



There is no single right way to cross an ocean. After all, Columbus did it with a trio of carracks, accidentally. Slocum did it in a 36-foot, 9-inch gaff-rigged oyster sloop. Al Grover Sr. crossed the Atlantic in 1985 in a handmade, trailerable boat with an Evinrude outboard. And more than a few people have rowed.

Generally, though, when we talk of passagemakers, we mean boats specifically built for safety and comfort during long offshore journeys. They still come in all shapes and sizes, power and sail, but they're a heck of a lot safer and more comfortable than the *Niña*, *Spray* or *Ole's Dream*.

Capt. Robert F. Beebe's *Voyaging Under Power* is the topic's old testament for those considering what such a journey demands of a boat, and it is still essential reading. But the concept of a recreational ocean crossing was new when Beebe put pen to paper. As more mariners chased their transoceanic dreams, designers and builders have been happy to take some of the worry out of the process, producing boats that meet rigid oceangoing standards with added bulwarks, redundant systems, more efficient engines and ever larger fuel tankage. Of course, even the best-built boat — in the wrong hands or in the wrong weather — can meet its demise at sea, but starting out with a true oceangoing vessel greatly improves the odds you'll make landfall.

Have a look at these recent and coming builds, and we'll be shocked if you don't reach for a copy of Jimmy Cornell's *World Cruising Routes* and start planning. You know you want to.

▲ KADEY-KROGEN 50' OPEN

Kadey-Krogen's new 50' Open is a complete departure for the company. Sure, she features the full-displacement hull form and tra-

ditional exterior the company is known for, and fans of her salty aesthetic will appreciate the walk-in engine room and Portuguese bridge. But step aboard, and the interior may suggest you're on a completely different kind of boat. The main deck features a continuous saloon and galley, with only one step up to a pilothouse. The open space is surrounded by large windows and designed for easy socializing. A retractable door between the galley and pilothouse provides separation for privacy or running at night.

"The Krogen 50' Open is a completely new design for Kadey-Krogen Yachts," says Larry Polster, vice president at Kadey-Krogen. "She is not meant to be a replacement for the 48 or 52. She was designed to appeal to those seeking an oceangoing yacht that's as social and open for a large group of people as an express-style cruiser or traditional sedan-style boat."

If the Miami International Boat Show is any indication, they have hit their mark. Three hull orders were taken at the show.

LOA: 52 feet, 9 inches BEAM: 17 feet, 5 inches DRAFT: 4 feet, 6 inches with single; 5 feet, 4 inches with twins DISPLACEMENT: 68,000 pounds FUEL: 1,240 gallons POWER: single 231-hp John Deere; twin 125-hp John Deere diesels SPEED (estimated): 9.4 knots top; 8 knots cruise PRICE: \$1,549,000 with base power CONTACT: Kadey-Krogen, Stuart, Florida, (772) 286-0171; kadeykrogen.com