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The Kadey-Krogen difference

It's All in the Details

*With you, the reader, having the knowledge that I have been selling high quality yachts for nearly 25 years, you are probably not going to believe that I wrote and wholeheartedly endorse the sentence that follows, but I did. **Do not make your buying decision based upon what you see at a boat show!***

Why? Because in a show environment, boats look nice, smell nice and have some sort of “wow” factor. Salespeople are quick to show you visible features of their vessels, both inside and out—features such as their granite countertops and barbeque—so it is easy to leap to the conclusion that two trawlers with similar visible features are similar in quality. What is rarely shown is anything to back up claims of seaworthiness and strength as well as maintainability. But we at Kadey-Krogen Yachts are different and what follows are highlights of our best practices build philos-

ophy relating to seaworthiness, strength, maintainability, capability and liveability.

In a boat show environment it can be easy to overlook three key areas in which a Kadey-Krogen visibly differs from many other vessels. First is the fully covered aft cockpit, which is the “back porch” for you to enjoy throughout your travels. Since it is fully covered the entire cockpit can be enclosed making this space useable in almost any weather. In addition, the overhead creates a larger boat deck with more space up top to store a dinghy. The second item is the stainless railing on the fore-deck. These look nice on just about any boat, but



The aft deck is a Kadey-Krogen's “back porch.”



High stainless railing is a safety feature.

are they tall enough? Railings that are mid-thigh high are just plain dangerous. Third, every Kadey-Krogen has at least two different height boarding gates on each side (the 52' and 58' have three on each side) in addition to one on the swim platform. Do others have that flexibility?

But there is much more than meets the eye. When looking at the underwater section of the hull, you can see Kadey-Krogen differences that are not evident at a show. The massive stainless



Stainless rudder with shoe

steel rudder is supported with a stainless steel rudder shoe. Many builders utilize fiberglass rudders, some utilize a fiberglass shoe and some just let the rudder hang free.

Imagine what happens to that rudder if it comes in contact with a submerged log! Also, on our larger vessels is our signature counter faired keel that imparts a counter rotation of water flowing into the propeller. This in turn cancels some of the propeller-induced water rotation and results in improved forward thrust for better fuel economy.



Counter faired keel imparts counter water rotation.



These entire structures will be mated with the hull.

Now look at the photos of the exterior of the superstructure of the Krogen 48'. The first point that is evident is that the cockpit, saloon/galley, pilothouse, and foredeck are all one vacuum-bagged piece as opposed to multiple pieces with secondary bonds or caulk joints that result in a weaker structure. When the time comes, this entire structure will be lifted into place and mated with the hull. Shortly thereafter, a third piece consisting of the boat deck, pilothouse roof, and flybridge will be attached. We will build an entire 48' yacht in essentially three pieces!

“We will build an entire...yacht in essentially three pieces!”

Looking closer at the photos of the deck structure you of course notice the shiny US-made Cook® brand gelcoat; but if you look at the backside of the structures, especially in the photo on the next page showing the backing plates, you see some of the components of the legendary construction of a Kadey-Krogen:

- ① All deck and superstructures are cored and vacuum bagged to ensure an ideal ratio of resin to mat and, while you can't see it, all of the coring is precisely cut from patterns by finish carpenters so there are no voids, which would result in “hard spots” in the lamination. The practice of utilizing core material still carries a stigma from the problematic

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All decks are cored and vacuum bagged.



Structures are reinforced with fiberglass stiffeners.

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balsa-cored hulls found in many vessels, however today's modern coring materials such as CoreCell® do not allow migration of water should there be penetration through a fiberglass skin, but more importantly, they provide noise attenuation, insulation and weight savings above the waterline where weight matters most.

- ② All structures, whether vertical or horizontal, are reinforced with fiberglass stiffeners.
- ③ Mahogany backing plates are vacuum bagged into place wherever hardware will be placed. You can see several blocks in place under the cap rail. The stanchions on the foredeck will be attached to these backing plates.
- ④ All fiberglass surfaces are ground smooth and then painted—even those that you would never normally see. You will not stick your hand into any cavity and get fiberglass splinters.



Backing plates under the cap rail will hold stanchion hardware.



Bulkheads are tied into massive stringers.

The bulkheads that are tied into those massive stringers are all marine-grade plywood and encapsulated in fiberglass resin to eliminate any chance of moisture penetration. The forward bulkhead creates a watertight collision bulkhead accessible only from the foredeck through a watertight "submarine" hatch.

Last and certainly not least is what sets a Kadey-Krogen hull apart from the



competition: an aramid reinforced hull. This aramid fiber is stronger than ballistic steel and is the same fiber used to give body armor its "bullet-proof" capability.

We are committed to providing the highest quality trawler yachts in the industry. When we say a Kadey-Krogen yacht is "At Home on any Sea," we mean it! If you are looking for a trawler with capability and liveability qualities to take you wherever you want to go, then you owe it to yourself to look under the covers. You will be surprised at what you find or perhaps more importantly, what you will not find.