

## Kadey-Krogen 55' Expedition

**S**tarting in the early 90s, Kadey-Krogen built more than two dozen of its 48-foot "Whaleback" trawler, which featured a full-beam saloon and a large, central pilothouse located topside. According to Larry Polster, the company's vice president, this model had something of a cult following, particularly among those who used their Kadey-Krogens for long-distance voyaging.

That, he says, is because this boat offered substantially more interior accommodations than comparably sized models in the line and, therefore, provided enhanced "livability." But, Polster admits, "We weren't entirely pleased with the look of this boat, so we began thinking about a new model that would incorporate the interior room and 360-degree pilothouse of the Whaleback in a passagemaker with more conventional styling."

The result is the 55' Expedition, the tooling for which is now nearing comple-



tion in Taiwan, at the highly respected Asia Harbor Yacht Builders yard that builds all of the Kadey-Krogen trawlers. Polster hopes to commission the first of the new models by the end of 2008, and the 55' Expedition will probably debut at the 2009 Miami boat show.

To my jaundiced eye, naval architect Jimmy Krogen, who did most of the conceptual work on the boat, got its proportions just right. Unlike some so-called "expedition" yachts, this one doesn't look like a skyscraper. Polster says that was intentional: "Some builders stack two levels of superstructure on top of a walk-in engine compartment with, say, 6' 6" of headroom. And their hull is very deep, to accommodate a big single engine.

"To maximize cruising versatility," explains Polster, "we wanted to keep the boat's draft relatively shallow and to limit the height of its superstructure for improved seakeeping ability. That said, the 55 still has about 5' of headroom around each of the two diesels, and there's another 6" in the adjacent machinery space."

Like all the twin-engined Kadey-Krogen trawlers, the new boat incorporates three keels, all reinforced with abrasion- and impact-resistant Kevlar (as is the stem). Each of the skegs to port and starboard is "counter-faired," a company trademark. In Kadey-Krogen's words "[the] trailing end is specially shaped to impart a rotation to the water flowing into the propeller that is contrary to the propeller rotation. This counter-guided flow serves to cancel out propeller-induced rotation, resulting in straighter outflow and improved forward thrust."

In layman's terms, there's a concavity in one side of each skeg. As the associated prop turns, it tries to "rotate" the water, but the flow that's fed to it in the Kadey-Krogen configuration helps to cancel that tendency, so that more of the thrust is directed aft instead of sideways.

The 55' Expedition's interior is clearly and unabashedly designed for couples, and there are several neat features. First and foremost is the broad, semicircular stairway leading up to the pilothouse. Polster says, in fact, that this was the central,

defining element in the layout. "Otherwise enamored owners of the Whaleback complained about the stairs being too steep. So, we created a big stairway that's almost residential in its treads and risers."

As a result, the main hallway is off-center. That takes a small bite out of the starboard office/guestroom, but it's still very spacious at almost 70 square feet and a length of some 10'. Polster says that the convertible settee can be built as either a queen or a double, and he notes that there's plenty of room around either. Moreover, because the office is on the same level as the saloon, it offers lots of light and visibility. ❁

### SPECIFICATIONS

**LOA:** 59'

**Beam:** 18'

**Draft (half load):** 4' 8"

**Displacement (half load):** 82,250 lbs.

**Fuel capacity:** 1,800 gals.

**Power:** Twin 158-hp John Deeres

**Information:** 800-247-1230

[www.kadeykrogen.com](http://www.kadeykrogen.com)