

When Quality Inspires Loyalty

Impressed with every aspect of their yachts, owners have no reason to jump ship from their beloved Kadey-Krogens

Once you're an owner of a Kadey-Krogen trawler, there's a good chance that you'll be one for a mighty long time.

Retracing the ownership history of most Kadey-Krogen yachts reveals a loyal, devoted following for these long-range cruisers. Owners tend to keep their boats for years. If they do switch, it's usually into another Kadey-Krogen.

"We don't experience much turnover," agrees Larry Polster, the company's vice president. "Typically

our owners are very experienced and very knowledgeable. When they go into something, they've thought it all out, and as a result, there is an extreme level of satisfaction in their boats. They enjoy it and stick with it."

Kadey-Krogen is all about building yachts that keep their long-term clientele happy and comfortable, whether on transoceanic voyages or coastal cruises. "The majority of our owners are not weekend boaters," explains Larry.

"Instead, they are living on these vessels full-time or are doing extended stays of several months at a time."

Based in Stuart, Florida, and with branch offices outside of Annapolis, Maryland, and Seattle, Washington, Kadey-Krogen successfully combines quality, comfort, and reliability into each of its four production models: the 39', 44', 48', and 58'. All four full-displacement vessels feature abundant liveboard room and are noted for

Engine diagnostics and historical information is readily available at the helm of the Krogen 48', thanks to the capabilities of the electronic PowerTech 6068TFM75 engine.



The beamy 58' boasts a spacious salon with all the creature comforts of home.

Powered by a PowerTech 6.8L engine, the Krogen 48' has a range of about 8,760 kilometers (4,730 nautical mi.) cruising at 6 knots.





their outstanding sea-keeping and sea-handling characteristics.

Appealing to the needs of a seagoing clientele who hold tight to their Kadey-Krogens, the company insisted on a marine diesel that provides long-term reliability. “You hear talk of disposable engines,” says Larry. “John Deere engines are anything but. These boat owners should receive a propulsion unit that will last a long time and be easy to maintain.”

Ten years ago, the company began offering John Deere engines. Today the emission-optimized engines are standard on the four Kadey-Krogen models. “When we first introduced the Krogen 39’, we were looking for a good, over-built marine diesel engine to power that vessel,” recalls Larry. “We looked at the 4.5L, and it was a logical choice for us. As things came down the pike with the EPA, and with the success with the 4.5L engine and our John Deere engine distributor, we decided to move everything over to Deere as time went on. We put the last competitive engine in a boat three years ago.”

Kadey-Krogen also offers a single PowerTech 6.8L on the Krogen 44’. “It’s our best-selling vessel right now,” says Larry. “Its comfortable size and price make it the sweet spot for many couples who like cruising by themselves.” The same 6.8L engine powers the 48’, while twin 6.8L engines drive

the Krogen 58’. Even with twin engines, the Krogen 58’ has a range of 6,112 kilometers (3,300 nautical miles) at seven knots, and 2,408 kilometers (1,300 nautical miles) at 10 knots.

Larry says the transition to emission-certified electronic engines this past summer was a smooth, simple process. “Because the horsepower range changed a bit, we had to verify our calculations that we would have the right level of torque output. As we looked at the power curves, we quickly realized there was ample reserve power for the boat.” Also, the move to electronic engines eliminated the need for a third-party fuel-monitoring device. Another bonus is the diagnostic capabilities of the electronic control unit, he says.

The loyal following of the Krogen yacht no doubt stems from the company’s solid commitment to quality workmanship, materials, and components that last. “As a builder, we don’t look to go elsewhere for our Tier 2 engine needs. This is not technology new out of the shop,” says Larry. “These engines have been proven and tested in millions of miles in off-road applications.

“In the 10 years that we’ve used John Deere engines, we’ve never replaced a John Deere engine,” Larry says.

Perhaps it’s fair to say, once you’re an owner of a John Deere marine engine, there’s a good chance that you’ll be one for a mighty long time.

A single PowerTech 6.8L fits comfortably in the spacious engine room aboard the Krogen 44’.

Engines: John Deere PowerTech 4045TFM75 — a 100-kW (135 hp) at 2600 rpm, 4-cylinder, 4.5L, turbocharged marine diesel engine; PowerTech 6068TFM75 — 118-kW (158 hp) at 2400 rpm and 150-kW (201 hp) at 2600 rpm, 6-cylinder, 6.8L, turbocharged marine diesel engine. **Distributor:** Cascade Engine Center, LLC, Seattle, Washington, (206) 764-3850, www.cascadeengine.com.

The Krogen 58’ runs with twin PowerTech 6068TFM75 engines turning 4-blade, 813x610-millimeter (32x24 in.) propellers through a Twin Disc MG 5075A transmission with a 2.88:1 gear ratio.

