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Krogen 44

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Krogen 44

YOU CAN'T GO WRONG WITH A 5,000-MILE RANGE

BY MATT GURNSEY



photos © Neil Rabinowitz

ON PUGET SOUND YOU'LL SEE a lot of boat racing — from port to port, from fuel dock to fuel dock. Want to go to Seattle? Zoom. We're there. Poulsbo? Zoom again.

And for those of us who work five days a week, this is how we go boating. Unfortunately, we only get to glimpse the surrounding beauty as we careen from city to city, with a little waterfront shopping or dining thrown in.

But if you can afford to take some time, there is tremendous beauty out there, and the new Krogen 44 provides an excellent platform to go boating, as opposed to marina hopping.

LONGER, WIDER

We stepped aboard our test boat, hull #2, with Greg Matthes of Passage Maker Yachts and Larry Polster, vice president of Kadey-Krogen Yachts.

Gliding across the waters of Lake Union on our way to Lake Washington the sun shone upon us, and the Dutch doors of the pilothouse were open letting in a soft breeze.

It is inevitable to compare the 44 to Krogen's previous 42, which it replaces. After building 206 of the well regarded 42s, Krogen felt it was time to update the boat. After surveying current owners, a new model was designed.

Longer and wider, the new hull allows enough room for a larger gal-

ley and a pilothouse with room for a helm chair and a larger cockpit. Styling still reflects Krogen's take on classic trawler design, and the hull is still the full displacement design that reflects Krogen's slogan, "At home on any sea."

SOLID CONSTRUCTION

Updates in the pilothouse reflect the trends in today's designs, with room for an optional helm chair and an updated helm layout that allows for larger electronics displays. They're also placed lower for better vision out the larger windows.

The settee in the pilothouse still converts to a berth, and a table is optional. In the Krogen tradition, there is plenty of room for installing accessories, and the wire runs are easily accessed by removing some screwed-in teak panels.

The previous boat's molded fiberglass overhead with teak trim has been replaced with upholstered panels. This also should help with sound deadening as well, something Krogen obviously has worked on, as the boat is so quiet at all speeds.

Construction has been updated as well, and the lay-up process is similar to Krogen's flagship 58, including the use of vinyl ester resins below the waterline, and super-strong Kevlar at key points. Airex sandwich coring is used above the waterline, with solid glass below. Balsa coring in the decks reduces weight further. Coupled with lead ballast in the full keel, the boat has a low center of gravity for comfort and safety in less than ideal seas.

Retained was the full-displacement hull design, able to carry loads more efficiently and with greater comfort and handling at sea. With a range of almost 5,000 miles at a reasonable 6 knot pace, fuel use is miserly. Even at a fast 9 knots, range is almost 1,400 miles — excellent economy from the 850 gallons on board.

UNBEATABLE RANGE

Cruising out to Lake Washington, time seemed to stand still. The boat tracks straight and requires little helm input to stay on course. Instead of worrying about how much time we had, we simply were able to enjoy the journey.

An Inside Look



TESTER'S OPINION: "A great boat for the couple that wants to cruise, the Krogen will take you anywhere you want to go — whether you're cruising Puget Sound and the San Juan Islands, going all along the West Coast up to Alaska or even heading to the South Pacific. Economical to own, Krogens also tend to hold their value."



photos © Neil Rabinowitz

FROM THE TOP — The Krogen 44, with classic styling, a spacious engine room and comfortable living quarters, is meant for long-range cruising. Rich woods and colors are complemented by the amount of storage throughout the boat.

Krogen 44

SPECIFICATIONS

LOA	49 ft.
Beam	16 ft., 4 in.
Draft	4 ft., 6 in.
Weight	43,140 lbs.
Fuel capacity	850 gals.
Water capacity	300 gals.

PERFORMANCE SPECS

Top speed	10 knots
MPG at 6 knot cruise speed	5.8
Range @ 6 knot cruise speed	4,950 miles
MPG at 9 knot cruise speed	1.63
Range @ 9 knot cruise speed	1,390 miles

STANDARD EQUIPMENT

Corian countertops, dripless shaft seal, Sealand TankWatch, water-tight welded aluminum doors, transom door, side boarding gates, John Deere 6068TFM 154 hp engine, twin disc 2.45:1 gear.

OPTIONAL FEATURES

Rear bulkhead window, saltwater anchor wash-down, bow thruster, generator, stabilizers, air conditioning.

CONSTRUCTION

Includes use of USA-made Cook gelcoat. Hand-laid Knytex fiberglass construction with closed-cell Airex sandwich core used in topsides. Solid fiberglass below waterline with blister-resistant vinylester resin utilized on first two laminates below waterline. Boat and foredecks have GripTex nonskid finish.

COMPANY PROFILE

Years in business	28
Number of employees	12 U.S. plus Taiwan-based construction crews
Boat lines produced	Krogen

BUILDER

Kadey-Krogen Yachts Inc., Stuart, FL; (772) 286-0171; www.kadeykrogen.com

WEST COAST DEALER

Passage Maker Yachts, Seattle, WA; (206) 675-9975; www.passagemakeryachts.com

Down from the pilothouse aft is the salon and galley. The enlarged galley has more Corian counter space than the old 42, plus room for an upright dual-voltage refrigerator/freezer. Across from the galley is a large teak bookcase, with room for enough reading material to cover 5,000 miles.

Teak and off-white fabrics create a warm, simple décor that can be personalized by each owner. A large teak table opens up for dining or games, and the two chairs opposite combine for plenty of seating.

The optional wide-body model eliminates the port side walkway, enlarging the salon, although we found the standard configuration well suited to the boat's size and accommodations.

Forward and down from the main deck are the staterooms and head. For many owners this will be a two-person boat, with room for occasional guests. For this reason, Krogen has resisted the compulsion of so many builders to add a second head. This makes the 44's head roomy, with plenty of storage and a full-size shower with 6 and 1/2-foot of headroom. Forward of the head is a cabinet with a stackable washer and dryer.

The master stateroom forward features a queen-size berth on gas struts for access to storage underneath. A bank of drawers at the foot of the berth are deep and well constructed. In fact, all the woodwork on the boat is of superior quality, with matched veneers and dovetail drawers giving a small sample of the caliber of workmanship.

Opposite the head is the second stateroom with an L-shaped settee, a small desk and a Pullman berth. This room will serve as an excellent den or office for the fortunate business owner who can work away from the office, making more time for his or her boating pursuits.

There is also an engine room door in the aft bulkhead of the stateroom. Coupled with a hatch near the galley, this allows easy access to either side of the engine room — the latter of which is nicely finished in white gelcoat, with painted panels set onto the stringers to give a flat surface to

sit on while working in the space.

Three-hundred-and-sixty-degree access to the single John Deere diesel is provided, as well as access to all other systems. The installation is neat and orderly, with nice touches like sliding doors that conceal and protect the 12v and 120v junction panel.

BIGGER, BETTER

Outside the boat are numerous improvements over the 42. Fuel fills are on the starboard side in a recessed molded panel with a small catch basin, preventing fuel from getting onto the teak decks.

The teak decks themselves are glued down to the fiberglass deck. A unique feature was the downspout designed into the top deck, draining any water down and below the sheer line before draining off the boat. This will keep water from running off the deck dripping onto anyone on the main deck, or keep water off the canvas work.

Forward on deck, the 44 has a flatter foredeck than the 42, with a seat locker forward of the pilothouse. Stout ground tackle gear lies forward, with room for two anchors in the pulpit and a serious-looking windlass. Rode storage is below deck, forward of the collision bulkhead and accessed through a watertight deck hatch. A bronze insert in the teak cap rail prevents chafing on the varnish finish.

The flybridge is on the small side but functional, and the aft area of the top deck has plenty of room for a hard-bottom inflatable. Stainless rails surround the deck, and oversized stainless grabrails are situated around the cabin sides.

TAKE YOUR TIME

By the end of the day, we'd used the word simple many times to describe the design philosophy of the Krogen 44. Not that the boat is simple in design or execution — rather that the operation, care and maintenance of the boat should be simple to perform. The Krogen 44 is designed to be used, taken on journeys of discovery, take whatever the sea offers her and protect her occupants, bringing them home safely. 🐾

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