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September 2009

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Krogen 48' North Sea



A true passagemaker *ready for adventure.*

BY HEATHER STEINBERGER

While most of *Lakeland Boating's* tests take place aboard fresh-from-the-factory models, occasionally we have a chance to review a currently owned vessel. A boat can tell you a lot about its owners. When I see the Kadey-Krogen 48' North Sea trawler *Alizann* tied up to her private dock on Michigan's Lake Charlevoix, I know I am about to meet someone for whom boating is more than a mere recreational activity.

Suzanne and Marty Tuck are experienced, longtime boaters. Over the years, they have owned a Lyman, a 36-foot Carver and a 33-foot Sea Ray, and they still own a Four Winns and a Flying Scot. They also have been frequent charter sailors, visiting Belize and the British Virgin Islands.

"Then we tried chartering a Grand Banks with Trawlers in Paradise," Suzanne recalls. "We like to sail, but in the north, you're inside all the time. When you're on your boat, you don't want to be down below. On a sailboat, you're in a cave or in the cockpit, freezing."

So the Tucks decided a full-displacement trawler would be the best fit for their cruising lifestyle. After Suzanne attended a three-day Sea Sense course in conjunction with Trawler Fest, they settled on the Krogen 48 due to its blend of seaworthiness, handling and well-designed living spaces.

While Kadey-Krogen is based in Stuart, Florida, with offices in Seattle and Annapolis, the yachts are handcrafted by Asia Harbor Yacht Builders in Taiwan. The Tucks' 48 arrived in Baltimore last July. From there, *Alizann* made her way to the Great Lakes. Suzanne accompanied two hired captains on the lengthy delivery.

"What a gift, for my husband to say, 'Why don't you go with 'em?'" she says.

"He had to work and couldn't go. He told me I'd get all kinds of experience, getting to be crew on my own boat." She got time at the helm, maneuvering into and out of 15 locks, and was on hand for all of the shakedown-cruise troubleshooting. Then, once *Alizann* reached Mackinaw City, she and Marty took the yacht for a week's vacation in the North Channel. In all, Suzanne spent a month living aboard. As I embark on a tour with them, her knowledge and passion become apparent.

Alizann is a wide-body version of the 48, with a full sidedeck only to starboard. She has the sweeping lines, fine bow entry and signature "wine glass" transom of all Krogens, and her interior exudes warmth and a surprising amount of natural light. Each Krogen is unique, as the company customizes the chosen model to the owner's specifications. Instead of an L-shaped settee to starboard and second lounge to port, *Alizann's* broad salon features a U-shaped version, two chairs and extra storage space. Rather than the standard TV next to the settee, a flat-screen lifts from within the galley counter. The galley also offered options. Additional drawer storage replaced a dishwasher. They wanted more counter space, so they dropped the cooktop and covered it with a fireproof-backed top. And they elected to incorporate two sailboat-style refrigerator/freezers.

"We're not marina people," Suzanne explains. "We're explorers, we anchor out, so we needed units that wouldn't be dependent on shorepower."

Opposite the galley to port is a deep pantry, an icemaker and bottle storage. Additional storage lies beneath the steps to the pilothouse. Suzanne lifts a cover in the galley counter to reveal yet more. "These are definitely custom boats," she says. "And they keep all the final drawings—if owners make

a modification that the company likes, they'll incorporate it into the next boat."

Moving a few steps down the companionway, we enter the guest stateroom to starboard. It has tremendous light and space for guest accommodations, providing an L-shaped settee that converts to a double berth. A Pullman-style upper berth is available. The cabin also incorporates a built-in desk, mirrored medicine cabinet, vanity and chest of drawers, double-size hanging closet, under-settee storage drawers and lighted shelving.

The guest head, to port, offers a separate stand-up shower with a seat. A stacked washer and dryer is in the closet.

The master stateroom is all the way forward and boasts a standard queen bed with six drawers underneath. It also conceals a large storage compartment, and additional storage lies beneath the steps to either side. The stateroom has two large closets, a six-drawer chest with a mirror, and a private head with a separate stand-up shower.

Then we visit the pilothouse, where cruisers will likely spend most of their waking hours. A long, L-shaped settee provides seating and, with an adjustable-height table, converts to an extra berth at day's end. Welded aluminum Dutch doors to port and starboard are seakindly and provide plenty of ventilation, as do the screened windows. The wheel is gorgeous, a real ship's helm, and the captain's chair is the owner's choice rather than a standard item. The owner also gets to choose the electronics package. A huge cabinet to starboard of the wheel provides impressive access to all of the equipment.

"You don't have to take the boat apart to work on something," Suzanne points out.

Exiting through the port-side door, I examine the cavernous anchor locker with its convenient access ladder and the broad, gently sloping foredeck. I then step up to the bridge deck, where there is a double helm seat, companion seating and a refriger-



ator/freezer. "We chose the mast and boom instead of the power davit because it's more versatile," Suzanne tells

me. "We can launch the tender from either side, retrieve a man overboard, even provide stabilization in a rolling anchorage."

Alizann also has a custom hardtop to support the Tucks' solar panels, and they added Isonglass and canvas to the cockpit to create usable living space during inclement weather.

Then there are the work spaces: in-floor access to the pumps and bowthrusters in the master stateroom, to the tanks and sumps in the companionway, and to the engine room in the salon. Suzanne opens the access panel to the engine room, and I am impressed to see a wide-open, well-lit work space. Here, too, *Alizann* is customized. The Tucks have added a furnace, and they chose a hydraulic bowthruuster and windlass rather than electric ones to reduce system loads. They also added a power take-off on the generator, which operates a hydraulic get-home motor in case something should happen to the single John Deere.

Stepping out into the cockpit through the weathertight double salon doors, I learn that the 48's hull is vacuum-bagged Airex sandwich construction above the waterline and Kevlar-reinforced solid fiberglass below. Encapsulated lead ballast to the tune of 4,500 pounds keeps the

weight low for more stability underway. "This boat is a single hull with three watertight bulkheads," Suzanne says. "She isn't pieced together."

Boasting an approximate cruising range of 4,730 nautical miles at 6 knots, or 1,390 at 9 knots, *Alizann* is certainly made for cruising. The Tucks can't wait to embark on new adventures. "We've been wanting to cruise Lake Superior," Suzanne says. "But the fuel stops are so far apart, you need a sailboat or a boat like this." They're also contemplating a tentative voyage that will take *Alizann* south to the Caribbean, through the Panama Canal and north to Alaska.

The Krogen 48 is a true passagemaker, designed for adventurers who want to get out there and live the cruising life. It's a great choice for boaters such as Suzanne and Marty, who want a fully equipped live-aboard design that can handle the Great Lakes at their moodiest—and then be ready to head for a more distant horizon.

specs

LOA.....	53'
Beam.....	17'4"
Draft.....	5'
Weight.....	56,450 lbs.
Fuel capacity.....	1,000 gals.
Power as tested.....	Tier II John Deere 6068TFM (201 hp)
Price.....	Contact dealer

kadeykrogen.com