

# 48<sup>2</sup>

## There's a new version of the North Sea 48 for a new decade



*In profile the North Sea 48 closely resembles the fishing heritage of trawler yachts. Some owners are dispensing with the traditional mast for a riding sail and mounting electronics on a radar arch, which allows them to extend an awning over the aft deck. At right, the guest stateroom/office can also be fitted with a Pullman berth. The master stateroom is forward for maximum ventilation at anchor.*



**With** nearly 600 boats in the field, Kadey-Krogen is confident about building boats for bluewater conditions. What this builder has been doing lately is fine-tuning the details to modernize and improve the livability of its fleet based on input from what is arguably one of the most active owner/cruiser groups in the sport. The input from Kadey-Krogen owners has led to big things, such as entire new models, and little things, such as the revamping of the North Sea 48.

The North Sea 48—its nomenclature comes from its length on deck not its LOA—raised pilothouse trawler debuted in

1996 as a walkaround alternative to the builder's Whaleback model. A widebody North Sea was added in 1999 with an asymmetrical main deck and super structure design, which has a full fore-and-aft outboard passage on the starboard side only. A decade later Kadey-Krogen announced its first major modification to the series.

By **MARILYN MOWER**



*The handsome new galley arrangement above is shown in the widebody version of the layout (right). The pilothouse and flybridge are the same on both models. A traditional teak interior includes a standard parquet floor. The image at top shows the handy buffet cabinet on port opposite the galley. On Hull No. 48, the TV cabinet no longer exists, creating a large pantry-style cabinet with pull-out drawers on the galley side.*

I was recently aboard North Sea Hull No. 48, the second of the new breed and first to be delivered to the East Coast. Built for Will and Sue Parry, it's their fifth Kadey-Krogen. So what are the differences? So subtle that you can't see them from the dock, yet for serious cruisers—or live-boarders like the Seattle-based owners of Hull No. 47—they are likely game changers, especially the galley.

The centerpiece of the newly enlarged galley is a four-burner

Viking propane range. Slightly larger than the Force 10 it replaces, the new range actually dictated a little more floorspace in the galley as well. Household size GE appliances including refrigeration and a convection/microwave are standard and there is room for a trash compactor and dishwasher as well. Stainless steel finish is standard for the appliances, although traditional finishes are available. Optional granite countertops add to the modern look. When the 48 was introduced, the saloon TV was

recessed behind tambour doors on the partial bulkhead between the saloon and galley, its backside substantially nipping into galley storage. With the advent of flatscreen TVs that hang on a wall, the galley benefits from a larger pantry with deep, pullout drawers.

While the U-shaped galley appears small in comparison to some trawler-style yachts, its size, layout and placement are a matter of form-following-function. It's on the main deck rather than at pilothouse level to be closer to the center of gravity and designed with the ergonomics of working in a moving environment in mind. As is characteristic of a sailing yacht, you can brace yourself in this galley, and since many Kadey-Krogen owners have come to the brand from sailing yachts,

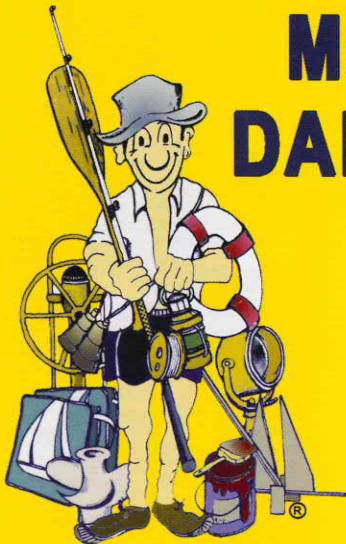
it's comforting and familiar. While the galley itself is arranged athwartship on starboard, there is a buffet like element fore and aft on port opposite. Not only does this present an additional counter for prep work, it also conceals bottle stowage, an icemaker and additional copious stowage for pots, pans and bulky food items.

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### SPECIFICATIONS

LOA: 53'  
Beam: 17' 4"  
Draft: 5'  
Displ: 56,450 lbs. (half load)  
Fuel/Water: 1,000/400 U.S. gals.  
Power: 1 x John Deere  
6068 TFM @ 201 hp  
Top/Cruising speed: 7/9 knots  
Range: 3,020 nm @ 7 knots  
MSRP: \$995,000 (base)

### CONTACT

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"The professional gas stove is something our owners really like," says John Gear, president of Kadey-Krogen Yachts. "When you arrive at your destination and drop anchor—the last thing you want to do is fire up the generator to make a cup of tea and spoil the ambiance." The boat is capable of running everything but the air conditioner off its 3,000-watt inverter and 1,000-amp-hour house battery bank.

The next big change is the completely re-engineered flybridge. What you'll notice is that instead of a centerline helm flanked by settees running fore and aft, the flybridge helm (with enough room for two helm chairs) is now off to starboard with an L-shaped settee and table to port that extends the entertainment space of the boat and makes cruising on the flybridge more congenial. The flybridge also has a summer kitchen aft of the helm area with a grill and refrigeration. This feature certainly extends the livability of the upper deck for owners who entertain on the hook or want more living space than the covered aft main deck affords. What you won't notice is that this new flybridge is made up of less component parts. Reducing the number of molds



The wide-body model still has access from the pilothouse to the foredeck on the port side. Below, the new flybridge seating and dining area.



needed to form the flybridge results in a stiffer, quieter structure that is easier to build and install.

One other change for the 48 is its flush overhead, yes the beam ceiling has been retired, also in keeping with the more modern look. This makes the biggest change in the lower deck staterooms, which now look more spacious. A two-stateroom layout with the master forward and an office that converts to a guest double is standard, but as all interior bulkheads are formed of marine plywood, a third, bunk-style cabin is easily accommodated.

"We don't bring out a new model every year," says John. "When we think about changes we measure them against our three criteria: long range, bluewater capability and livability." The new version of the North Sea hits the mark on all three. 🦋

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