

44 FEET OF GRACE

A Kadey-Krogen Story

By Christine Bynum-Degen

The sound of thousands of gallons of water rushing through wooden slats isn't something most boat owners enjoy hearing. But this day, Bill van Lenthe is relishing one of the few exceptions to this rule, as gears, levers and gravity lower his 44-foot Kadey-Krogen through the IJmuiden Locks and into Holland. Van Lenthe and his crew of four were nearing the end of their 26-day journey across the Atlantic, and the excitement in the salt-filled air was palpable as they once again viewed van Lenthe's place of birth, from where he had emigrated in 1965.

Their adventure, which started in North America, was inspired nearly six years earlier when van Lenthe, on a trip to Portugal, found himself standing at the westernmost tip of Europe, thinking: "Wouldn't it be nice to glide into these western European shores, or perhaps a port in Holland, on my own boat."

It wasn't until he and his wife were completing their 2006 voyage of the American Great Circle loop in their 530 Carver Voyager that his dream began to take shape, when he first set eyes on a Kadey-Krogen. "It was a reasonably low air draft, full-displacement trawler," van Lenthe said. And though the Carver had

served them well, it was not set up for an Atlantic voyage. So the van Lenthés traded in their Carver and in the winter of 2007 they took delivery of the 44 Kadey-Krogen and christened it *Le rêve*, which is French for "the dream."

Preparations now began in earnest from their home in Ontario,



(top L-R) The crew of *Le rêve* led by Bill van Lenthe. The most difficult part of the crossing was enduring inclement weather. The crew faced up to 30-35-knot winds and waves up to 18-feet at times. (bottom L-R) Drenthe is a province of northeast Netherlands and a welcome stop after making the grueling crossing. The picturesque town of Volendam, in North Holland, Netherlands has largely been unchanged since the 17th century.

Canada. Van Lenthe knew that although *Le rêve* was a sturdy boat, it was “a little small for doing that type of trip.” After installing some additional equipment he felt *Le rêve* would be ready for their transatlantic voyage.

The two months preceding the trip were the busiest and not without a few near-misses. First on the list of equipment to be installed was a “get home” engine. Van Lenthe decided on a 2600 rpm, Nanni diesel engine, but became concerned when the delivery was four months late. The engine finally arrived and it was installed in very short order. The Nanni was equipped with its own sail drive and folding prop, so it was truly separate from the main propulsion

system and could be relied upon if anything went wrong with the main engine, drive shaft or propeller. He also installed a larger alternator on the main engine. The original alternator (a 150 amp) would be used strictly for charging the main engine starting battery. The new alternator (a 270 amp) would be responsible for keeping the house bank batteries charged.

Modifications also had to be made in order to hold the additional food they needed for such a long journey. So, van Lenthe installed a 64-quart freezer on the deck, around which he placed an aluminum box that was two and a half inches bigger on all sides than the freezer. He filled the space between the freez-

er and box with Styrofoam insulation, so that once the freezer was chilled to the correct temperature, the Styrofoam insulation made it possible to use minimal power and still keep everything cold.

A Spectra water-maker was installed in the engine room and extra storage boxes were installed on the bridge and in the cockpit, where they could double as seats. Keeping in mind they would be subject to European electricity once they reached Holland, he installed a battery charger that would run on European electricity. This battery charger is hooked up to the house battery bank and keeps these batteries charged whenever electricity is available.



Total days at sea	26
Total hours at sea	612
Total miles	3,885

Crossing Statistics

The crossing from Atlantic Highlands, New Jersey to Ijmuiden, Holland was made in three legs.

Note: 100 nm was added to the trip due to inclement weather causing them to move further south.

Leg 1 Atlantic Highlands, New Jersey, U.S. to Horta on the Island of Faial in the Azores.

Leg 2 Horta to Plymouth, England.

Leg 3 Plymouth to Ijmuiden, Holland.

(L-R) The crew of *Le rêve*, Bill van Lenthe, Eugene Kohlmetz, Mike Lankes, Bern Norfolk and Clyde Honeycutt paint their insignia on a dock in Horta keeping with local tradition.

First-leg Statistics

Total distance	2,150 nm
Total days	16
Total hours at sea	391
Total miles	2,250
Average rpm	1,300
Fuel	681 gals.
Average speed	5.7 knots
Average mpg	3.37

Second-Leg Statistics

(Horta to Plymouth)

Total distance	1,268 nm
Total days	7.5
Total hours at sea	178
Total miles	1,268 nm
Average rpm	1,800
Fuel	524 gals.
Average speed	7.1 knots
Average mpg	2.42

Third-Leg Statistics

(Plymouth to Ijmuiden)

Total days	2.5
Total hours at sea	53
Total miles	367 nm
Average rpm	1,750
Fuel	110 gals.
Average speed	6.9 knots
Average mpg	3.3



Van Lenthe obtained insurance that covered them for an Atlantic crossing. He also purchased flags of every country they would visit as well as a quarantine flag. The quarantine flag would be raised before entering the waters of a foreign country, and once they cleared customs the flag of that country would be raised.

Finally, on June 6, 2008, work and provisioning was complete and van Lenthe and crew, Clyde Honeycutt, Mike Lankes, Bern Norfolk and Eugene Kohlmetz, set sail from Atlantic Highlands, New Jersey.

The first leg of their adventure was the longest: a 16-day cross-Atlantic dash to the Azores. The Azores is a group of nine islands under Portuguese rule; the port of Horta on the island of Faial is the most popular stop for boaters undertaking a transatlantic crossing. Horta is approximately 900 nm from mainland Europe, and it's a good place to stop, refuel and provision before continuing.

From there they continued in a northeasterly direction, toward England. But before they left, in keeping with Horta tradition, they made sure to paint their boat insignia on the dock amid thousands of other insignias from seafaring travelers.

The most difficult part of the crossing was the inclement weather. "We only had about six decent days of weather during the whole trip. The rest was fairly blowy, rainy and foggy; up to 30-to35-knot winds at times and waves up to 18 feet," van Lenthe recalled.

But the continual storm didn't seem to faze *Le rêve*. It glided gracefully, pushed on and stayed on the course that was plotted in the navigational equipment. The crew and van Lenthe were so impressed with the boat's ability to easily handle everything that was thrown at it, that they compared it to a dancer.

The Krogen was not the only dancer among the waves, though. The crew often found themselves in



the company of various types of sea life: pods of porpoises that would play off the bow as well as mola mola (giant ocean sunfish). Just before they made landfall in Horta, a pod of whales was spotted off the bow as if to welcome them to the Azores. These appearances, as well as the ever-changing ocean, did much to keep the voyagers entertained during the often relentlessly stormy days.

They soon found that it would not be all visual delights, though. About halfway through their crossing and after days of not seeing any other

boats, they noticed a sailboat off the starboard side. It looked strange so they altered course to investigate. Upon arriving on scene, they saw the sailboat's mast was broken, the sails were furled up and the rigging was hanging overboard. The cockpit doors were open and the raft was still on the bow untouched. Maneuvering *Le rêve* closer wasn't an option because of the weather and the rigging hanging overboard. The fear that there might still be people on the sailboat who were injured or in need of assistance was so distressing that one of the

Halfway through the crossing the crew came upon a chilling sight, a stranded sailboat with a broken mast and the rigging hanging over the side. One of many beautiful sunsets the crew of *Le rêve* enjoyed while at sea for 26 days. The crew was treated to a Pod of porpoise that enjoyed playing off the bow of the boat.

crew wanted to swim over to the sailboat and check. But this was simply too dangerous. They repeatedly attempted to hail the listing boat by radio and voice, but with no response. Eventually they pulled away and contacted the United States Coast Guard, who informed them that they had already rescued

Provisioning

How do you go to a grocery store when you're thousands of miles from shore? The answer, you don't. Provisioning for an extended trip is no small task. If you forget something there's no running to the grocery store to pick up a few last-minute items.

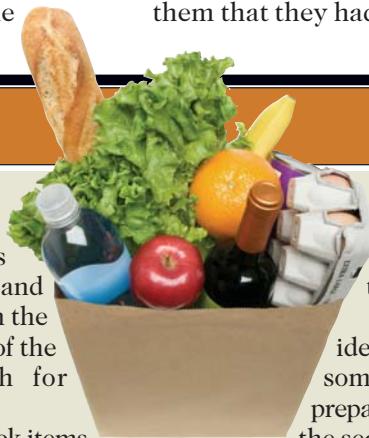
Start by creating a list of the types of items you think you'll need. In planning the food it's helpful to draw up a week's worth of menus. Think about all the items you'll need to prepare a meal including any necessary utensils. This list should be a good base to build from when you actually start to provision the boat.

Keep an eye out for foods that will stay fresh for extended periods of time, or are packaged for longevity. Cheese that is packaged in wax

will last a longer than cheese slices. Other foods such as salami, sausage and pepperoni that are kept in the non-refrigerated section of the market will stay fresh for months.

When choosing food pick items that can serve double duty. Canned tomatoes can be used for omelets and also to make spaghetti sauce. Carrots are a great snack and can easily be tossed into a salad to liven it up. By stretching your food use you will lower the cost and save space.

Be careful what foods you decide to store together. They're not always compatible. Apples and carrots stored together will often cause bitterness in the carrots. And if onions are kept with potatoes, the onions



will rob the potatoes of their moisture.

It's also a good idea to purchase some very simple prepackaged meals. If the seas are rough the

boat galley may be an unworkable environment, prepackaged meals that require little more than heating will be handy.

On board give careful consideration to where you store perishables. Storage lockers located closer to the hull and below the waterline will be cooler and better for produce, especially if you boat in a humid, tropical area. While there is a lot to consider when provisioning for a long-term trip, logical thought can reduce your stress on launch day.

the people and to continue on their way. *Le rêve*'s crew was relieved, but remained in a more subdued frame of mind for the rest of the day.

The sailboat incident reminded them of what they were doing and how vulnerable they were to the whims of an unforgiving ocean. Although most crossings are completed in private sailboats, van Lenthe commented, "There are other relatively small trawlers that have made the crossing; however, this is done in a flotilla of six or eight boats." *Le rêve* and its crew had no

other boats to rely on if something should have happened, there was no one else to help. This was no game, and van Lenthe was glad he had taken extra precautions when preparing for the trip.

Soon, though, the mood lightened as they again realized the incredible journey they were on, enjoying the astonishingly blue waters of the North Atlantic, the marine life around them and also Clyde Honeycutt's incredible meals. Honeycutt had offered to take on the responsibility of provisioning and

cooking for the trip, and the crew was delighted with the outcome. "We ate like kings," van Lenthe said.

The crew took turns rotating through the watch and captaining the vessel. At times the quarters got a little cramped. Van Lenthe decided that four other people just weren't necessary, and if he had to do anything differently, he would take a crew of three instead of four.

But card games and cribbage, listening to music, talking and enjoying *Le rêve*'s gentle sway kept them busy; they were amazed at how

The Dream

"Le rêve" means "the dream" in French and has historical family value to van Lenthe's wife, Joanne. When the Huguenot moved north from France, in order to escape persecution, one of the families settled on a farm in Holland and called it *Le rêve*. Joanne's family eventually bought the farm, and the name (although somewhat altered) stuck. They called it "t,reve." The van Lenthes heard the story at a family reunion in Holland the year the Kadey-Krogen was being built, and they decided to call the boat "*Le rêve*."

Being on the ocean for an extended period of time with no access to medical help can be a very dangerous situation. So, van Lenthe and the crew consulted with their physicians before they made the crossing to be assured of good health and have instructions on what to do in case of emergencies. Thankfully they had to use seasickness medication only once during the trip.

There were many systems and equipment additions made to the Kadey-Krogen:

Storm windows made from half-inch Lexan and cut to be 2 inches larger than the original windows were installed, as well as a device



called a "Find Me Spot." This is used to communicate via satellite with up to 10 e-mail or cell phone text messages. It also is used to let up to ten addresses know of the exact location of the boat. An EPIRB (Emergency Position Indicator Radio Beacon) was also rented. A six-man Winslow life raft and satellite phone that would send and receive texts was obtained. And van Lenthe set up a system with Bob Jones, the weather router of Ocean Marine, to receive text messages on his satellite phone with weather information on a daily basis.

Before they departed, they met up with friends from Ontario,

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Canada, who were in the middle of their trip around the American Great Circle. They came aboard *Le rêve* with a bottle of champagne to toast the pre-crossing.

Le rêve has a full kitchen with an oven, stove and microwave, allowing their volunteer chef, Clyde Honeycutt, to cook daily feasts such as steak, lobster, lasagna, meat and potatoes, pork chops and sausages. "We ate better than at any restaurant," van Lenthe said.



quickly the days flew by.

Soon they were gazing at the shores of England and made landfall in Plymouth. After exploring Plymouth for about three days they left on the last leg of their journey. Two and a half days later the Ijmuiden Locks, and Holland, were before them.

For all it had been a trip they would never forget, but for some it was the adventure of a lifetime. This point was driven home, when two months and 11 days after they

arrived in Ijmuiden, Eugene Kohlmetz died from a severe brain hemorrhage.

The funeral was difficult. Kohlmetz was remembered as one of the most valuable members of the crew; the diplomat and the encourager. Van Lenthe didn't realize how much Kohlmetz enjoyed their trip until he saw all the pictures that Kohlmetz had taken and learned from his family that he couldn't stop talking about their adventure.

The Kadey-Krogen had done its

Volendam in North Holland, Netherlands is well-known for its fishingboats and the traditional clothing still worn by inhabitants. Faial is a Portuguese island of the Central group (Grupo Central) of the Azores.

job well, transporting its passengers from one continent to another, with grace and ease, allowing dreams to come true and memories to be made that would last forever.

Le rêve now waits patiently in the water, in a frost-free shed, in Leeuwarden, Holland for the next grand adventure. 🐣

There is no comparison



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