

# Offshore Before Isabel: Delivery of a Krogen 48' North Sea

Timing and the physical distance between boat shows sometimes create a tough schedule for delivery captains. In September 2003 I had the opportunity to bring a company Krogen 48' North Sea from Newport, RI, to Solomons, MD. This was the week that Hurricane Isabel was wreaking havoc on the east coast. Although the 48' North Sea is manageable single-handed (we have had a few single owners) and easily handled with a mate, I had the opportunity to make this delivery with my father, Bill, and his long-time friend Frank Gilletti as crew. I have a 100-ton license and have captained boats of all sizes during the past 15 years. My dad has over 40 years experience boating on the Chesapeake Bay, but little ocean time. Frank served aboard various warships in the navy, including an aircraft carrier and destroyers, ending his career as the XO of ATF-72 ocean tug, USS KIOWA, sister ship to the now famous Coast Guard cutter *Tamaroa* from the "Perfect Storm" rescues off the East Coast.

Kadey-Krogen often borrows fully equipped yachts from our gracious owners for the shows, but this 48' was a company demonstrator and had no electronics. She did have the stabilizers (really motion dampeners as they have nothing to do with the inherent stability of a Krogen) that now come standard from the factory. For electronics I brought along two hand-held VHF radios, two portable GPS receivers, and a Nobeltech chart plotter/GPS program on a lap top computer (along with paper charts of course). There was no autopilot or radar.

On September 17 as Isabel was affecting the coastline from Georgia to Massachusetts, we headed out from New York Harbor and turned south for Cape May, NJ. With weather on our port bow the boat tracked perfectly. Frank com-



mented on how little rudder effort was needed to keep the course steady. Throughout the day, waves built until we were surfing down them—we estimated an average of 12 to 15 feet with some closer to 20 feet. Neither my Dad nor Frank were familiar with stabilized boats and were amazed at how well she performed; we felt as if we were going up and down on a large carousel horse (minus the round and round). If I had not already made up my mind, this cinched that my next boat was going to be a Krogen. My own 50' semi-displacement motoryacht would have either been seriously compromised or the crew would have been sick from violent rolling.

There was never any sense of tripping down a wave; there was just a very comfortable, steady motion. Her high bow kept us from shipping water and allowed us to keep the Dutch doors to the pilothouse open the entire day. The potted chysanthemums on the aft deck that were decorations for the show were never even touched by seawater. The only boats we passed that day were two 87-foot Coast Guard cutters heading north, but we never felt threatened by

Hurricane Isabel churns up the east coast in September of 2003

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the weather. Items in the refrigerator never shifted, and as my Dad put it, "No one missed a meal." Frank summed up the trip with his journal entry: "The Krogen handled all with aplomb, steering was easy, there was no yawing or corkscrewing, and even when surfing there was never a feeling that the bow would bury." As Frank later said, the 205-foot USS KIOWA would have "rolled like a drunken sailor and put her bow in up to her wales."

When we made the Cape May inlet at around 5:00 P.M., we came to starboard to run the inlet. The seas were right on our stern quarter and the Krogen 48' North Sea tracked as though on rails in a dead calm, and required no extra effort to wheel steer her into port. Once in port, we motored past a harbor prepared for the worst. We had called ahead to secure a berth for the night, as none of the marinas wanted to take in an additional boat before the hurricane.

With the storm surge hitting the Chesapeake Bay, all the marinas on the Bay were shut down. This, as well as my concern for floating debris in the Delaware River, made us decide to spend the next day in port at Cape May. Tied to the dock during the high winds and tide, we were less comfortable than being in the open ocean the day before.

After that one day in port we decided to head for home. The hurricane was moving off and conditions were only going to improve. We were still concerned about floating debris as the flood waters receded. With the Krogen's protected running gear the risk was minimal for damage, but she was still a

brand new yacht and I was responsible. Keeping an eye out, we left port and went out the deceptively calm canal that lead past the car ferries that run between Cape May and Lewes, DE. We knew it would get rougher.

Once we passed the ferries we saw just how bad the Delaware Bay was going to be. Seas were only 5 to 7 feet in height, much less than in the ocean, but they were very short frequency. After a few miles of head and then beam seas to get around a shoal, we had to run virtually dead down wind up the Delaware Bay. We actually found this to be the most comfortable motion as the seas passed right under our stern. These conditions would have most boats yawing to port and starboard but with the Krogen's wine glass stern section there was no temptation for the boat to yaw and lose control and possibly broach. For the rest of the day we had a very pleasant motor up the Delaware until we reached our berth at Schaffer's Canal House in Chesapeake City.

This is a trip that normally one would not take but if given the chance I would do it again in a heartbeat. Someone said that this trip showed poor judgment on my part as captain. I say it showed that I have confidence in a Krogen to handle the weather and seas. We were never in danger and in fact we had a great time. There are very few boats on which I would feel comfortable doing this trip, and we had just the boat. You see, the Krogen is truly "at home on any sea."

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Naval Architect  
for Kadey-Krogen  
Yachts Inc.

JAMES M. KROGEN

### THAT CAROUSEL MOTION

The gentle carousel motion that Bill, his father and Frank experienced was not an accident or a once-in-a-lifetime experience. Rather, this was the manifestation of a ride in big seas aboard a Pure Full Displacement™ hull form, a trademark of all Krogens currently in production. The fine entry bow (highlighted in "A Note on Bow Bulbs" in the last issue of this newsletter) coupled with Krogen's wine glass transom provide end-to-end symmetry which provides a comfortable ride—without the tripping, slamming or yawing frequently experienced on semi-displacement vessels or full displacement yachts with flatter aft sections.

