauge and polished by an ESI fuel polishing system, feeding a driveline centered on a 2" Aquamet shaft and sealed with a Tides dripless shaft seal replaced in 2025, with two spare seals stored in the shaft carrier. Propulsion hardware includes a four-bladed bronze propeller, 32" in diameter with a 21" pitch, paired with a Spurs line cutter and a stainless-steel rudder guarded by a shoe. Safety and service systems are comprehensive: four bilge pumps rated at 2,000 gph each, a high-water bilge alarm with an exterior sounder, Hynautic hydraulic steering and Hynautic hydraulic engine controls at two stations, a Reverso oil change system, and an automatic fire suppression system. Freshwater independence is provided by a Spectra "Newport" 1000 gpd watermaker, currently pickled, with the membrane likely requiring replacement by the buyer.

Electrical

The electrical installation aboard KIMBERLY ANN has been comprehensively reworked to provide seamless power management, efficient charging and extended battery longevity in every cruising condition. At the centre of the system is a Northern Lights 12kW generator, complete with PTO, sound shield and Racor filter, currently showing 3,560 hours, and supplemented by a robust

Balmar 270-amp alternator to ensure vigorous battery replenishment while underway. Electrical storage is anchored by a Lifeline GPL-16T house battery bank, installed in 2024 and delivering 1,200 amp-hours of capacity, with dedicated Lifeline GPL-8DL and GPL-4DL units reserved for engine and generator starting respectively. Conversion and charging duties are carried out by two Magnum MS2812 inverter/chargers that operate independently for inverter functions yet may be combined to accelerate charging, while system status is monitored through a Maretron DCM100 battery monitor alongside two Magnum ME-BMK battery monitoring kits. Automated start and shore-power safeguards are provided by a Magnum ME-AGS-N automatic generator start module, a Newmar GI50 galvanic isolator and an Acme Electric isolation transformer, and convenient shore-cord handling is made effortless by a Glendinning Cablemaster.

Additional components

The yacht is appointed for comfort and confidence, beginning with a four-zone CruiseAir® DX reverse-cycle air conditioning system and a GE Spacemaker washer/dryer, complemented by a dockside water pressure regulator and two Headhunter Mach 5 120V freshwater pumps that feed a Raritan 20-gallon water heater. On deck, practical luxury continues with a transom hot/cold freshwater shower and a MarQuipt Tenderlift Classic 1000 hydraulic power rotating davit for effortless tender handling, while ground tackle is secured by both a Rocna 88 lb anchor and a Delta Fast Set 88 lb anchor, operated by a Maxwell 2200 anchor windlass with wildcat and gypsy and accessed through a Freeman foredeck chain locker hatch, with a raw-water anchor washdown available. Sea-keeping is improved with a Flopper Stopper, and thoughtful storage solutions include a locking lazarette fitted with custom shelving and fishing rod holders; protective canvas covers for the bow seating and flybridge; a built-in safe; and full Coast Guard safety equipment. For additional reliability,

a backup electric cooling pump provides redundancy for the hydraulic systems. Recent maintenance and cosmetic work reflect careful ownership: the cutlass bearing on the main shaft was serviced and replaced in December 2025, fresh bottom paint was applied in December 2025, Prop Speed was applied to the running gear in December 2025, an exterior ceramic coating and full detail were completed in December 2025, and the stabilizer seals were serviced in December 2025. Fire suppression systems, including protection for the main engine and the handheld units, carry current certification as of November 2025.

Exclusions

Kindly be advised that the vessel is offered without the owner's personal effects, any artwork, personal tools and the tender; these items are specifically excluded from the sale and will not transfer with ownership.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

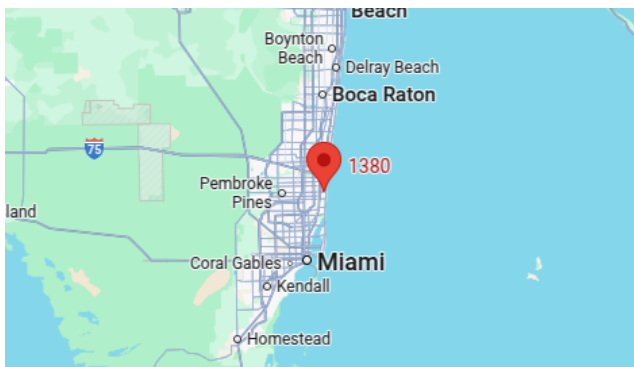
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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