

At the Dock



Kadey-Krogen's New 55 Trawler Yacht "Ready to Go the Distance"

Kadey-Krogen is proudly announcing their new 55-foot Expedition model. Hull #1 debuted to an enthused audience and rave reviews in Miami, and Kadey-Krogen Yachts' Seattle office is eagerly anticipating a late July delivery of the first 55-footer on the west coast. Designed for long-range passage making, the new *Krogen 55 Expedition* is large enough for offshore confidence, yet still small enough to be cruised by a knowledgeable couple.



Kadey Krogen's new 55 Expedition.

A careful examination of the qualities and specifications of the *Krogen 55* will impress anyone informed about the characteristics of seriously seaworthy yachts, but the *55 Expedition* is much more than just another 55 foot-boat: it's the only 55-foot Krogen. There are some notable characteristics intrinsic to all Krogen trawler yachts that must be considered when drawing comparisons.

The majority of "trawlers" currently on the market feature semi-displacement hulls. The hard chines and flat aft sections of the semi displacement design will facilitate (with enough raw horsepower) top speeds well beyond anything naturally permitted by the waterline length.

Instead of using a semi-displacement design, Kadey-Krogen yachts incorporate James S. Krogen's Pure Full Displacement (PFD) hull. Full displacement

hulls may sacrifice a few knots of potential speed, but on a long-range coastal or trans-oceanic passage the sea-kindly motion, roll control, and greater efficiency will be easy to appreciate.

Kadey-Krogen hulls are hand laid, using only the finest materials. The hull incorporates Knytex matting, infused with vinyl ester and isophthalic resins. The critical areas of the hull are reinforced with Twaron matting - an aramid and fiberglass

combination used to create "bulletproof" body armor. Cook UV-resistant gelcoat will help preserve a Krogen's appearance, and the hulls are ballasted with cast lead for improved stability and broach resistance. Many builders use iron bars for ballast, but cast lead conforms to the lower portions of the hull contour. Krogen stringers are larger and more closely spaced than most, and are incorporated into a full-length grid that solidly connects the bulkheads and more effectively distributes the hull load underway. Deckhouse and hull topsides are cored laminates for a lower center of gravity, less weight, better sound attenuation, and increased thermal insulation.

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Kadey-Krogen yachts prioritize functional, professionally equipped machinery spaces, and the *55 Expedition* is no exception. Twin John Deere 158-horsepower engines are surrounded by

DIMENSIONS AND SPECIFICATIONS:

- LOA:** 60 feet, 2 inches
- LOD:** 49 feet, 6 inches
- LWL:** 49 feet, 6 inches
- Beam:** 18 feet
- Draft:** 4 feet, 10 inches
- Displacement (1/2 load):** 87,870 pounds
- Ballast:** 6,900 pounds
- Bridge Clearance (mast down):** 17 feet, 7 inches
- Fuel:** 1,880 gallons
- Water:** 500 gallons
- Black water:** 140 gallons
- Gray water:** 140 gallons

uncluttered workspace. When seas kick up well offshore, the built in fuel-polishing system will help ensure that no “tank gunk” shuts down the engines. Automated oil exchange systems enable easier (and perhaps more frequent) maintenance. Delta-T demisters remove moisture and salt from the air before it enters the engine room, and helps to protect engines, tanks, and other critical systems from corrosion.

EXTERIOR STYLING:

The *Krogen 55' Expedition* features a high bow, with fine, raked entry. It's difficult to imagine head seas that would prove too challenging for the stout and aggressively styled forward section of the hull. A sweeping step at the forward section of the pilothouse makes a graceful transition from bow to sheer line. The full displacement characteristics are expressed in slight, pleasant curvatures of the gunwales and superstructure. A dedicated pilothouse takes a non-nonsense stance atop the main cabin, and the boat deck, where a standard 1,200-pound rotating davit is mounted, extends aft to create an all-weather, covered cockpit. A “summer kitchen” fixture is located on the boat deck, for open air entertaining during pleasant weather.

The deck layout is unusual, but immensely practical. There are no side decks between the cockpit and the foredeck. Access to the foredeck is down companionway steps from the pilothouse. Foredeck security is a high priority for Krogen yachts, and there is sufficient stainless steel railing to create a high comfort level on the foredeck under nearly any conditions. Expanding the superstructure to the gunwales dramatically increases the usable space in the main cabin, and eliminates any need to “drain” water-filled side decks in exceptionally heavy weather. Fenders are easily tended from the foredeck, the cockpit, and (with long fender whips) from the boat deck.

MECHANICAL AND SYSTEMS HIGHLIGHTS:

Krogen's new 55' Expedition is powered by twin John Deere 6068 TFM M1 Tier 2 engines, each rated at 158-horsepower. Four-blade props, (31 x 18.5), are turned by 2-inch Aquamet shafts. Kadey-Krogen incorporates two skegs to support this propulsion, each a “counter faired” design to additionally boost and control as well as reduce wake. Hynautic hydraulic steering controls the rudders, while Mathers “Micro Commander” 9000 series electronic controls (with a remote unit), control the engines and transmissions. There are wing stations with auxiliary controls on either side of the Portuguese bridge to permit maximum control when docking.

A Northern Lights 16Kw generator is standard on the *55' Expedition*, providing more than adequate power to service the five 12,000 BTU, 240-volt heating and cooling units, the 18,000 BTU, 240-volt heating and cooling unit, and a 9,000 BTU heating and cooling unit. A pair of 36,000 BTU “chillers” improves the efficiency of the reverse cycle systems to maximize cabin comfort, and a Master Control unit permits



Two Stidd chairs and ample room for electronics in the 55's pilothouse.



Social seating area in the pilothouse can make a shift at the wheel a bit less lonely.



Kadey Krogen's spacious salon takes full advantage of her 18-foot beam.



The lavishly equipped galley will accommodate three cooks, if needed.



In both the two and three stateroom layouts, the master stateroom is most forward.



Five watertight doors separate the lazarette from the bow thruster.

maximum comfort in any compartment aboard the *55 Expedition*. A Trace 4,000-watt inverter and battery charger will service light AC loads without running the generator.

A pair of ASEA Systems 15KVA Converters will assure a stable supply of shorepower at a constant voltage, regardless of conditions prevailing at a specific dock. A pair of Glendinning CM7 Cablemaster Systems will make easy work of deploying and recovering a pair of 75-foot 50-amp power cables.

American Bow Thruster furnishes a 12-inch, 22-horsepower bow thruster, as well as a digitally controlled 9-foot hydraulic fin stabilizer system. Krogen supplies an amazing twenty-two batteries with the *55 Expedition*, including four for main engine starting, 16 for a house bank, and two for generator starting. Batteries are connected in series to provide 24-volt service.

WORLD CRUISING CAPABILITY:

At a conservative pace of six knots, the *Expedition 55* has an approximate range of 7,100 nautical miles. That's enough range to get from Seattle to Honolulu and back again. When the round trip to Hawaii was completed, enough fuel would remain for an additional cruise to Anchorage, Alaska - and back - as well.

Range remains an astonishing 4,300 nm at seven knots, (sufficient for a one-way passage to Tokyo), and 2,800 miles at eight knots (two round-trip cruises to San Francisco).

Faster throttle settings reduce range to 1850 nautical miles at nine knots, (roughly a round trip cruise to San Diego) and 1,200 nm at ten knots.

Stowing provisions and spares for a long distance voyage will be easily accomplished on the *Krogen 55 Expedition*. All the cabin accommodations are on one deck, so if the series of watertight doors are open (there's one for each bulkhead), it's possible to enter the lazarette and see all the way to the bow thruster, almost 50 feet away. Owners will additionally appreciate the luxury of such space when it eventually becomes necessary to service or repair any of the ship's systems.

INTERIOR LAYOUT:

The salon is most aft in the layout, accessed through a watertight double aluminum doors in the aft bulkhead. Extending the superstructure to the gunwales allows Kadey-Krogen to offer much more interior space than expected, and the huge salon takes full advantage of the 18-foot beam. Warm cherry solids and veneers are precisely fit and exquisitely finished, creating an atmosphere that combines exceptional luxury with traditional nautical ambience. The cabin soles are teak parquet, (except cherry and holly in the pilot-house). An L-shaped settee and hi-low table are to port, and matched easy chairs flanking a bookcase and entertainment unite are to starboard.

The galley is forward of the salon, to port. A serving counter separates the salon from the galley, but the cook isn't

separated from the conversation. There is room for up to three people to prepare food at the same time. Stainless steel appliances include a Miele dishwasher, Elkay double sink, Viking 4-burner propane range with oven, GE microwave/convection oven, Jenn Air French door refrigerator with lower freezer, GE trash compactor, GE garbage disposal, GE wine cooler, U-line icemaker, and ASKO washer and dryer.

There are two and three-stateroom versions of the *Krogen 55 Expedition*, but in all cases the master stateroom is in the forepeak to take full advantage of the greater fresh air and light available in that compartment.

Perched above the accommodations, visibility from the pilothouse should be exceptional in virtually any direction. Long passages behind the 32-inch stainless "destroyer" wheel will be easily accomplished from the comfort of a Stidd High Back "luxury" Admiral helm chair, with 24-volt DC power adjustment. An identical Stidd is provided for the watch. Individual washer wiper systems for the three forward windows will ensure optimum visibility in snotty weather, and there is an abundance of

space for the installation of an owner's preferred navigation electronics.

CONCLUSIONS:

Yachtsmen in search of a truly blue-water capable cruising craft do not need to be sold on the Kadey-Krogen trademark or the benefits of a long-range displacement hull. The New 55' *Expedition* will be high on the list of vessels anyone searching for a virtual any-ocean design will consider prior to purchase.

How about the rest of us? Most Pacific NW boaters will never attempt anything much more adventurous than a coastal cruise to SE Alaska, but even so, a vessel like the *Krogen 55 Expedition* makes a world of sense. The same qualities that help ensure survival in an

open ocean storm encountered 1,000 miles offshore will take much of the discomfort out of crossing Queen Charlotte Sound to Dixon Entrance or help smooth out the "bumps" if an unexpected squall sweeps in halfway across the Strait of Georgia. While we do not all "need" a boat that can navigate from Seattle to virtually any port in the world, we can certainly enjoy the benefits of owning a vessel that could.

For additional information regarding the *Krogen 55 Expedition*, please contact Kadey-Krogen's Seattle office at (206) 453-5631 or visit the web site www.kadykrogen.com. ■

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