



Photos by Gary Reich and Sara Proctor/ PropTalk



# Dreamboat: Kadey-Krogen 48 North Sea

by Gary Reich

“Cruise in comfort.” It’s the bread-and-butter marketing and advertising tagline we see in flashy boating magazine adverts and glossy brochures snuck into our bags at boat shows. But what does cruising in comfort really mean? In my book, it means not feeling like you’ve been beaten up and run around the inside of a front-loading washing machine for eight hours at the end of a passage. Through a combination of engineering, design, and construction techniques, Kadey-Krogen manufactures an able line of full-displacement yachts that are inherently comfortable at a steady pace in varying sea conditions—not just while sipping cocktails at the dock.

## Why a Krogen?

I met owner Betty Robinson, a retired (and single) corporate CIO; Kadey-Krogen Vice President Larry Polster; and Krogen’s sales and marketing assistant Shannon Band at Port Annapolis Marina on Back Creek in Annapolis one early, hot

August morning. While we sipped coffee and munched on bagels, I asked Robinson “Why a Krogen?” Robinson says “I wanted to buy a boat where I didn’t feel like I was ‘camping.’ I wanted a ‘real’ living room, a ‘real’ room of my own, and since I love to cook, I wanted to be able to produce the same meals aboard that I could produce at home. Most of all, I wanted to be able to travel... a lot.” Robinson cruises up and down the Intracoastal Waterway to the Keys on *LiLi* annually and has also made trips to the Bahamas with her.

## What’s Inside?

Access to the expansive saloon from the aft deck is via a rugged aluminum door. Inside, the saloon is equipped with a buttery-soft, leather-covered, L-shaped settee to starboard, and a three-seat settee off to port, upholstered in the same fashion. In between sits a teak table with a fold-out top and high-low base for adjustable height.

Forward of the saloon to port is a C-shaped galley, which is well-equipped

with large Corian countertop surfaces (granite is an option), a single-basin sink, a microwave/convection oven, a full-sized top-and-bottom refrigerator/freezer, a propane cooktop/oven, a dishwasher, a trash compactor, and an ice maker. There is plenty of room in the cabinets and drawers to swallow up a full complement of cooking accessories, flatware, plates and dishes, dry goods, and supplies.

Forward of the galley, two steps down give access to the two staterooms (a three-stateroom configuration is available) and two full heads. First to starboard is the “guest” stateroom with a desk/settee combo (the settee folds down into a double berth), which is large enough to sleep a couple and not have them bumping into each other. To port is a fully-equipped isolated guest head with enclosed shower. The ship’s washer and dryer are also located here.

The main stateroom is a luxurious island, queen-sized affair with storage underneath, ample bedside shelves, two bedside settees, three hanging lockers, and a full-size dresser/bureau with large mirror. Access to the isolated head and enclosed shower is to port and aft of the main berth. Opening ports and two opening hatches offer excellent ventilation and lighting.

## On the Outside

I found big, sturdy hardware throughout the deck sections of the 48 North Sea. The 316 stainless hawse pipes and cleats were large, and I found the stainless rail and step work to be sturdy, well mounted, and precisely welded. The teak toe rail is thick, well joined, and made of high-quality, nicely colored lumber.

The foredeck is wide and large and



equipped with a Maxwell 2200 HWC windlass and double anchor roller. Ample wide side decks give fore and aft access to the foredeck and aft deck, respectively.

The ports are massive stainless steel opening ManShips with screens, hatches are aluminum Lewmars, and the windows and doors are made by Diamond Sea Glaze. The doors are painted or powder coated and made of welded or extruded marine aluminum.

The fiberglass hull and superstructure are produced from female tooling using high-quality gelcoat as a base. Construction is hand-laid Knytex fiberglass with closed-cell PVC foam used in the topsides. The hull is made of solid fiberglass with vinylester resin used in the first two laminates.

### The Ride

There's no doubt that Robinson is the captain of *LiLi*. She is polite, but firm, and handles the big boat well. Robinson easily backed out of the slip with small doses of help from the ABT TRAC hydraulic bow thruster. The Krogen backed extremely predictably for a large, single-screw yacht of her size.

Once free of the slip, we all gathered in the pilothouse and steamed down Back Creek for a rendezvous with the Severn River. The pilothouse is wide, comfort-

able, and easy to see out of from most every direction. There is ample room for charts and gear on both sides of the helm, and the extensive array of navigation equipment didn't seem "packed in" and was easy to see and operate.

While we didn't have high winds or seas for our trip, the boat handled nicely through all the maneuvers we put her through. The ABT TRAC fin stabilizers did an amazing job of keeping the boat flat and level, even during hard-over turns and the occasional rolling-wake encounter from passing sport-fish yachts. We varied our speeds from dead stop to almost eight knots with no significant anomalies to note.

Lastly, and most importantly, the Krogen 48 North Sea is quiet, comfortable, and vibration-free at the helm. With my shoes off, I was hard pressed to feel any mechanical vibration from the engine, or any feedback from hard knocks of water against the hull. I could see and feel how comfortable this boat would be for long-distance cruising. No ringing ears, no fatigue, no aches or pains. The 48 North Sea is the quietest and most vibration-free boat I have ever been on. Mind you the comfort comes at a cost (speed), but it's about the voyage in a boat of this type.

## For Gear Heads

The Krogen 48 North Sea is powered by a John Deere #6068TFM75 diesel, producing 201 horsepower at 2600 rpm. The engine is bolted to a Twin Disc 3.00:1 transmission, which spins a two-inch diameter Aquamet 22 shaft mated to a four-blade, 32-inch, bronze Hung Shen propeller.

Access to the sound-insulated engine room is through a hatch in the galley sole. Everything in the engine room is neatly and cleanly laid out, with easy access to all vital systems. Even with the John Deere engine, Northern Lights 12 Kw generator, fuel polishing system, electrical conduits and wiring, raw water and exhaust pipes, water heater, and more machinery than I can list here, I'd wager you could fit three people comfortably in the space.

## Back to the Stable

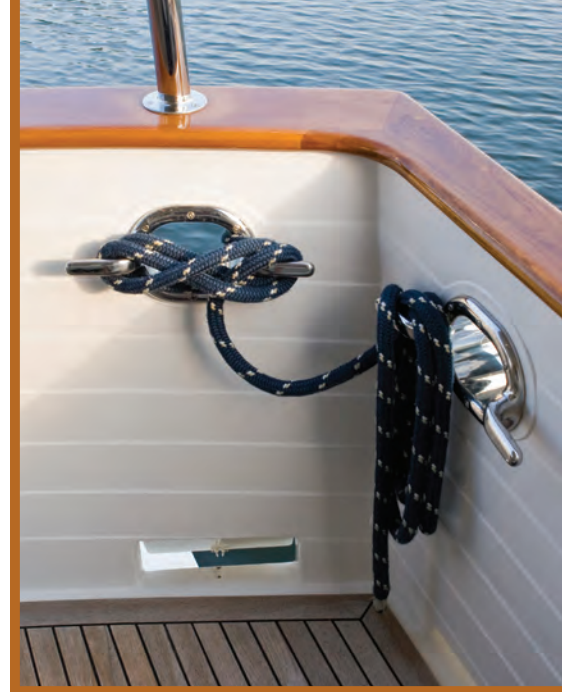
After our spin around, Robinson deftly pulled up to a side dock so I could go fetch our photo boat and take some of the shots you see in this spread. I walked down the dock and asked myself "Why did I like this boat so much?" On my way down Edgewood Road, it clicked. The Krogen

does what it says it is supposed to do and doesn't try to be something it's not. It's a hefty, beefy, full-displacement motor yacht built for comfortable, safe coastal or wide-open ocean cruising. It's made with quality top-end materials and fittings that match a boat of its stature. Most of all, it's comfortable and non-taxing in every way.

*kadeykrogen.com*

### Kadey-Krogen 48 North Sea Specifications:

- Length Overall (LOA): 53' 0"
- Length on Deck (LOD): 48' 6"
- Length at Waterline (LWL): 45' 5"
- Maximum Beam (Over Rubrail): 17' 4"
- Draft (Designed Waterline): 5' 0"
- Displacement (DWL With Half Load): 56,450 pounds
- Ballast (Encapsulated Lead): 4500 pounds
- Fuel: 1000 gallons (three tanks)
- Water: 400 gallons
- Base Price: \$949,000 U.S.



### Approximate Range (with 10 percent reserve):

- Six Knots: 4730 nautical miles
- Seven Knots: 3020 nautical miles
- Eight Knots: 1980 nautical miles
- Nine Knots: 1390 nautical miles