



Going the Distance

The Kadey-Krogen 42/44 is a cruiser with a timeless design. By Jay Coyle

The late Jim Krogen's design firm was on my short list when I was seeking employment as a freshly minted yacht designer. Krogen was the real deal. A skilled and passionate waterman and a graduate in naval architecture, he penned everything from cargo ships to sailing yachts. Many believe his best design was the Kadey-Krogen 42. I agree!

Krogen and his business partner, Art Kadey, wanted to create a true full-displacement design for folks who understood the advantages of the form for offshore cruising. Their creation was showcased in the December 1982 issue of *YACHTING*, and 206 of the 42s were built before the design grew to the 44-footer that I sea-trialed in 2006. She tackled 20-knot winds and 6-foot seas with a level of comfort unmatched by a typical hard-chine "semidisplacement" design. Her motion was natural; she worked with the sea, not against it. Thirty 44s have been built to date, and the additional 2 feet in length and 6 inches in beam improved the galley and pilothouse layouts. Fit and finish were also upgraded.

The 42/44 was not designed purely for passagemaking because Krogen believed doing so would have involved too much compromise. While she could be a comfortable home afloat, she should not be pigeonholed as a live-aboard. She's stoutly built and outfitted and has a

Kadey-Krogen 42s maintain their brokerage value years later thanks to sturdy construction and spacious living quarters.

range of more than 4,000 nautical miles. "Most 42/44s cruise the East and West coasts and the islands," said John Gear, president of Kadey-Krogen Yachts. "All of our customers want a solid cruising boat; some are more serious passagemakers." As Gear and I inspected a new 44, a 42 was on her way across the Pacific. A number of owners have crossed the Atlantic too.

Other than a few boats with custom layouts, you'll likely find a pre-owned 42/44 with the arrangement plan as Kadey and Krogen believed it should be. A raised pilothouse is followed by an open main cabin with a U-shaped galley. Double doors open to a covered after-deck, where there's room for a table and chairs. A ladder leads above to the flybridge control station and boat deck, where there's space for a 12-foot tender. A wide-body variant has asymmetrical side decks (full-beam port side). Belowdecks, the master cabin is forward with a queen berth. An office/cabin has a seating area that converts to a double berth with either bookshelves or a pullman-style berth above. A head with a separate shower is accessible from the passageway, as is a washer/dryer.

In 38 years of production, methods and materials have changed a bit; however, Gear says there really are no bad choices or model years. Earlier boats were built with closed-cell, foam-core hulls and hand-laid woven roving. Decks and house sides were stiffened with plywood and balsa. In more recent years, hulls have been infused. Active-fin stabilizers are common on 44s and can be fitted to older 42s — this is recommended for serious offshore use. A 154-horsepower John Deere replaced the Lehman or Perkins diesel common on older boats. A full-displacement hull needs no more power than necessary, and given her waterline length, this power allows a cruising speed of about 8.2 knots with fuel burn of about 3.7 gallons per hour.

The 42/44s bring top dollar when they come on the brokerage market. At press time, just a handful (of 42-footers) were available. Asking prices ranged from \$159,000 for a 1983 to \$375,000 for a 1997. A new cruise-ready 44 with stabilizers, electronics and tender totals about \$1.2 million.

Some dismiss a great cruising design like the 42/44 as an old man's boat, but really, she's a smart man's boat! **Y**

