



DESIGN

Kadey-Krogen 64 Expedition

This purpose-designed trawler triggers dreams of distant ports of call. By Dennis Caprio

Her clipper bow stands proud to shed big head seas. Her sheerline sweeps aft, breaking dramatically amidships before continuing to the subtle rise as it approaches the curved transom. Prospects looking at her profile drawing may imagine themselves at the helm, scanning the surface of the sea through the canted windscreen, feeling their little ship rise to the crest of a wave and then slip down its face. They may see themselves strolling the Portuguese bridge for a breath of fresh air or braced, sextant to the eye, taking the noon sight.

Only a dream? Maybe, but dreams sell boats. On the other hand, some yachtsmen will point the bow of their long-range cruiser toward the horizon, setting a course for parts unknown. This Kadey-Krogen 64 Expedition ought to be an able conveyance. It certainly looks the part, above and below the waterline. Kadey-Krogen derived the 64 from its 55-foot Expedition, introduced in 2007. This newest design combines a roomy pilothouse, a feature that helped to make the Whaleback 48 popular, with significantly greater length and the fine proportions of the Krogen 58. Although the company designed the 64 to be managed by the owner and his mate, its length permits dedicated space in the pilothouse for a professional captain—a worthwhile option for long, offshore passages.

Both Expedition models share the full-displacement hull that provides enough load-carrying capacity and fuel economy for extended stays at sea. Each model has rounded bilges and three keels, the main one anchoring the structure and running the length of the bottom and one shorter keel, or skeg, on each side. According to Kadey-Krogen, the shape of these skegs causes water flowing into the propellers to rotate contrary to the rotation of the props, which improves fuel economy.

Designing a shipy-looking voyager may seem, to the casual observer, like a relatively easy task, primarily because the individual elements appear to be made of simple angles, curves, and flat surfaces. Make no mistake, the process is full of pitfalls—most of which can lead the naval architect to draw a caricature. Kadey-Krogen's designers, I'm happy to report,

have avoided any temptation to draw "character" into the 64. The true character of this yacht emerges from the details that define its purpose, unlike the seemingly complex ultramodern shapes of many motoryachts, on which each element flows like lava into the next. Above the waterline, three distinct layers—the hull up to the sheerline and the two-part superstructure—blend together to create the whole and each one serves a function. The high clipper bow, though it has a definite visual impact, gives the yacht loads of reserve buoyancy in coping with head seas, and it provides the volume belowdecks to house the staterooms.

The after half of the hull beneath the galley and lounge area houses the engines and the rest of the machinery common to long-distance cruising yachts. The engine room has more than six feet of headroom, which encourages the owner to do routine maintenance and inspections and helps to establish the freeboard abaft the break in the sheer and the height of the design's second layer—the galley, dining, and lounge areas on the main deck. From the cockpit to the bulkhead amidships, the main deck is on a single level. Two steps lead down and forward to the staterooms. Crowning the superstructure is the pilothouse and captain's quarters, where we find a double berth, head, and large shower stall.

Aside from placing the 64 Expedition within the historical context of commercial expedition vessels, the upright nature of the superstructure allowed the designers to fill the interior with roomy and luxurious spaces. Even a brief study of the exterior reveals how the angles and curves work together to form a yacht of character and seamanlike presence. □

Kadey-Krogen Yachts, (772) 286-0171; www.kadeykrogen.com

LOA: 67'5"
LWL: 62'2"
BEAM: 20'6"
DRAFT: 5'6"
DISPL.: 167,000 lb. (approx.)
FUEL: 3,000 gal.
WATER: 550 gal.
BLACK WATER: 175 gal.
GRAY WATER: 175 gal.
TOP SPEED: 11 knots (estimated)
RANGE: 3,000 miles @ 9 knots (estimated)
POWER: 2 x 231-hp John Deere continuous-duty diesels

