



Krogen 58

A PROVEN HULL FORM AND A NEW OFFICE LAYOUT DEFINES A MORE-THAN-CAPABLE LIVEBOARD PASSAGEMAKER

BY SEA MAGAZINE TEST TEAM

KADEY-KROGEN YACHTS SPENT MUCH OF LAST YEAR celebrating its 30th year in business with special events at trawler festivals, boat shows and rendezvous gatherings. What company wouldn't after forging a reputation as a maker of capable and reliable trawlers that define an oceangoing passagemaker? Kadey-Krogen estimates that it has launched 500 vessels since the beginning of its operations back in 1977.

Kadey-Krogen also has made a name for itself with breakthrough designs, such as tri-level interior layouts, with the goal of creating an opti-

mal liveboard environment for both long-distance and coastal cruising.

Characteristic of a true innovator is a willingness to continue tweaking configurations, seeking ways to improve and incorporating new technologies. Such is the case with the Krogen 58, which is based on a 60-foot commercial trawler design created by company co-

founder James S. Krogen.

The Krogen 58 is a flagship vessel, the first model in the company's revamped line of full-displacement trawlers. Customers had requested a comfortable flybridge and Kadey-Krogen responded. The trawler's 18-foot beam provides a high level of stability and produces enormous spaces belowdecks.

Jim Krogen has always maintained that round hulls have the same form stability as a floating log. To that end, his designs have incorporated flatter hull sections that sweep up to the stern. The design is set to produce a self-righting moment after an 85-degree roll with the help of twin keels

An Inside Look



The trawler's 18-foot beam provides a high level of stability and produces enormous space belowdecks. The 17- by 14-foot main saloon, which is finished in cherry, offers plenty of room for lounging. The area is outfitted with a large settee, chairs and a flat-screen television hidden in a cabinet. Behind the helm is space for an L-shaped settee that converts to a double berth.



TESTER'S OPINION
"For all its sturdiness, the 58 also demonstrates a canny ability to maneuver in tight quarters with a stiff breeze dead on the beam. In these conditions, the wing station comes in handy. With the helm hard over at speed, the 58 can complete a 360-degree turn in approximately five boat lengths. It motors easily at a 9.5-knot cruising speed at 2,200 rpm."



Krogen 58

SPECIFICATIONS

LOA	63 ft., 3 in.
Beam	18 ft., 1 in.
Draft	5 ft., 3 in. (half load)
Weight	96,830 lbs. (half load)
Fuel capacity	1,760 gals.
Water capacity	450 gals.
Base price	\$2.1 million (w/twin Tier II John Deere 154 hp diesels)

PERFORMANCE SPECS

Top speed	11 knots
Range @ 7 knot cruise	3,840 nm (10% reserve)

STANDARD EQUIPMENT

AquaDrive anti-vibration system engine mounts, 20 kw and 8 kw Northern Lights generators, Trace 4 kw inverter, Gebo windows, American Bow Thruster 25hp hydraulic (3-station), American Bow Thruster TRAC system (9 sq. ft. fins), Dual Racor fuel filter w/vacuum gauge for each engine Maxwell 3500 hydraulic windlass, five-zone air conditioning (78,000 total BTU), three-station ZF Mathers MicroCommander electric controls, tow Glendinning Cablemasters, Freeman doors, wing station, Nautical Structures davit, cherry interior.

CONSTRUCTION

The bottom of the hull is laid with solid fiberglass and a layer of vinylester resin to prevent osmotic blistering. Kevlar reinforcement is laminated at the stem and stern. Topsides are laid with Knytex, combined with mat and Airex foam coring. The superstructure follows a similar process, with the addition of end-grain balsa and Divinycell coring encapsulated in the deck layup to produce a sturdy section while reducing weight aloft. Teak aft and side decks. Boat and fore decks have GripTex non-skid finish. Bulwark has molded plank lines with gel coat finish. Polyurethane formulate marine sealants used at hull-to-deck, boat deck joints and exterior fittings. Marine-grade plywood bulkheads with molded fiberglass hat section stringers. Interior finished with handcrafted solid cherry, Formica and veneers.

COMPANY PROFILE

Years in business	30
Boat lines	Krogen 39, 44, 48 and 58
Kadey-Krogen Yachts Inc. , Stuart, FL; (800) 247-1230; www.kadeykrogen.com	

BUILDER

Asia Harbor Yacht Co., Taiwan

WEST COAST DEALER

Passage Maker Yachts, Seattle, WA; (888) 381-8927; www.yachtworld.com/passagemaker

that add roll dampening and protect the twin propellers.

As the first model in Kadey-Krogen's next generation of yachts, the 58 raises the bar for finish, quality and comfort for Kadey-Krogen. The company introduced a new floor plan, an open-office arrangement complete with a library, for today's generation of liveaboard baby boomers who work full-time or part-time from their yacht and those who don't work but want to stay connected 24/7.

Buyers can choose between two office layouts: a fore and aft midship master/queen forward with an office or a master forward/twin guest with an open office. Built-in computer cabinetry and bookshelves are included. Of course, the space could be converted to a third stateroom.

With these nods to customer requests comes an improvement in packaging options. "We shouldn't nickle and dime people with options," company Vice President Larry Polster said. "Now all major machinery is offered in the base boat. We leave the (choice of) electronics and dinghy to the owner." Customers also receive an allowance of about \$30,000 for interior decoration.

Other tweaks in the 58 have to do "with lots of stuff that people don't see," Polster said, noting the addition of lower-emission Tier 2 engines. "We have higher output alternators that are standard, wing stations that are standard, Stidd helm chairs that are standard, AGM instead of lead-acid batteries."

Small changes include the addition of a 1,200-pound electric rotating davit by Nautical Structures and a switch to the luxury brand Viking for the 24-inch range.

What hasn't changed is the feeling of being on a small ship as soon as you set foot on a Krogen. The 58's tall railings, Freeman watertight welded doors and sturdy hardware are earmarks of a capable seagoing vessel.

For all its sturdiness, the 58 also demonstrates a canny ability to maneuver in tight quarters with a stiff breeze dead on the beam. In these conditions, the wing station comes

in handy. With the helm hard over at speed, the 58 can complete a 360-degree turn in approximately five boat lengths. It motors easily at a 9.5-knot cruising speed at 2,200 rpm. The boat's optional TRAC hydraulic stabilizers produces a flat ride on waves around 4 feet. But even with the units disengaged, the 58's ride is exceptionally flat.

A trio of forward-sloping windshields add to the feeling of spaciousness in the pilothouse. A 48- by 30-inch chart table adds functional space for navigation, within easy reach of the helm. The space is large enough to include an L-shaped settee that converts to a double berth. Outside access to the pilothouse is to starboard from the cockpit. The cockpit is large enough for a cocktail party, and it is protected by the boat deck.

Access to the boat deck and flying bridge are to port from the pilothouse or bridge, a design feature that allows the builder to extend the main salon to the hull, to port. The entire arrangement produces the effect of an 18-foot-wide spiral staircase.

The flying bridge is well equipped, with two helm chairs and a curved bench seat with a table. A concealed storage area spans the bridge, and two 20-pound propane tanks are stored out of sight. Strategically located handrails in stairways and corridors are a practical plus.

The 17- by 14-foot main salon, which is finished in cherry, offers plenty of room for lounging. The area is outfitted with a large settee, chairs and a flat-screen television hidden in a cabinet. Opening Gebo side windows and Italian Cantalupi lights brighten the interior on overcast days.

The skipper and crew can retire to either two or three staterooms, depending upon which of several interior layout options are chosen. The skipper's quarters are in a well-appointed stateroom in the bow. The centerpiece is a berth atop a 7-foot-long island that is surrounded by wood cabinetry, shelves and a head. Aft, to starboard, the second stateroom may be furnished with a queen-size berth or two twin berths. An en suite head is also provided. ●