



# UP TO SPEED...

*what's new on the waterfront*

by John Martino

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## Krogen 58

**M**onday, October 20, 2008, Time: 1820, Position: Diamond Shoal, Cape Hatteras, Course: 170° Magnetic, Speed: 11 knots, Note: "Beautiful! Clear sunset at Cape Hatteras, Winds North at 10-15, Sea 4-6' with a 7-12' ground swell. Perfect conditions. Scott cooked a wonderful meal of spiral-cut honey ham with potatoes and onions."

Just 24 hours after departing the United States Powerboat Show in Annapolis, Md., we were rounding Cape Hatteras headed south. I was captaining a brand new Kadey Krogen 58 trawler yacht on the final leg of the fall boat show "loop," heading for the Fort Lauderdale International Boat Show. Having already driven her from Annapolis to Newport and back again in September, I thought



I knew what she was capable of, but on the trip to Florida I was blown away by her performance—yet again.

When Casey Graves at Kadey-Krogen Yachts called to ask if I was interested in delivering a new Krogen 58

to the Newport Boat Show, I jumped at the chance. Even before I had my schedule cleared, she called back to ask if I could also take the 58 back to Annapolis and then on to the Fort Lauderdale show. I was psyched. There is no better way to put a boat through her paces than to take her on coast-wise deliveries in a variety of sea and weather conditions.

into Jersey City a couple of hours after sunset and hunkered down for a blow. In the morning I had a beautiful view from the pilot house as I sipped my coffee and watched Lower Manhattan become engulfed by the rain squalls

signaling Hanna's approach.

While waiting out the weather, I took note of the 58's roomy interior. Beginning aft, there is a covered deck with a high bulwark and teak cap rail. A large transom door opens to the swim platform. A fish-cleaning station/wet bar area sits to starboard with sink, counter, storage drawers and cabinets. A generous access hatch in the teak sole leads down to the lazarette. Moving forward through watertight double doors takes you into the saloon.

This wide-body model features an extra large saloon in lieu of a port side deck. There is a spacious settee area to starboard with a high/low table. Two armchairs to port make this a comfortable conversation area. Forward to starboard there is a well laid-out galley equipped with stainless steel appliances. The Sub Zero refrigerator, Viking range, convection microwave, double sink, garbage disposer, trash compactor and copious storage make this galley fit for a much bigger yacht (or even a condo). A water-tight Dutch door to starboard leads from the galley to the side deck. This feature became quite useful at sea when the cook needed some air or to jettison the leftover stew.

Moving forward and down a few steps, a corridor leads to the state-rooms forward and engine room aft. The accommodations are extensive:



three staterooms and two heads. The master has a centerline queen bed, tons of storage and a roomy head with stall shower. The guest head is accessed via the corridor or the starboard guest stateroom and offers a large stall shower. The guest stateroom to starboard is the larger of the guest cabins and has twin beds and plenty of storage. To port the smaller stateroom is set up primarily as a study with a desk and settee that serves as a single bunk.

At the aft end of the corridor and down three steps a full-size watertight door leads to an engine room you can almost stand up in. The engine room is well lit, and it's easy to move around. Everything is logically laid-out and well labeled. A center aisle runs between the main engines and generators to a watertight hatchway that leads back to the lazarette. It was a rare pleasure to make my hourly engine room checks without having to get down on my knees. I could spend hours in this engine room.

If there is one place on the 58 I loved more than the engine room, it's the pilot house. This is where I spent the better part of my time while I was aboard, and it is by far one of the most comfortable and well laid out pilot

houses I have used. The helm is center with a comfortable helm chair. There are two large navigation chart tables to port and starboard with hand holds and adequate chart drawers on both

sides. Aft there is an L-shaped settee and a high/low table that would be considered generous even in the saloon; in the pilot house it's downright luxurious. In fact, our crew of five guys all ate dinner there each night.

Watertight Dutch doors port and starboard lead out to a protected Portuguese bridge that surrounds the pilot house. On the starboard side deck a wing station facilitates easier docking. The pilot house windows slant forward at the top, which eliminates glare coming back from instrumentation at night and helps keep spray and rain from collecting to obscure visibility.

Visibility from the pilot house was excellent; however, we did make a ritual of stepping out onto the side decks regularly while under way to check our quarters for overtaking vessels. I also found the pilot house to be very quiet, even for a boat of this size. I had to leave the engine room door open on start-up in order to hear the John Deere 6068s (very quiet engines).

After the storm passed, we had a smooth ride to Newport. On the return trip conditions were mild, and we took the offshore route, making it from Newport to Annapolis is 35 hours.

Now a little more than a month later, we were enjoying a delicious "home-cooked" meal and beautiful sunset while the Krogen effortlessly climbed up and over the swells and glided down the other side while maintaining more than 10 knots of speed. Two days later, off Cape Canaveral, the conditions were quite different. Seas were 3-5 feet with only a 3-second period. This short steep chop made for a wet ride, but again the 58 performed well. With spray breaking over the bow, we plowed along, maintaining our speed in relative comfort.

At 1007 on October 22, after just 88 hours under way from Annapolis, we entered Hillsboro Inlet into Palm Beach Harbor. This is definitely not your father's trawler yacht! ■



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## SPECIFICATIONS

LOA .....	63'3"
BEAM .....	18'10"
DRAFT .....	5'3"
FUEL .....	1760 gal
WATER.....	400 gal
DISPLACEMENT.....	96,830 lb
PRICE AS TESTED .....	\$2,247,000

## DEALER INFO

**KADEY-KROGEN YACHTS**  
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