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What I Have Learned About A Kadey-Krogen This Past Year

In the twenty years that I "sat across the channel" from Kadey-Krogen, working as a salesperson for another boat builder, I was always asked by customers shopping the trawler market what the differences were between the two. The view of a product when looking from the outside can be misleading. Oh, of course I knew the general dimensions and design parameters. However, without comprehensive knowledge about naval architecture and design, consumers are left to take at face value much of what is parroted by sales personnel as fed to them by the marketing department and corporate leaders. So in an effort to figure things out firsthand, I ran one of these Kadey-Krogens through the mixer, and as it turned out, my first real opportunity to do so was with customers aboard!

"How will it handle in following seas and going head-on into weather?"

My customers, Don and Ginny, live at a private airpark in Arizona, and had just flown out to Florida to learn more about the "dream idea of seeing the world at a leisurely pace in a trawler." With over 7000 hours as a single engine, multi-engine, and commercial instrument-rated pilot, Don has seen the earth's beauty from 30,000 feet at 200 to 300 miles per hour, but not at sea level at five to ten knots! Neither Don nor Ginny have any experience in bluewater boating. The only boating experience they've had is on their 26-foot Cobalt cuddy cabin, which they keep at their summer home on Flathead Lake in Montana.

Don's friends, experienced passagemaker boat owners, recommended that in order to get past the "sales hype" at boat shows, he should have a sales representative take him out into the Gulfstream or the deep Pacific on a blustery day in order to experience how the boat under consideration will really handle. Will it make you and your family feel safe and confident and keep you dry? How will it handle in following seas and going head-on into weather? Will it pitch and roll? Will you need paravanes dragging along to keep you level? Can you easily steer it by hand? When you get back into a safe harbor what will your feelings be: ready to buy, or can't wait to get off this boat?

Our sea trial was in December of last year in the Atlantic Ocean, heading out of Stuart, Florida's St. Lucie Inlet into the Gulfstream and south down the coast and back into Jupiter Inlet. For perspective, St. Lucie Inlet has been rated as one of the Top 10 Most Dangerous Inlets in the United States based upon loss of life and vessels. This happens to be the home inlet to the Stuart office for Kadey-Krogen Yachts, and also the same inlet that I used on sea trials the previous six years with the other boat builder. Being well versed at running this inlet, I didn't put my customer or myself in a dangerous situation, but the conditions were right on the edge of a go or no-go through the cut the day that we went out. My customer had no bluewater experience and wanted to see what the Krogen 58' is truly made of. So we picked this day due to the rough conditions. And yes, we were the only boat offshore that day. We all thought about that later, but the confidence we gained in Kadey-Krogen was worth it!

This was my first experience at heading offshore on the Krogen 58' in this type of sea and wind conditions. I was probably more excited than my customers! "Yep, we'll put her through her paces today!" I exclaimed. As we started exiting the cut, the seas were breaking across the inlet. We slowed down to crawl through, but to my amazement I found that crawling or clawing our way through was not necessary. In my previous trips through this inlet it would have been impossible to traverse without too much pitching. However, the Krogen 58' handled the pass just fine without the excessive snap rolling motion that I was used to. How? Why?

The difference is due to the Kadey-Krogen Pure Full Displacement™ hull form. (To better understand this hull form, please read the sidebar on the next page.) Once we rounded the sea buoy, we turned the bow south and began the more open ocean part of the sea trial. Don was at the helm with a smile from ear to ear. I asked him to play with the throttles, to see if more or less speed would significantly change the ride. A few minutes later I glanced at the GPS and noticed that we were running along at over 10 knots. I asked him, "Are you running at full throttle?" His answer was, "Yes, is that okay?" I was almost in disbelief that it was possible to have such a nice ride at that speed in these types of condition. The seas were easily running from ten to twelve feet! Holy cow!!

To say that I was blown away would be an understatement. We throttled back to a cruising speed of around 8.5 knots and settled in for a

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St. Lucie Inlet can be one of most challenging in the United States.

Photo: noaa.gov

few hours' ride down to Jupiter Inlet. In my experience, the Jupiter Inlet is hairier than the St. Lucie, times two. As we approached, the seas were breaking fully across the inlet. In two previous runs through this very same inlet in a boat with a flatter and broader aft section, in virtually the same conditions, I was constantly playing with the throttle and wheel to keep her straight. These past experiences caused me to be at a heightened sense of awareness as we prepared to negotiate the inlet in the Krogen 58'. Don was working the wheel, and I was working the throttles. As we started entering the breaking wave portion, I was watching his hand on the wheel, ready to provide additional steerage with throttle bursts. Much to my amazement, Don was hardly turning the wheel. I thought maybe, just maybe the wave height and pattern had changed as we were going through and that we just timed it lucky. Then I looked behind us and saw the breakers were still with us. It was like we were on a magic carpet ride, virtually straight as an arrow through the inlet.

After we were well inside, I called Larry Polster to bubble all over the place about what I had just

Kadey-Krogen's Pure Full Displacement™ Hull

All Kadey-Krogen yacht designs begin with James S. Krogen's exclusive Pure Full Displacement™ (PFD) hull design featuring a fine entry, characteristic end-to-end symmetry including the signature "wineglass" transom–producing an incomparable ride. Other builders employ modified forms with flatter aft sections that may yield additional top end speed at the expense of directional stability and economy.

Krogen Bow

Other Trawler

Fine, Clean Entrance: A fine forward entry has superior wave cutting ability for low resistance at all speeds and more efficient movement through the water compared to blunt, stout looking forms. This means a drier, softer ride.

Wineglass Transom

Flat Surface

Wineglass Transom: Vee sections aft yield improved end-to-end symmetry for a seakindly motion and excellent hull efficiency, course keeping, broach resistance and response in a seaway. Result? A more comfortable passage. Examine the underbodies of other vessels. How do their lines affect the motion of the boat when seas kick up?

Does she have a fine, clean entrance and a wineglass transom? That higher and much sharper Krogen bow cuts the seas and creates a stable ride in head seas, and that wineglass stern allows seas to pass under rather than presenting a flat surface for following or quartering seas to push.

experienced. "What a difference! What a difference!" I simply could hardly believe what I had just experienced and had to replay it in my mind over and over, just to make sure it was real! Both Don and Ginny were impressed! Don later told me, "Krogen's wine glass transom really impressed me. The ride and handling were solid as a rock, and a tremendous confidence builder."

It's been an eye-opening year for me along with customers like Don and Ginny. With many builders turning to hull extensions as a way of bringing to market another model in a relatively short period of time, the notion of violating Architectural Integrity in a vessel someone plans to trust to fulfill their dreams gives me cause for concern, and I am glad that is not part of the Kadey-Krogen mantra.

To those of you that already own a Kadey-Krogen: Congratulations on making such a wise choice. To the rest of you with dream destinations both near and far–work past the sales hype and seek out what I have had the privilege of experiencing this past year.

Architectural Integrity

Designing a boat with optimal performance involves a mathematical formula where everything is a variable and the goal of the formula is optimal efficiency and stability. Like any mathematical formula, if you change some of the variables without changing the others, you will get a different answer. All Kadey-Krogen yachts are designed with Architectural Integrity first and foremost. This means that each model is built upon its own expressly designed and built hull. We do not build new models by lengthening an existing hull, a practice that is employed by other builders and fundamentally changes the performance and/or operating characteristics of a vessel.