

## Kadey-Krogen 44 Classic

BY PIERCE HOOVER

**A**ny discussion of Kadey-Krogen's new 44-foot Classic Trawler Yacht will inevitably lead to comparison with the company's highly successful 42.

The 42 launched the brand more than 30 years ago and has since become one of the most respected boats of its type. Hundreds of owners cruised this stout little ship to ports around the world, and decade-old models often trade on the brokerage market for more than their original sales price.

The 44 Classic is described as an evolution of the original 42, combining its best qualities with hundreds of refinements based on advances in manufacturing technology, owner feedback and lessons learned. When seen together, the models show obvious similarities, but the refinements are just as obvious. The 44's topside and deck structure is fabricated in two seamless pieces rather than individual panels, and low-maintenance aluminum and stainless components have replaced teak window frames and moldings.

Construction advances and hardware

upgrades abound, but even more appealing to the crew will be the subtle refinements in living areas. Given an extra 2 feet of length and a foot more width to work with, the design team spent considerable time portioning this available space where it would matter most.

Adding an extra 6 inches to the cockpit, for example, provides just enough space to position a table and chairs comfortably for dining or entertaining. The galley has that little extra bit of elbowroom needed to allow two people to cross paths, and the pilothouse can now accommodate a fixed helm chair while still leaving room for a full-length pilot berth.

The interior finish is — in a word — superb. A few minutes spent opening drawers and hatches will provide ample evidence of the craftsmanship and quality lavished on this new model. Beyond the cosmetic, it is equally apparent that a lot of thought went into tweaking available spaces to maximize storage capacity and utility.

The master stateroom and head are sized for realistic life aboard, but perhaps the standout feature down below is the second stateroom, which the designer refers to as the "den." This larger-than-expected space has an open, airy feel and incorporates a desk, bookshelves and a settee, along with a folding Pullman bed.

Also in this stateroom is a substantial access door to the engine room. The door is fitted with a viewing window for quick visual



**The 44 Classic follows Kadey-Krogen's proven design envelope, but offers some significant enhancements over its predecessor in both construction quality and interior volume. Though still a full-displacement design, it also offers a bit more speed.**

checks. Wide, uncluttered spaces on either side of the engine facilitate servicing while kneeling or sitting on the level floorboards. Wiring and other vital systems are likewise positioned for ease of access.

The 42 earned a solid reputation as a good sea boat, and the 44 Classic follows a similar tradition. It utilizes a full displacement hull with a ballasted keel, incorporating a wineglass stern section and end-to-end underwater symmetry. Like a growing number of modern trawlers, the 44 is likely to be fitted with a bow thruster and motion-



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dampening fins, but though convenient neither system is critical to the vessel's safe handling or stability.

Those who enjoy traditional back-and-fill maneuvers will find the 44's four-blade prop and ample rudder provide solid close-quarter maneuvering capabilities, while the 2,500 pounds of lead integrated into the keel keep lee-

### SPECIFICATIONS

LOA: 49'

Beam: 15' 6"

Draft: 4' 6"

Fuel Capacity: 850 gal.

Power: Single 150-hp

Price Range: \$645,000 to \$780,000

Information: 800-247-1230

[www.kadeykrogen.com](http://www.kadeykrogen.com)

way under control when the wind is up.

The hull maintains a kindly motion on all points, but is particularly well-behaved when running down-sea — a point that can be difficult for some displacement hulls. The combination of a lower buoyant stern section and a long keel help keep the boat tracking straight in following and quartering conditions.

Sea trials confirm the designer's ability to squeeze a bit for speed out of the original hull design. While the 42 was typically a 7-knot boat, the 154-hp John Deere used in the 44 will push the boat at speeds slightly over 9 knots. A sustained cruise of 8 knots provides a range of better than 2,000 nautical miles, while dialing back into the 6- to 7-knot range can more than double this distance.

The 44 Classic has not only the range for transoceanic passage, but also the heritage, as quite a few of its predecessors have cruised to the far corners of the globe. But one need not plan to cross an ocean to appreciate this premium trawler. With its moderate draft, benign handling and commodious accommodations, it is well-suited to adventures near or far. ❁