

Sweet Voyager

Designed with long, comfortable cruises in mind, the Kadey-Krogen 39 is a full-displacement trawler that makes no compromises.

by John Page Williams



Sweet Time, a Kadey-Krogen 39, pushes a smooth wake from her sharp forefoot to her wineglass transom as she cruises close to hull speed.

Kadey-Krogen Yachts

By the time you read about *Sweet Time*, this five-year-old Kadey-Krogen 39 (hull Number 40) built in Taiwan, should be carrying her recently retired owners, Sherri Smith and Nick Morgan, on a clockwise tour of the Downeast Circle—up the Hudson River, through the Champlain Canal to Lake Champlain. Then up the Richelieu River to the Saint Lawrence River, out around the Canadian Maritimes, back “up” the Maine coast toward Boston, and eventually back to the couple’s home base in Annapolis, Maryland.

Smith and Morgan spent five years researching their retirement boat before settling on this full-displacement cruising trawler, and *Sweet*

Time should be just the boat for their planned voyage.

Design and Construction

Designed by naval architect J. Morrow (Jimmy) Krogen, elder son of company cofounder James S. (Jim) Krogen and produced by younger son Kurt Krogen, protégé of the company’s other cofounder, Art Kadey, the Kadey-Krogen 39 is a pure full-displacement trawler that offers major advantages to cruisers patient enough to travel at six to eight knots.

With diesel fuel topping five dollars a gallon, the design’s first advantage is great efficiency at those speeds. According to company data, the 39 has a cruising range of 4,170 nauti-

cal miles at 6 knots, 2,620 miles at 7 knots and 1,650 miles at 8 knots, allowing for a 10 percent reserve in the 700-gallon fuel tank. The hull’s sharp, wave-cleaving forefoot and wineglass transom give the boat maximum efficiency and stability when cruising at or close to hull speed (1.3 times the square root of the waterline length). At the same time, Smith describes the hull as “planted in the water,” with the ability to carry the weight of fuel, water, possessions, people and a ton of ballast well. The classic profile of *Sweet Time*’s cabin, pilothouse and flybridge keeps windage to a minimum. All these traits give the boat inherent stability, and Smith and Morgan have augmented that

at a glance

KADEY-KROGAN 39

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Designer: J. Morrow Krogen

Details:

Production.....	1998–present
LOA.....	43' 8"
LOD.....	38' 11"
LWL.....	6' 8"
Beam.....	14' 3"
Draft.....	4' 3"
Displ.....	33,470 lbs.
Ballast.....	2,000 lbs.
Fuel.....	700 gals.
Water.....	300 gals. (hot: 12 gals.)
Waste.....	35 gals.
Power.....	115–145-hp John Deere diesel
Price range.....	\$450,000–\$600,000 (new)



The Kadey-Krogen 39's galley boasts handsome cabinetry, a parquet sole and enough workspace for two (if they're friends).



The upper deck holds a dinghy and crane, as well as a flybridge helm station with plenty of seating space for skipper, crew and guests.

with factory-installed American Bow Thruster (ABT) digitally controlled stabilizer fins that require very little maintenance.

Now in its 30th year of operation, Kadey-Krogen knows how to build long-range cruising boats. Hulls are laid up solid on the bottom, reinforced by bulletproof aramid/fiberglass mat. Topsides are cored to insulate, dampen sound and reduce above-waterline weight. Fiberglass girders with mahogany inserts for equipment attachment tie the hull and bulkheads together. Ballast is compact cast lead that sits low, conforming to the hull's interior. Resin for the two outer hull layers is vinylester for blister resistance. All operating systems and fluids are easy to check. *Sweet Time* and her sisters have standing headroom in their well-lighted, well-thought-out engine rooms. White gelcoat surfaces make it easy to spot leaks, and the John Deere main engine, Northern Lights 8 kW genset, electrical panels, tanks and through-hulls are all easy to access.

Belowdecks

In addition to the well-made, solid-teak cabinetry in the pilothouse, master

stateroom, head, galley and saloon (a Kadey-Krogen hallmark). *Sweet Time* and her sisters feature well-placed handholds throughout the interior for rough days.

For Smith and Morgan, *Sweet Time's* pilothouse serves as the center of activity most days. They often eat breakfast and lunch there. When cruising, Smith normally skippers, while Morgan navigates and attends to other tasks on the boat's computer. He also handles the lines when docking. Much of the time underway, they both sit on the pilothouse's broad, elevated "admiral's bench," with the boat on autopilot. Welded aluminum doors on both sides of the pilothouse open onto wide, secure side decks.

The master stateroom has an island queen berth and abundant storage. The stateroom has two large hanging lockers plus a dresser, and there are more drawers under the berth, which rises on struts to reveal even more storage. The head adjoining the master stateroom is bright and airy, with a separate shower stall and a SeaLand Vacu-Flush toilet.

Directly aft of the master stateroom is the insulated door to the engine room, which offers more than six



Sweet Time's owners spend much of their time on the wide "admiral's bench" at the well-appointed helm station in the pilothouse.

feet of headroom at the bulkheads, a workbench and good access to the forward end of the engine. Immediately aft, under the galley and saloon, is more storage, plus hands-and-knees access to tanks and the genset. Heavily insulated hatches in the saloon give standup access for serious work.

A wooden circular staircase leads from the master stateroom to the port side of the wheelhouse, where steps lead back down to the galley and the saloon. The bright, airy galley has enough workspace for two people who know each other well. A propane three-burner stove with oven and a GE microwave supply cooking heat, while an 8½ cubic foot refrigerator/freezer keeps food cold. There are also Corian countertops, a stainless-steel sink and teak cabinets.

The saloon is bright and airy, with sliding tempered-glass windows set in heavy, extruded-aluminum frames. Aft of the galley, the saloon has an L-shaped settee with a teak table to starboard. To port is a floor-to-ceiling cabinet forward and a six-foot-long straight settee aft. Both settees can be made up into bunks for guests. The galley bulkhead offers several options for installing a flat-screen television. At the after end of the saloon, a welded-aluminum door opens onto the stern deck.

On Deck

The foredeck has enough of a crown to send rain or spray overboard quickly, but the angle is gentle enough to be safe, even in nasty seas. A sturdy bow rail offers steady support and secure handholds. The side decks are comfortable to walk on in any conditions, with steps just aft of the pilothouse door that lead down to a walkway shaded by the full-width top that covers the galley and saloon. The afterdeck is likewise shaded, offering a welcome back porch for sitting, with access to the steering system and lazaret storage through robust hatches. A sturdy transom door allows access to the swim platform.

Against the port side of the cabin bulkhead, a stainless-steel ladder with stout rails leads to the upper deck and flybridge, where the dinghy is stored for deployment by mast and boom and where Smith and Morgan spend calm days running beneath the shade of their Bimini top. The flybridge has an elevated central helm chair, flanked by settees with storage underneath. There's a full set of electronics on the flybridge, linked to those in the pilothouse.

Power and Performance

Sweet Time pushes a gentle bow wave that forms smoothly along her hull and

releases easily from her wineglass transom. This is the wake of an efficient full-displacement trawler, easing along just short of hull speed.

The only power option for new 39s is a four-cylinder, 4.5-liter John Deere marine diesel, rated at 121 horsepower at 2500 rpm with a ZF 2.478:1 ratio gear. Fuel control is electronic, meeting EPA Tier II exhaust emissions standards, so this engine does not smoke and runs exceptionally quietly. (*Sweet Time* has an earlier, 115-horsepower version of the same engine.) Another key to quiet operation is the way the hull can make seven knots at only 1600 rpm, requiring only a small fraction of the engine's peak horsepower and burning less than two gallons of fuel per hour. Tuning the John Deere engine for running at this speed gives it great longevity, and that kind of efficiency encourages cruising even as we enter an era of expensive fuel.

Price and Availability

The base price for a new Kadey-Krogen 39 is \$600,000, but there are sound, well-kept older boats available at lower prices. An internet check found a pair of 2000 models listed for \$449,000 each and a 2001 for \$469,000. One was in the Chesapeake, one was in Florida and one was in Washington State. At press time, the company could fill an order for a new 39 in about six months.

Conclusion

After five years of weekends and vacations in the Chesapeake Bay, Smith and Morgan are headed off to follow their cruising dreams. They feel that their boat is just right for the kind of coastal explorations they envision. The Kadey-Krogen 39 regularly inspires that kind of affection and confidence. You can follow their adventures at www.kk3940.com. ■

John Page Williams writes frequently about powerboats for Northeast Boating.