



WAYPOINTS

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Professional Captain and "First Mate" Choose Kadey-Krogen

Life After a 209' Expedition Yacht by Natalie Friton

With his 3000-ton captain's license Philip Walsh could pilot any number of vessels, and wife Beverley Walsh also has 25-plus years as a professional crewmember including project managing the construction of several yachts. In preparing for retirement they have purchased Krogen 48' North Sea, Zuben'Ubi, and now are cruising a course of their own. You do not need to be a professional to run a Kadey-Krogen, but it's good to know that they are the trawlers of choice.

You might think that a couple who has spent the past 25-plus years as professional captain and crew, plus a lifetime sailing and cruising, would consider a land-based life for retirement. Not so for Philip and Beverley Walsh.

Philip grew up sailing on wooden boats built by his father and quickly graduated to serving as crew on a range of racing keelboats and yachts as well as participating in the World Racing Circuit on 50- and 70-foot Maxi yachts. He spent several years racing in Europe with his wife, Beverley, and together they noticed the trend of boats migrating from Europe to serve as charter boats in the Caribbean. With a love of the boating life, they asked themselves the same question any crew starts with, "Can we make money being on boats?"

After three years working on commercial charter boats in the Caribbean, they met a guest interested in building a 70-footer, which they project-managed as she was built in Europe. When she was complete in 1986 they delivered her to Newport, Rhode Island. During their time as project managers, the Walshes met another owner whose boat was named *Tabasco V* and this vessel became their home for the next 11 years. The owner was an avid fisherman and diver focused on doing both in the most remote places possible. During the next decade, the Walshes circumnavigated three times and spent significant time in the South Pacific, the Maldives, the Caribbean and other warm latitudes.



“Because of their experience in the charter business, Philip and Beverley knew the value of testing out a yacht before making a purchase decision.”

In 1997, Philip and Beverley had an opportunity with another owner who brought them aboard *Turmoil*, a 151-foot expedition motor-yacht. Similar to their previous employer, the new owner

preferred to cruise off the beaten path. However, he was not as inclined toward warmer climates and the Walshes found themselves exploring the northern latitudes. In 2001, they slowly but carefully made their way through the Northwest Passage, successfully getting through what Philip describes as the “critical choke points” that allow one to really keep going along the route. They were surrounded by quickly melting ice and were able to get into places that they shouldn’t have been able to go.

This experience piqued their and the *Turmoil* owner’s interest in global warming. A team of key geologists, geophysicists, glaciologists and marine biologists were hosted aboard for further expeditions into the Arctic and Greenland ice fields. All experts in their fields but with limited federal funding, the research teams were enabled by the generosity of *Turmoil*’s owner to get in and out of remote



Beverley and Philip Walsh

glacial areas via helicopter to conduct research and collect samples of rocks, ice cores, CO2 levels, and other elements.

These expeditions resulted in the Walshes project managing the build of a new *Turmoil*, a 209-foot steel, ice class

vessel that would be more capable of further exploring the Arctic and northern latitudes. The Walshes were involved in the design details and construction stages as the new yacht was built in Denmark. On board there is a purpose-built lab which continually samples water and air while the vessel is underway and sends the data back to scientists via Sat C. Philip and Beverley were not just captain and crew aboard the yacht but also witnesses to the findings and effects of global warming.

Transition Time

When the owner of *Turmoil* passed away, the yacht was retired from conducting Arctic research expeditions, and Philip and Beverley decided the timing was right to take off on their own adventures. Rather than planning vacations or building a house, they pondered what kind of boat they wanted. Knowing it would be only the two of them managing the boat, it was important



that she be of just enough size for themselves and occasional guests. Having spent many sailing years heading futilely into the wind, they ruled out sailboats and settled on a trawler that would give them the same speed as a sailboat but with more guaranteed windward capability. They also determined something in the 45- to 50-foot range would be the right size.

Philip and Beverley knew the value of testing a yacht before making a purchase decision. In addition to their extensive research on trawlers, they took the time to charter one. During their professional years, they spent 10 seasons in Alaska and it had always been on their list of favorite places, so this is where they chartered. Though the boat they chartered was capable of 20 knots, they found most of the time they were cruising slowly at 7-8 knots to check things out rather than whiz past and miss all the sights they had not had the chance to see when they were on someone else's schedule. The charter experience convinced them to buy a full displacement cruiser, and confirmed their desire to return to Alaska and the Pacific Northwest on their own boat.

During their time off from the professional crew life, Philip and

Beverley watched from their Florida home as trawlers paraded up and down the ICW. Several models caught their eye and after attending boat shows and doing more research, Kadey-Krogen trawlers became their yacht of choice. Philip liked the sheerline and tumblehome shape in the hull which he prefers over a boxier look. The engineering of the boat and engine space was reminiscent of the yachts of his professional career, though on a much smaller scale. He also had confidence in the company's 30-plus years of building boats. Cabin layout was important to Philip and Beverley. After all their professional years, nothing could be more valuable than well constructed, separate living spaces for themselves and any guests they might have on board.

In January 2008 they took delivery of a Krogen 48' North Sea. She is a widebody

model providing extra interior room in the saloon. She is a single-screw boat—Philip's preference. He appreciates that the Krogen spins directly on her axis and that her longitudinal center of gravity is right at the center.

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Turmoil explored Arctic and Greenland ice fields



“As in their professional years, they began their new recreational cruising life with planning...”



Jamaican fruit stand

Preparation is the most important component of cruising for Philip. He recalled seeing steadying sails on fishing trawlers while exploring the northern latitudes and, for a worse-case scenario, equipped their trawler with a steadying sail on the mast and an asymmetrical jib. “If all on the water goes to poo, we can sail downwind while whatever problem that exists is resolved.”

A Good Influence

There is no question that over 25 years of professional yacht handling will influence one’s routines, techniques, and even cruise routes. Probably the biggest change for Philip is being captain of his own boat and being in charge of his own schedule. He has a 3,000-ton license and at one point on *Turmoil* managed 15 crewmembers. He is a man of planning, communication, and routine.

Whether piloting a 209-foot custom expedition yacht or his personal 48-foot Kadey-Krogen trawler, the seamanship skills that Philip acquired over the years are ingrained. His experience in project managing yacht construction taught him how to work with shipyards, how to plan for maintenance, and the importance of being familiar with all the components of a vessel. He developed acute situational awareness that is critical for any boat operator. Philip credits his time on larger yachts for his ability to properly scan the horizon, evaluate the route of other vessels, and always be prepared to act. He acknowledges that you

will never know the training or skills of other boaters and must always watch the moves of other vessels closely. Communication with ports is another professional skill that translates well into recreational cruising, because proper radio communication indicates your level of experience to port authorities. Philip and Beverley’s years cruising as professionals also gave them insight into where they would and would not be able to go on their own boat.

With a recreational boat, particularly one with an LOA of 53 feet and a draft of just five feet, the Walshes knew they would have much more flexibility getting into ports. As professionals, some of their favorite places have been the South Pacific including Tahiti and Papua New Guinea and northern locations like Greenland and Alaska. With their own boat, they knew their main cruising grounds would include the Caribbean and Alaska, and like their previous employers they have every intention of exploring off the beaten path.

As in their professional years, Philip and Beverley began their new recreational cruising life with planning and worked backward from their ultimate destination of Alaska. They took delivery of their Kadey-Krogen in Florida, knowing they wanted to spend more time in South America. After brief consideration of shipping the boat down, they realized how much more rewarding it would be to cruise there on their own. So they headed south and took their time. They extensively explored the Bahamas, more of Jamaica, transited the Panama Canal in June, and cruised around the



Isla San Francisco
Sea of Cortez

Panamanian Islands of Las Perlas, all on their own schedule. With their sights set on the Sea of Cortez, the Walshes spent the winter in Costa Rica and have made their way up the coast with stops in Nicaragua, El Salvador, and Guatemala en route to Alaska.

The Recreational Life

Philip and Beverley enjoyed everything about their professional crew life on board their previous yachts, and after more than 300,000nm of cruising, what is it they miss most? “Nothing.” Most professional crew work very hard on yachts and more often than not, that work is not seen by the owners. A professional crew career can certainly seem like a lavish lifestyle and though the Walshes feel fortunate to have had the experience, the job does involve living and working in cramped quarters and rarely having time to experience the unique places visited. For Philip and Beverley, their Kadey-Krogen trawler is now providing them with all they ever imagined

for their own adventures, on their own schedule.

Many years ago, Philip was teaching young crewmembers the techniques of celestial navigation during a Pacific crossing. The Libra constellation was

often used as a navigational aid and Philip recalls one star always being easiest to find, right off the end of Scorpio. It is appropriate that his own boat is called *Zuben’Ubi*, named after that star.

Building on the experience of their professional cruising career, Philip and Beverley have taken to sea all they learned and enjoyed and are making a cruising life of their own. They’re most likely to be found somewhere off the beaten path at the sweet spot of 8 knots.



Relaxin’ at Warderick Wells

