DAUNTLESS’ Adventure in the Baltic

ALSO INSIDE: PASSING THROUGH: The Panama Canal • ALASKAN SUMMER • Sheworthy: Great Expectations
In This Issue:

• DAUNTLESS’ Adventure in the Baltic ................................................................. 2
• Dear Owners & Enthusiasts .............................................................................. 8
• Passing Through: The Panama Canal ................................................................. 9
• In The News ........................................................................................................ 10
• You Only Get One Life ..................................................................................... 11
• Sheworthy: Great Expectations ....................................................................... 13
• Welcome New Owners .................................................................................... 15
• Introducing the Krogen 50’ Open ..................................................................... 17
• Alaskan Summer ................................................................................................ 18
• Jenny’s Watch .................................................................................................. 22
• Photologue: FINE ALLE .................................................................................. 23
• On the Drawing Board: Krogen 68’ Expedition & Krogen 70’ ......................... 25
• Photologue: NAVIGATOR ................................................................................ 27
• Which Kadey-Krogen is Right for Me? ............................................................. 29
• Brokerage Listings ............................................................................................ 30
• Upcoming Events ............................................................................................... Back Cover
Dauntless’ Adventure in the Baltic

Krogens are made to roam the seas and take their lucky owners to virtually any place they dare to go.
This summer, my wife, Julie, and I took our 27-year old Krogen 42’, “Dauntless”, on a full-circle, 4,400 nautical mile (nm) tour of the Baltic. Our journey began on May 25, 2015, and we returned to Dunmore East, Ireland 130 days later on September 30.

Anyone could do this trip. The Baltic geography is very similar to the East Coast of the United States with the northern coast of the Baltic and North Seas (Scotland, Norway, Sweden and Finland) much like Maine—rocky below and above the water, and with pine covered islands...billions of islands. The climate is also similar to Maine in the summer, though on average, probably cooler and wetter in the western half and warmer and drier in the eastern half.

The southern coast (Holland, Germany, Poland, Latvia, and Estonia) is much like the coast of New Jersey and Maryland—sandy, low-lying and much longer distances between harbors, especially east of Germany.

**EUROPEAN BOATING CULTURE**

Don’t be intimidated by all the languages spoken. First of all, in every country, people seemed to like anyone traveling on a boat. Secondly, anyone interested in boats speaks the language of “boat”, even if they don’t speak English.

People in Europe operate their boats like how they drive their cars—faster and much closer than Americans are accustomed, and with a skill that is too often absent in the U.S. For example, with hundreds of feet to spare, a boat passed us within 30 feet. And once, as we waited for a bridge opening, I figured why not leave a few boat lengths between us and the boat in front of us. Well,
I soon discovered that the other boaters interpreted our position as, “Please go in front of me, as we are obviously just going to sit here for a few days.”

As time went on, I got with the program. The final test came while tying up in Gdansk, Poland (there was a wall to our west, the marina with finger piers immediately to the east, and a low, non-movable bridge ahead creating a dead-end). Seeing no open spaces, I decided to tie to the wall…and then had the bright idea to make a “U-turn” just before the bridge. The problem? My plan did not leave me much room and my bow thruster was not operational. I got to the end and turned to port, backing and filling like a madman with the bridge only 10 feet from my stern and my bow pulpit approaching a sailboat tied to a finger. Meanwhile, I notice three people sitting in the cockpit of the sailboat that I am about to T-bone, quietly eating their lunch.

They don’t get up to fend me off. They don’t say anything. In fact, they don’t even look concerned. They figure I know what I am doing, having got this far! Well, I complete our maneuver, never getting closer than a few feet to them.

By the end of the trip, I came to realize, that at least in northern Europe, boaters are accorded a certain respect and when accidents do happen, they understand boating is not always easy, and that no one causes an accident on purpose. Boats in Europe get in many tight spaces that we would never try in the U.S., but it’s just accepted that boats will touch. I saw many times boats pushing other boats as they docked. To be clear, everyone has a lot of fenders, but I never saw any angry words or gestures.

Radio Etiquette

Again, nothing to worry about. No one will call you on the VHF, and should you call, chances are they will not call back. It was explained to me that language barrier is to blame. But as our trip progressed, I realized that I heard virtually no one talking on the VHF—in any language. Barges talk on the big rivers, and in Poland and Estonia communication happens with port control to enter and exit. Bridges though? Fuggetaboutit.

The job of the bridge tender is to open the bridge for those who need to pass, in order of priority. In order from highest to lowest: Trains, planes, bicycles, trucks, pedestrians, people in wheelchairs (whether powered or not), unicycles, then boats, and finally cars. So, this means that “open on demand” in the charts really means the wait could be anywhere from no wait to 40 minutes.

Another reason why using the radio is unnecessary is because when you pull into a marina, you may take any available spot. (Now, they may make you move, as I had to in Helsinki, but most places, it’s understood that if it’s vacant, it’s available.)

The Boating Season & Marina Costs

The boating season in the Baltic and North Seas is from mid-June to mid-to-late August. On September 1, everyone, except for mad dogs, fishermen, and Americans, goes back to their day job. Therefore, it is low season and marinas are priced accordingly, from $5 to $15 per night, including electricity. In Sweden and Norway, even when I tried to pay those meager charges, I had people tell me not to pay at all. In Norway, I called the telephone number on the dock and got the dock master on his cell phone, who was already in the mountains by then.

Even during high season, the marinas were reasonable, ranging from $20 to $50, with the most expensive being the furthest east, Helsinki and Tallinn and the far west coast of France, at $40 to $50.

Charts & Navigation

Buying paper charts for every country will cost you. I was apprehensive from all that I had read about the need for locally produced charts, so when we met a Swedish couple sailing a catamaran in Poland, I asked them what they used.
Their answer surprised me. They had Navionics Europe HD (I had Navionics Europe but did not realize an HD version was available). The product is $89 for a 12-month subscription and comes with a level of detail that is outstanding—and most importantly, every rock is charted. I had been using Jeppesen’s C-Map, first for the U.S. and Canada, then for Western Atlantic, and finally for the North Sea and Baltic. Each of those modules cost about $250. But I always like having two different sets of charts. The C-Map charts are on the boat computer and thus the two monitors in the pilot house. I bought the Navionics Europe HD subscription the next day and it was stupendous.

I never saw a significant difference between the two charts, but there were times that one was not clear to me and I appreciated the ability to quickly check the depiction on the other to resolve my confusion.

**ACTIVE CAPTAIN**

Having gone up and down the East Coast of the U.S. three times, I really liked, appreciated, and depended on Active Captain. I almost never anchored in places not mentioned, and the few times I did, I learned why they were not.

But Europe doesn’t have anything like Active Captain. There are virtually millions of places to stop and anchor, and they simply depend on the charts to tell them where, and where not, to go. For me, the training wheels were off and I have the falls and scrapes to prove it.

**FALLS, SCRAPEs, AND HELP FROM STRANGERS**

Let me start by saying there are a lot of rocks in Finland and Sweden and Norway and Scotland. The first time we went aground in Finland, we were cruising slowly, looking for a place to tie-up to shore. I saw a rock on the chart about two minutes dead ahead and instead of altering our course slightly, I pointed it out to Julie and said, “Let’s not hit this rock”.

We were going maybe three knots. A minute later, our bow started to rise like a breaching whale. As the keel rode on top of the rock, we came to a rapid stop. I put her in reverse and we were free.

The next day, in similar circumstances, with our English friends following closely behind on their sailboat, I see another rock annotated on the charts. I steer clear of it, by maybe 100 feet. Not enough. The port side of the hull hit it, again very slowly, but still a hit. This time, the bow lifted out of the water considerably, so I decided not to power away just...
in case the prop might hit something and make the small problem far worse.

Within a minute, a Finnish man and his son came by in a skiff and asked how they could help. They said they could get their bigger boat with the 100 HP outboard. I thanked them and told them no need, since our friends were able to easily pull us off, with no apparent damage to Dauntless. I will never forgot how quickly the man and his son arrived and offered to assist, and how eager they were to provide it.

SKÄRGÄRD Protection

Most of Finland and Norway and the east coast of Sweden are what they call a skärgärd area. It means there are like a billion islands and/or rocks and they have made passageways, marked routes or fairways through these waters. Even when the wind is blowing 20 knots in the non-sheltered waters, in the skärgärd, the winds may still be strong, but there are no waves to speak of.

Which is also the reason to tie to an island or rock, like right next to it, touching. One night, we anchored about a 100 feet from an island and bounced around in the wind. I quickly understood the advantages of being snug against an island. Boats sit quite still up against the shore, while just a boat length away the wind may be blowing 20+ knots. One morning, after I hauled all the lines from shore, I patiently waited to see how far the boat would move not tethered to anything. We drifted about a foot in 20 minutes.

HIGHLIGHTS: POLAND AND LATVIA

Each country we visited was special, but Poland turned out to be one of our favorite places. In Gdansk, when we were tied to the wall across from the marina, the marina master came by to ask us if we needed electricity, and when we told him no, he said we were welcome to stay on the wall since it was free. Even better, our Kadey-Krogen must have been captured in a thousand pictures. As people walked by, they paused to take pictures of themselves in front of this unexpected American boat. I regretted not being able to speak Polish. Had we stayed another week, we would have probably gone viral! People would ask how long we were staying because they wanted to bring their family for a photo session the next time.

Our experience: Poles love Americans. Whenever people saw the stars and stripes, they’d stop by to say hello and hear our story. We would tell them, “Yes, we came across the ocean on our own, and yes, we are from New York. No, this boat is not a Grand Banks; she’s a Kadey-Krogen!”

Overall, wonderful people who also make the most wondrous smoked meats and fishes. We loved their food, their culture, and their friendliness.

In Riga, Latvia, we had similar experiences. One day in the marina, I was doing something in the engine room when I felt someone board Dauntless. Thinking it was my friends, I kept working. But I did not hear their voices, so I came up to see who it was.

It turned out to be a Latvian couple in full wedding regalia, having their wedding pictures taken on the fore deck of Dauntless, American flag in full view. Another moment that made me so proud to be an American.

In Riga, we visited the market and have never ever seen so many berries (blue, black, red…) in our lives. Clearly a culture that revolves around preparing for the winter, everyone buys large quantities of berries to preserve for the season. A few days earlier in the smaller town of Liepaja, we saw a similar market, with a harbor that was a mix of old and new—modern bridges next to Soviet-style cranes and trains.
WHY THE BALTIC?

Much like our Atlantic Passage of 2014, our Baltic circumnavigation was the culmination of years of dreaming and planning. In fact, the truth is that we purchased our Krogen 42’ with the Baltic in mind. When the idea of buying a boat planted five years before, our first thought was, “Where do we want to go?”

The Baltic Republics were on the top of our list for a number of reasons:

- It was an area of Europe we had never seen;
- Ex-communist countries like and appreciate Americans;
- It’s the road less-traveled, having far fewer the number of boats than the Med, and therefore less expensive;
- The people have an appreciation for boaters, since their lives revolve so much around the sea.

The Baltic and the North Seas, from Norway to Estonia, did not disappoint us, and once again, Dauntless proved to be the perfect boat for the journey. Despite a few scrapes and lessons learned, we entered worlds we had never seen before—a remote Scandinavian island to a bustling post-Soviet port—all from the view of our cozy pilothouse.

Richard Bost is the captain of Dauntless, a Krogen 42’.

Read more of his adventures on his blog, dauntlessatsea.com.

TRIP STATS

4,400 nautical miles
850 engine hours
Fuel consumption:

By Germany, I realized that fuel consumption was actually running much higher than expected, approximately 1.75 gallons/hour due to the strong currents of the English Channel and the North Sea. So I made a conscious effort to run at an “economy” speed, about 1400 to 1500 rpms, for the rest of the trip and it worked. I was able to average 1.35 gallons per hour and 3.84 nm/gal at an average speed of 5.2 knots.

By contrast, crossing the Atlantic, the respective numbers were 1.59 gallons/hour and 3.6 nm/gallon at an average speed of 5.7 knots.

“These last numbers speak to the efficiency of a Kadey-Krogen yacht. We love this boat. She is a tough little girl.”
Dear Owners and Enthusiasts,

In the Fall 2015 issue of Waypoints, I opened with a definition of the word “moving” and proceeded to tell you about the travels of several owners. My intent was to make you jealous so as to permanently affix the image in your mind of having a Kadey-Krogen.

Mission accomplished.

There is nothing so subliminal this time around. In this issue, I am going to explain “Why now?” This will make the most sense to you if you are a “left brain” person like me (I essentially hooked you right brain people last issue!).

LiLi and Yolo. No, it’s not the name of a new book for children. LiLi and Yolo are two of the most aptly named boats I have ever encountered.

What am I talking about, and how did I come to this startling revelation? It’s actually all Sasha’s fault. LiLi, Yolo, Sasha? I know what you’re thinking, I must have spent too much time around epoxy resin!

So what are these names? Let’s start with the easy one, Sasha. She was my family’s affable Portuguese Waterdog whom I was fortunate to bring to the office most days. Sasha was one of those dogs that was part of the family, both office and home, and knew it. She was one of those dogs that makes you want to set aside time each and every day to go outside, enjoy the fresh air, play fetch, and watch her romp around enjoying all the outdoors has to offer. We all should take a lesson from Sasha and it is because of Sasha that many years ago I found Yolo.

Fall on the Chesapeake means a crisp clear blue sky and amazing colors as the leaves turn an array of spectacular colors before falling to the ground. It was shortly after sunup one morning six or seven years ago when Sasha and I turned and headed back towards the office. My eye caught the name of a sailboat I had passed before. Somehow I never noticed the name. Was it the angle of the sun that made it catch my eye? Who knows. The name of the boat was Yolo and in small letters underneath, the explanation, “You only live once”.

And LiLi? She is a Krogen 48’ North Sea. And what does LiLi mean? “Living Life”. There is also a Krogen 52’ “Livlife”. Certainly these owners get it.

The things you regret are the things you didn’t do. What will be your LiLi, Sasha, or Yolo?

Fair Winds,

[Signature]
Our hats go off to Krogen 55’ Expedition “Choisi” as she recently completed her year-long journey from Alaska to Maine via the Panama Canal. Her owners, Peter and Sara Gebhard, recorded their fantastic voyage while “home” schooling their two daughters onboard. What an educational experience for those young ladies! And, speaking of the Canal, Krogen 54’ “Oasis”, Krogen 48’ North Sea “Adventurous Ohana” and Krogen 58’ “Reel Dreams” all made their way westward through the Panama Canal (which actually runs North and South) this year as well. What follows is Sara’s personal account of their day transiting the Panama Canal.

As part of our 12,149 nautical mile adventure from Alaska to Maine in 425 days, we transited the Panama Canal on January 4, 2015. When we initially planned our trip that we would embark aboard our Krogen 55’ Expedition named Choisi, the prospect of going through this incredible body of water under “our own steam” was one of the highlights we were looking forward to the most. While many people are able to experience a trip through the Panama Canal by water, there are not too many who can say they did it on their own bottom in just one day!

Needless to say, there was an incredible amount of thought and planning before we even left the East Coast and flew to Juneau, Alaska, to begin our odyssey. One large component was planning for the Canal transit. After a lot of research, we opted to hire Panama Canal agent Tina McBride to follow her transit advice. Tina has a system that handles the hundreds of issues and questions that are involved with making the passage. It’s a business and she treats it as such, so there aren’t too many things up for discussion. This is a good thing.

Underway, we were assigned to Moises, who ran the show but never touched the helm. That was Peter’s job. Moises coordinated everything from the arrival of the line handlers (our choice) and when we got into position to enter the Canal, to when lines were connected and released and when the line handlers took breaks and what kind of food and drink to supply the crew. He was incredibly helpful and having him aboard allowed us to thoroughly enjoy the passage and not worry about Choisi getting damaged as we transited from the Pacific Ocean to the Atlantic Ocean.

I had read several articles about the angst boat owners have experienced preparing for the passage, and the anxiety of providing the “right” food for their assigned agent and boat crew. Even horror stories of having to buy new food and pay $500 to have someone go ashore and get it! In the end, we only had 36 hours to prepare for the actual passage, so what we had on the boat was all we had. When I talked to Moises about what the line handlers would like to eat, he was very gracious and said that whatever we served them would be greatly appreciated. In the morning, I put out fruit and bagels, coffee, tea and water. Lunch was just sandwiches, chips and Oreos, and a late afternoon snack consisted of more fruit and cookies.

Since most boats are not able to make the complete passage in one day, we’re not sure how overnight accommodations and meals are handled in other situations. For instance, do line handlers sleep onboard? Do they come and go? We didn’t ask Tina those questions, but would have been good to know just in case there was a delay!

On Friday, January 2, 2015, we were informed that the Canal Authority had space for our transit first thing Sunday morning. We had only just arrived in Panama City from the Perlas Islands, and had expected to wait several days or even a week to be assigned
to make the passage. So, the 36-hour notification took us a little by surprise. Pleasure boats are at the whim of the Canal Authority’s scheduling, and when they say, “Go”, you have to make it happen.

The four line handlers and our friends from the United States, Emily and Charlie, arrived at La Playita Marina (a great marina for while you are waiting for your turn) on the Causeway at 6 a.m., and from there we went to the anchorage to wait for Moises to be brought to us by a pilot boat. We were scheduled to be rafted with two other pleasure boats but only one showed up, so Moises arranged for the catamaran to be rafted off our port side. The catamaran had an advisor aboard but they didn’t have any paid line handlers. It was a little iffy getting the sailboat secure, but Moises and the other agent got the lines all set.

We were scheduled to enter the Pacific Entrance Lock at 0916, but it was closer to 1120 before we entered the first chamber. We went through the first set of locks behind a large tanker, Nordana Madeleine. When you’re transiting from south to north, pleasure boats go behind tankers to Gatun Lake, and in front of tankers when going down to the Atlantic Ocean. Somehow, being behind a 700’ tanker is a lot less intimidating than being in front of a 700’ tanker!

Fortunately, the brother of one of our line handlers worked at Shelter Bay Marina, so he was able to guide us into the marina after dark. It would have been very tricky without local knowledge and anchoring is not allowed in the bay. The channel is marked but not lit and it is a narrow entrance, so we really lucked out having him aboard. Once we were secure, Peter paid each line handler in cash. This payment is separate from what is paid directly to the agent, so be prepared! We also tipped the guys which was greatly appreciated.

Overall, it was a very long, but incredibly beautiful and fascinating day. What stands out the most about the Canal is the fact that after 150 years, it still works exactly the same way it did on day one—and without fault. The locks are absolutely incredible. Definitely a recommended “bucket list” item.

If you would like to read more of our adventure, check out: https://choisialaskatomaine.wordpress.com/.

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**KADEY-KROGEN: IN THE NEWS**

**USA TODAY**  
August 12, 2015, $1 Million Trawlers

**PASSAGEMAKER MAGAZINE**  
September 2015, The Right Stuff

**PASSAGEMAKER MAGAZINE**  
October 2015, Ft. Lauderdale Preview

**POWER & MOTORYACHT**  
October 2015, Rite of Passage

**POWER & MOTORYACHT**  
December 2015, New Boats Notebook: Krogen 70’

**POWER & MOTORYACHT**  
December 2015, The Principal and the Crossing Guard

**PASSAGEMAKER MAGAZINE**  
January/February 2016, The Right Stuff

**SOUNDINGS**  
February 2016, CLASSICS - Krogen 42’

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**BREAKING NEWS!**  
DBC Marine to represent Kadey-Krogen Yachts in Scandinavia and Northern Europe. www.dbcmarine.dk
A hellacious blast of wind gripped the sails and the boat heeled over until I thought we’d be thrown out. I found myself dangling precariously from a chrome goody that spun around, which I later learned was a winch. I looked down into the icy-green water, wishing I had never left Terra Firma.

“Hey, would’ja mind easin’ the main-sheet a little?” I heard the Captain ask, in a very calm voice. I just couldn’t imagine how anyone could be calm in a situation where we were obviously about to die. Besides that, what in God’s name was a main-sheet? 

I had just finished laying on a coat of high-gloss varnish on the cabin soles of The Lost Soul. We were tied to a mooring just behind the marina’s breakwater, and the sun was painting the sky a myriad of gold and orange that seems to only exist when viewed from the deck of a sailing vessel.

I walked forward and settled into a beanbag I kept on deck for the comfort of any long-legged California deck potatoes that might happen by. As I really started to enjoy the sunset I heard the soft and mournful wail of a tenor sax wafting across the water. Gary Delugg, who lived on his gaff-rigged double-ender a couple moorings over, was also celebrating the end of the day.

The sun slowly lowered behind the horizon in brilliant bursts of red and orange, just as the last notes of the sax drifted across the still harbor.
A scattering of applause could be heard from the land slugs who’d come to watch the sunset, and from the scattering of other people who were on their boats on the moorings.

I heard a load crack, and ducked as an 18-foot piece of my toerail broke loose from the boat. The sail-track was through bolted but the rail couldn’t stand the stress of a full gale, even with just a storms’l. The wind whipped it around as if it were just a twig.

We were only 180 miles out of Hawaii on the end of a three-week crossing from Mexico, when all of a sudden the winds reversed and we found ourselves going bow-first into a pure hell of white foam horses. We were being blown across a wind-whipped sea of dark, almost black water. Before it ended and the Trades returned we would be blown almost 100 miles off course.

Four days later I started to get worried. According to my last noon sight, we should have seen 12,000 foot Maona Kea.

I anxiously walked the deck, not wanting to worry the rest of the crew, but knowing we should have seen land hours ago.

“Land Ho!”

It was Bruce. He was standing on the bow pulpit, pointing ahead. Unbelievably, we were almost on the island. We could actually see the surf breaking just a few hundred feet in front of us, but no island!

It seems a volcano had erupted on the other side of the island that day. We hadn’t heard about it, but there was an atmospheric disturbance that allowed less than a one mile visibility on a perfectly clear day.

The worst thing about firsts is, they can only happen once. One of the beauties of cruising is, there are so many firsts that we still get to experience, in an age when firsts can be appreciated. Your first sail may be behind you, but you can always relive it in your mind, because it will always be a first. The first time you go sailing (scene one), the first day you live aboard (scene two), or the first ocean crossing (scene three) are just a few of these.

How about your first gale? Your first equator crossing? The first time you throw a wrench across a room in rage at an inanimate object screamin “I hate boats!” All these things you have to look forward to.

Planning your first cruise. Sitting down with all the charts and guides and info you can find, and living the cruise long before it even starts.

The first time you enter a new harbor is recurring. This will happen literally hundreds of times, and the beauty of this lifestyle is, you can re-live each of these, because each is as vivid in memory as your first true love.

After 30 or 40 years, you will still have firsts to look forward to, because it is impossible to run out of new harbors and new adventures when you cruise. While your friends will be living vicariously through your letters, you will be living each day, each adventure.

The sun broke out from behind the black clouds, and all of a sudden the rain and squall of the darkest storm of the cruise melted into a warm and beautiful day. Just then we spotted Nuku Hiva, our first tropical island.
Tricia Evangelista had a long list of expectations for her next boat, and she certainly didn’t expect to find everything she and her husband were looking for in the three-stateroom (a requirement) Krogen 48’ that came on the market. But, she did. Tricia’s story is one with an important message.

Years ago, my husband, David, and I made a bucket list of things we hoped to do together. Happily, I can tell you, we have been fortunate to do most of them over the years. However, one of the last remaining items on the list was to cruise the Intracoastal Waterway (ICW) on our boat. In 2009, Greg Kaufman, not yet working for Kadey-Krogen Yachts, sold us what we thought was our “perfect” boat, a Down East flybridge cruiser. We loved the boat, but over the years, David kept saying that she may not be well-suited for living aboard for an extended period of time. When Greg began working at Kadey-Krogen Yachts, we always stopped by their display at boat shows to say hello. Walking through the Krogens, we always thought the boats were beautiful but more boat than we would ever need. And, we couldn’t see the stern from the pilot house!

However, each year as we continued to walk through the Kadey-Krogen models, we realized that they had all of the things that our boat was missing—comfortable living quarters, room to entertain, guest accommodations, fuel economy, and quiet while underway. Plus, each year we met owners who could not say enough about how much they loved their boats. Truth be told, we even attended TrawlerFest to
research and look at other trawlers, but we still wound right back at Kadey-Krogen.

Having owned a number of boats over the years, we had a pretty long list of requirements—including three staterooms which are rare on a Kadey-Krogen 48’. We handed our list to Greg and told him to call if a boat became available.

In May 2014, while in the middle of negotiating the sale of our business, we received the call. Our truly perfect boat was coming on the market. But we were nowhere ready! We still had a business to sell and David had two or three more years of work before retirement. But this was the boat we had been looking for. We made an offer sight unseen and closed on the boat one week after closing on the sale of our business. And we are so happy we did. *Lauryl Anne* is exactly what we were looking for and she is more comfortable than we could have imagined. A few examples come to mind... We now entertain family and friends both inside and outside and our adult kids and their friends have plenty of room to stay with us overnight. Plus, reading and talking while underway is now something we can do—and in inclement weather we are happy and warm in the pilothouse.

When we first walked up to the boat in Florida, for a fleeting moment, I still thought we could never handle this boat by ourselves. Everything is bigger and more complex than we were used to—her systems, her lines, her fenders, everything! While we thought it was too soon to buy this boat, we realize now, that we needed this extra time to get comfortable before moving aboard. Since our purchase, we have attended numerous seminars for advice on equipment, boat handling, and safety, and today we can easily operate *Lauryl Anne* together.

In fact, this past fall, we moved *Lauryl Anne* from Rhode Island to Florida, stopping at the Krogen Cruisers Rendezvous in Solomons Island, Maryland along the way. Unfortunately, work commitments necessitated a less than leisurely pace. With the assistance of a captain, our first leg was offshore from Rhode Island to Virginia for three days. Our next stop was Solomons Island. From the Rendezvous, we followed fellow Kadey-Krogen yacht owners Richard and Kay Davis, on “Texas Ranger”, and followed them down the ICW to Bald Head Island, North Carolina. From there, we were ready to strike out on our own. We continued on, combining offshore legs with days on the ICW, and anchoring and staying in marinas.

Our trip south confirmed that we made the right choice buying our Kadey-Krogen. She handled heavy seas offshore and was easily maneuvered down the ICW. David was able to work on board when necessary, and we met many Kadey-Krogen owners along the way—even in a remote creek in Georgia! We left the boat in Stuart, Florida and flew home for the holidays. With David’s retirement now official, we can’t wait to begin cruising. Our cruising plans include the West Coast of Florida and the Florida Keys. The Bahamas are in our future as well. Our trip back north to Rhode Island is planned for this spring, when we can spend more time in the great towns we visited only briefly on our trip south.

My advice to anyone who is considering a Kadey-Krogen, is not to wait until you are ready to cruise full-time. If the right boat comes along, make the move. You won’t regret it.

-Tricia Evangelista
Rick and Marily Rementeria

Rick and Marily Rementeria have admired Kadey-Krogens from afar for nearly 30 years. First introduced to our yachts in the late 1980’s by a Krogen 42’ owner in Portland, Oregon, they were impressed with the features of the boat and liked the traditional look. That’s not surprising, knowing they have owned and enjoyed sailboats up until now!

Fond of the Krogen 42’ and eager to build the boat of their dreams, Rick and Marily had their sights on a new Krogen 44’ AE. “We love the widebody design, the walk-through entry on the sides and stern, the stairs up to the boat deck, and the shape of the hull,” said Rick. “We pretty much like all the features!”

Though they will call their boat Sherlock Holmes, Marily insists that there is no mystery behind the name, simply stating, “We liked the name and we’re fans of the character.” Cruising plans include exploring Puget Sound from Olympia, Washington, up to the San Juan Islands, and then north of that!

“The folks at Kadey-Krogen Yachts have made this a really easy and fun experience,” said Rick. “Dennis Lawrence helped us select the options and changes we wanted, and Tom made the whole thing happen—all while sending us updates and photos throughout construction.”

When asked about their advice for anyone considering the same decision to build a Kadey-Krogen yacht, the Rementerias expressed the importance of talking to people who are involved in cruising. “The smallest details and decisions come from talking to other trawler owners—an example might be the amount of anchor chain to carry, to opinions on what kind of tender to select and why.”

Expect to see their boat in our premier display at the Seattle Boats Afloat Show in September. We wish them fair winds and following seas!

Don LeWand and son Scott LeWand

A love for boats and boating has been passed down in the LeWand family for generations. Don LeWand bonded with his father on boats as a child, and even built a utility-class hydroplane vessel with him with plans purchased from Mechanix Illustrated. Don and his dad completed the project and won the magazine’s Golden Hammer Award for their work. Don’s passion for the water only grew in adulthood. He’s enjoyed decades of sailing and more than 20 years cruising aboard his 1979 Krogen 42’ trawler (a boat he recently sold). Naturally, Don has bonded with his own son, Scott, on the water. Scott owns a sailboat...and now, a new Krogen 52’ with his dad!

For as long as the two can remember, Don and Scott have dialed each other every Saturday morning to talk about boats and discuss their latest projects and plans. Lately, their weekly conversations have all been about their biggest project to-date, the building of their Krogen 52’, named Mariah.

“I’m a sailor who owns a power boat,” said Don. “Though I only miss sailing 20 percent of the time. Because 50 percent you are motoring and 30 percent is lousy!” However, on naming Mariah, it is clear he’s still fixated on wind. The LeWands’ Krogen 52’ is named after The Kingston Trio song, They Call the Wind Maria (pronounced Mariah).

Engineers, they built this comfortable and dependable yacht together for handling life’s next adventures—future cruising plans include the Great Loop and the Caribbean Loop.

“Going through the owner’s manual for KK52009, let me say how impressed I am with the detail of the manual,” said Don. “I’m also impressed with the quality of each of the systems. Kadey-Krogen has made the best engineering decisions on all systems and did not cut any
corners."

Scott agrees. At the time of printing, he said, "The hard copy [of the manual] is impressive with the fold out drawings and their attention to detail. I hope to have the whole thing read before we go down for our delivery inspection, transfer and training. It’s great to have this ahead of time as it is fueling a whole new set of questions I would not have thought to ask. Next, I can’t wait to also read the individual component manuals!"

Their relationship has inspired us, and we wish them many more Saturday mornings—and of course days at sea!

Mark and Pauline Masuhr

For Mark and Pauline Masuhr, owners of a new Krogen 48’ AE, and before that a Krogen 44’, the first 14 years of their retirement were spent at 10,000 feet, skiing the Rocky Mountains 100-plus days a year and hiking much of the rest. So, what led them sea level and moving with the seasons in search of warmer weather?

“Mark had been a sailor all his life, learning as a young boy on an inland lake in Wisconsin,” said Pauline. “As an adult he always owned sailboats, but knew of trawlers. Shortly after retirement, we saw our first Kadey-Krogen yacht up-close and personal when we were anchored next to a Krogen 42’. We were invited aboard for cocktails and we knew then, that when we were finished sailing and skiing, our next dance would be a trawler, and a Kadey-Krogen!”

In 2013 they bought a Krogen 44’ and the Masuhrs loved her for all the reasons other 44’ owners do—seaworthiness, comfort and spaciousness, and those beautiful lines. After completing the Great Loop in November 2014 and deciding to live aboard full-time, they felt a larger boat with a second head would suit them well. Since taking delivery last fall of their Krogen 48’ AE, appropriately named Next Dance, the Masuhrs have considered their future cruising plans. Without a home port (what freedom!), they’ll be dancing along the East Coast and up through the Canadian Maritimes. Other future destinations include the Florida Keys, the Bahamas and the Caribbean.

“From the beginning, our experience with dealing each and every Kadey-Krogen representative has been outstanding,” said Mark. “Dennis Lawrence found us the perfect Krogen 44’ to begin our cruising, and when we decided to proceed with building our 48’, Dennis sold our 44’ quickly. His assistance guiding us through the build process was so helpful.”

Mark admits, at first they questioned what they were doing building a boat—after all, there was nothing wrong with their Krogen 44’! "After some back and forth with Tom Button, Larry Polster and Tucker West, we decided that the Krogen 48’ AE was in fact the right boat for our future cruising plans and Pauline’s (a trained chef) desire for a personally appointed galley. Tom Button made sure we got everything we wanted (a happy Pauline). Once the boat splashed, we met Gregg Gandy for commissioning, who was another fabulous experience.”

Their advice to those sitting on the sidelines is simple. “Don’t wait one moment longer,” said Pauline. “Cruising brings a wonderful sense of adventure, whether you are cruising from port to port or going offshore. It is a lifestyle of constant change and meeting friendly, interesting people with a few things in common, a love for boating and being on a trawler—traveling slowly but adventuring everywhere.”

We’re thrilled that their dance floor is a Kadey-Krogen. See Next Dance this year at TrawlerFest – Riviera Beach and our annual Stuart Open House.
Allow us to introduce the Krogen 50’ Open. While she remains loyal to our pure full displacement hull form and traditional aesthetic, the Krogen 50’ Open breaks the mold with a continuous saloon/galley/pilothouse main deck layout. The Krogen 50’ Open is not a replacement for the legendary Krogen 48s or popular Krogen 52’. She’s a model all her own and appeals to a new segment of Kadey-Krogen enthusiasts—those seeking an ocean-going yacht, that is as social and open for a large group of people as an express-style cruiser or traditional sedan-style boat.

Entering the Krogen 50’ Open happens through one of five, full walk-through boarding doors for easy access. Upon entering the saloon of the Krogen 50’ Open from the cockpit (through a weather-tight sliding door), it is obvious this is not a typical raised pilothouse offshore trawler. An “L-shaped” settee to port with storage below and additional seating starboard, enhanced by four large picture windows, make up the spacious saloon. Moving forward, the galley is outfitted with a Sub-Zero® refrigerator/freezer, Viking® range, optional dishwasher, ample pantry and cabinet storage, and pullout trash and recycle bins. Exclusive to the Krogen 50’ Open, the pilothouse, elevated by a single step, is situated on the main deck immediately forward of the saloon and galley. A retractable partition wall, designed to separate the galley from the pilothouse, can be raised for night running or privacy.

Below, the master stateroom and guest accommodations are available in either a midship master with VIP cabin forward, or a master-forward, three-cabin arrangement. Both options have a master suite that entails a maximum-comfort queen island berth with drawer storage below, a private head and roomy his/her closets. Each design is also appointed with a guest head and luxurious washer and dryer closet. Also below, the stand-up engine room with an incredible six and a half feet of head room, houses either single or twin engines and the industry’s finest systems and equipment.

Out of doors, the Krogen 50’ Open is designed with a Portuguese bridge, port and starboard wing stations, and an uncluttered foredeck with waist-high bow railings. Additionally, she has an unprecedented flybridge (modeled after the new Krogen 58’ EB) entertaining area and large boat deck. The flybridge is available with an optional hardtop and summer kitchen.

The Krogen 50’ Open is the Kadey-Krogen design many have waited for and we would enjoy the opportunity to enter the build process with you. Prepare your list of questions and “must haves” and give us a call so we can determine how this fine yacht may fit into your cruising plans.

We look forward to hearing from you soon!
When the Evendens (longtime sailors) took delivery of their Krogen 48’ AE, named “Kohea”, in July 2014, they set out to reacquaint with the waters of the San Juan and Gulf Islands. Last May, Bill departed north from Seattle to Haines, Alaska with his son and grandson as crew. Karen’s summer cruising began at the end of June when she flew into Sitka to join them. Below are reflections of their cruising adventures in the northern, nature-filled Alaskan waters with several sets of friends and family on board.

RAIN, RAIN, GO AWAY!
On the morning of July 23, 2015, I woke to an all too familiar sight and sound—ever-changing circles of water covering the clear hatches that are located above our warm and very comfortable queen-size bed, and the pitter-patter of rain. It would be another rain-soaked day—rain was our constant companion as we cruised through the nature-rich waters of southeast Alaska.

Thankfully, we enjoyed two bright and sunny days in Juneau on July Fourth and Fifth. It was the perfect weather for watching the Independence Day parade! At the time, we were confident that this would be a warm and sunny Alaskan summer. After all, the “natives” were enthusiastic about the rainless months of May and June, and we shared their optimism that the unusual summer weather would continue.

Unfortunately, it was not to be. And sadly, none of our guests had the chance to experience the sunlit beauty of snow-capped mountains. But never fear, all the rain did not stop us from enjoying the spectacular waterways. Carved by thousands of years of glacial activity, the southeast Alaskan coastline is perhaps nature’s most gorgeous jigsaw puzzle. It is a rugged mainland hugged by equally rugged islands—some large, some small, and some just a scattering of rocks that are totally hidden when the tide is high. It is not unusual to have an exchange of 15 feet or more between high and low tide, which creates a powerful flow that can seriously impact the ability of small vessels to travel.

Navigating these waters requires constant vigilance by captain and crew when the boat is underway. In today’s world we are fortunate to have a seemingly endless array of instruments, including: depth sounders, electronic charts, radar, AIS, and wind indicators. All these instruments are tied together by a very sophisticated GPS system.

VHF radio delivers weather forecasts and makes communication possible with other boats, Harbor Masters and the Coast Guard. In fact, we spent one morning listening to a boat of similar size to ours talk to the Coast Guard because it was taking on water and was in danger of sinking. It is comforting to know that the Coast Guard is there if needed. Aboard Kohea we also carry some old-fashioned paper charts. After all, electronic guidance could fail!

By this point, we had seen some of the very best that Mother Nature has to offer. We saw soaring snow-capped mountains, steep green-sided fiords, towering waterfalls, the bright pink flowers of Alaskan fireweed, huge glaciers, pods of humpback whales, rocks covered with sea lions (the aroma is as memorable as the sight), sea otters lounging on their backs and dining in the open waters, and porpoises swimming in the distance and then rushing to our side to play in our bow wave.

ANAN CREEK
Anan Creek, an ancient Tlingit fishing site located on the Alaskan mainland, is accessible only by boat or seaplane and may be the largest run of pink salmon in the region. It attracts a significant number of black and brown bears, all coming to feast on the fish during the months of July and August.

To let people witness this annual event, the U.S. Forest Service built an observatory. Visitors are led by gun-carrying guides into an area where the creek narrows and the water cascades into small, turbulent waterfalls. It is this rushing water that attracts the salmon back to their original spawning grounds, which in turn, attracts the bears who come in search of the easy-to-catch salmon. I will always be amazed at the strength of the salmon to swim upstream against the extremely strong current—a fact made even more amazing as these fish are just about at the end of their lives.

Bill described the observatory as a reverse zoo, where humans are caged and the bears roam free in their natural habitat! An enclosed and partially covered deck area provided a 360-degree view and the opportunity to
watch the bears close up. Bill managed to capture several photos of red-lipped bears, complete with what I imagine to be lip-smacking grins to display their pleasure. As the bears had their fill of salmon, the remaining bits were immediately snatched up by the bald eagles that had been standing by patiently awaiting the scraps. Cruising Anan Creek was an amazing observation of one of nature’s most remarkable cycles of life.

**Bubble Net Feeding**

In Ketchikan, tied to a dock, we enjoyed an excellent Internet connection! Throughout our travels in Alaska, we were surprised by the scarcity of the Internet—only available in the small towns we visited, and even then, the service was weak and marginal at best.

What was not marginal, and I said before, was the precipitation. We continued to have rain and heavy cloud cover and the forecast was not promising, so we altered our plans and continued our trek south (not slowing to visit any out of the way fiords, passages, inlets or channels) in hopes of finding a bit of sunshine in British Columbia.

At this point, Bill was blue that his Alaskan adventure was drawing to a close, though we saw and experienced just about everything that we had hoped. Nearby Prince of Wales Island and Misty Fiords were the only two areas that we had wanted to wander, but somehow, a trip to Misty Fiords just did not excite me. Mist had been our companion for days and to seek it out, well, give me a break!

As mentioned, we have seen whales, lots of whales. Without question, the experience we had with our family on board will forever remain my favorite whale memory. “Bubble net feeding” happens when a group of humpbacks swim in a shrinking circle and blow bubbles below a school of fish. This shrinking column of bubbles surrounds the school of fish and forces them upward. The whales then swim upward through this bubble net with their mouths wide open and in the process, catch thousands of fish in one gulp. It is breathtaking to see those huge mammals working in harmony in the open sea.

**Wonder of Wonders**

Still following our new direct route south, we were making good progress and were way ahead of Bill’s original schedule.

One particular morning, as we poured over charts and cruising guidebooks, the day slipped away and we crept closer to the time when the tide would soon turn against us. So, we stayed put for the day. Within minutes of our decision, the sun began to burn through the clouds and we experienced a rare sensation, the sun actually caressed our faces. Jackets came off, smiles turned on and the day suddenly felt magical. Bill lowered the dinghy into the water and we were off to explore our surroundings. We circled the cove and checked out what is said to be an ancient fish weir and then landed the dinghy on a beach-like area.

With our high rubber boots, we were able to get out of the dinghy while it was still afloat in a foot or so of water and secure it with the painter by tying it to barnacle encrusted rocks. We walked the low-tide shoreline, now covered with kelp, baby mussels, clams, mud and sand, and hiked in the direction of a stream flowing out of the woods. This is bear territory and with the salmon running, we watched carefully and stayed out of the woods. We were happy that we did not encounter a bear while on shore, but were disappointed that we did not see a bear from the safety of Kohea.

Back on the boat, we took advantage of the sun. We wiped down the brightwork and stainless steel, washed the salt off the windows, read and relaxed and enjoyed the frequent sightings of seals, eagles and a wide range of water birds. It was a perfect day and we ended it with a celebratory glass of wine with new friends Helen and Bert, owners of a Nordic Tug named Salty Dawg.
**Whale of a Tale!**

Whale sightings were sporadic as we traveled the waterways that were sometimes very narrow and like a giant maze. We could not find our way without the guidance of charts, red lights and green lights, lighthouses and hundreds of buoys. And I suspect the whales might feel the same way, preferring open waterways where the fish run in giant schools and meals are easy to find.

It was in one of these narrow waterways that we had our closest whale encounter. I was at the helm, steering with what is usually a more than adequate perspective of the surrounding waters. I could clearly see in front and to the sides of the boat, but what I could not see was directly in front. That is, the 10 - 20 feet in front of the bow. Bill was standing by my side and suddenly reached across and put the boat in neutral. There was a whale RIGHT THERE. It had surfaced in front of us. We do not think that we actually hit the animal, but the turbulence of the water was STRONG. It turns out that there were two whales—we saw them surface again about 100 yards behind the Kohea. It was a very long time before our hearts recovered!

**Anchorages and Tradition-Rich Marinas**

Another favorite destination was Simoom Sound, a narrow inlet that looks and feels like a small fiord. We marveled at the various shades of green in the trees, the soaring height of the evergreens, and the dense coverage of the steep hillsides. And, we could not help but wonder why just a few trees played host to a long and fragile-looking moss, known as "witch's hair", that clung to some branches and swayed in the breeze.

As we moseyed up this inlet, we checked out a couple of possible anchorages along the way, but we eliminated two suggested locations. They just felt too small for Kohea. We continued and found the perfect place—just the right amount of room between us and the rocks, flat and calm water, and glorious views of the bright blue sky.

That was a lazy afternoon of reading, exploring and watching our surroundings change as the tide fell. The rocks that were on the chart but hidden below the water when we arrived, became small islets at low tide. It did not take long for four harbor seals to decide to lounge on those smooth stones and bask in the setting sun.

This day of sunshine was our third day in the central British Columbia coastal region known as the Broughtons. It is attractive to boaters because of her many protected anchorages and her welcoming and tradition-rich marinas. Based on the number of boats we saw each day, it was obvious that we were no longer cruising in remote, difficult-to-reach waters. However, crossing Queen Charlotte Sound (just north) into northern British Columbia, is a trek that many boaters choose not to take. The weather can be nasty and the seas are rough.

Our longtime friends, the Morthlands, have been cruising these waterways for more than 12 years and their personal experiences are not only fun to listen to, but also practical and informative for newcomers like us! We met up with them at Turnbull Cove anchorage and then followed them to the marina in Sullivan Bay. The setting for this small, summertime-only residential community is beautiful and the traditions among its boaters are strongly embedded.

All the buildings in Sullivan Bay float, including the homes, the store/marina office, the laundry and shower building, and the restaurant. The floats are either the old-fashioned cedar log variety or the newer floating concrete models. These floating communities have been a longtime tradition in the Pacific Northwest as they provided the only practical way to create housing for the loggers, fishermen/cannery workers and traders who settled in these heavily forested lands in the 19th and 20th centuries. Today, the tradition continues. It is still the best approach for aquaculture (fish farms) installations, fishing camps and recreational housing.

I mentioned the “tradition-rich” marinas. Let me explain. You might think that in this marine environment, the traditions may focus on nautical clothing or boating etiquette. Nope. Their traditions are 100 percent food-focused. Starting with happy hour gatherings at a designated spot, on a designated dock, at a designated time. Drinks flow and food emerges! And apparently, a lot of food emerges and happy hour becomes dinner hour. To minimize confusion, some marinas skip the idea of happy hour all together, and simply call it a potluck!

With all of these experiences, there is no doubt in either of our minds that we are incredibly blessed.

Respectfully Submitted,

Karen Evenden
MARK YOUR CALENDAR

40TH ANNIVERSARY Rendezvous

JUNE 29 - JULY 2, 2017

GET YOUR KADEY-KROGEN in time to celebrate our 40th anniversary in Newport, Rhode Island!

Reserve your spot and get more details from us by emailing yourcrew@kadeykrogen.com

June 29 - July 2, 2017

Kadey-Krogen iPad App

Grab your virtual visas and find out why we are so proud to be "At Home On Any Sea™" Our ever-evolving, signature iPad app showcases the adventures of our Krogen family, delivers the salty, sea-worthiness of a trawler, and demonstrates how a Krogen is a "hull" of a lot better with superior design and engineering.

Experience what thousands have already enjoyed and shared with their cruising friends. Download the latest version in iTunes now!

Download Now!
Becoming a mother is the best thing I’ve accomplished to date. Callahan, “Cal”, is here and he’s made life sweet…and of course a bit busier. After my Maternity Leave last fall, resuming my position at Kadey-Krogen Yachts was wonderful. (I glance more than a few times a day at my favorite photo of my sleeping baby, now framed on my desk!)

Perhaps what has made my transition back to work so very exciting are the truly revolutionary yachts we are debuting and launching this winter show season. A marketer’s dream! At long last, the first Krogen 58’ EB (Extended Bridge) makes her splash debut at the Yachts Miami Beach show and our Krogen 50’ Open model is revealed. Also, the Krogen 68’ Expedition and Krogen 70’ projects have come to life with stunning 3-D interior renderings designed by A La Mer, Inc., a sought-after interior yacht designer. I can tell you, the Kadey-Krogen sales team is chomping at the bit to walk you through these unprecedented designs.

Furthermore, over the past few months, I’ve had the great honor of getting to know the latest Kadey-Krogens built and meeting their fantastic owners. All of us at Kadey-Krogen Yachts welcome these couples and individuals who wish to embrace life At Home on Any Sea. (This season, I have, what I like to think is, a new mutual understanding with our family of owners who have gone through the build process—a deeper appreciation and understanding of the excitement and anticipation for each new batch of images from the yard of their “baby”! And, of course, the “delivery”!)

Thanks to all of our guest contributors. Please continue to share with me your Kadey-Krogen cruising adventures, along with your high-resolution digital photos. I can be reached at jennifer@kadeykrogen.com. The Kadey-Krogen message is one that goes around the world and I’m eager to share your story.

Fair Winds,

Jenny
Her first journey with her new owners, Krogen 58’ FINE ALLE made her way safely through New York City to ultimately tie-up at Port Annapolis Marina in Maryland. Tom and Francie O’Connor documented their voyage in pictures to capture the amazing experience they had. Let’s a take a peek at their photologue!

We got away early this morning and headed down the rest of Long Island Sound, straight through the heart of New York City—and wasn’t that glorious and special! How do I describe this bustling waterway? Bridges, car traffic, ferries, water taxis, barges, cargo ships, float planes, and, to top it off, helicopters, all in a choreographed dance. Historic places and buildings were everywhere you looked.

We never had too much traffic at any one time in our pathway. At times, we were going faster than the cars along the roadways; the bridges were all congested with morning traffic. It took us three hours to make our way through and the highlight, of course, was Lady Liberty holding the lamp aloft for us as we passed.

John, who we hired to help us and teach us all about our boat, is wonderful, very patient and kind. He has transited loads of boats, both with and without their owners aboard, along the East Coast and he doesn't get flapped by anything!

Respectfully Submitted,
Tom and Francie O’Connor
Krogen 58’ FINE ALLE
ON THE DRAWING BOARD:
KROGEN 68’ EXPEDITION

Expedition Style • Two to Four Cabins • Separate Dining Room
AVAILABLE WITH FLYBRIDGE

From the keel up, the Krogen 68’ Expedition was designed by Kadey-Krogen Yachts to be handled comfortably by two people, yet also have a dedicated crew space. She is available in two, three or four cabin versions with two or three heads. With phenomenal sea keeping ability, this rugged yet chic yacht defines quality and excellence in her class.

Interior designs by A La Mer, Inc.

Contact us today for additional information.
ON THE DRAWING BOARD: KROGEN 70’

Raised Pilothouse Style • Two to Four Cabins • Crew Quarters Available

The Krogen 70’ project was driven by customer interest in an even more spacious raised pilothouse design with increased hospitality. The Krogen 70’ incorporates all the best features of the sea-kindly 58’ EB and will be an owner-operated vessel with a modern world-traveler aesthetic, more design flexibility, and home-like accommodations for the cruising lifestyle. Interior designs by A La Mer, Inc.

Contact us today for additional information.
Our plan was to explore Canada’s northern British Columbia coast at a leisurely pace. We left Seattle in late April and our only deadline was to attend the Pacific Northwest Krogen Rendezvous in Anacortes, Washington in late September.

From Seattle we traveled north along the British Columbia coast to a little over 55 degrees of latitude (in Observation Inlet), a distance of about 540 nm as the crow flies. This is a region that Captain Vancouver and his men explored in the summer of 1793 in search for the Northwest Passage. It has rugged terrain and spectacular scenery, and many places are largely unchanged since the Captain visited. In the early 1900s the region was booming with small, scattered towns that were supported by fish canneries, logging, and mining, but today most of these towns are gone due to mechanization and the economies of scale.

The route that we followed is called the Inside Passage and most, but not all of it, is protected from the Pacific Ocean, so our exposure to potentially rough water was limited. Generally the route passes through a network of islands that are separated by narrow channels. The tidal variation is normally about 15 feet and the currents (in my opinion) are unpredictable. Even some of the main channels can feel a little tight when a 3,000-passenger Alaskan cruise ship approaches from the opposite direction.

It was common to see Humpback whales and sometimes a pod of Orca whales cruise by. We saw black bears and grizzly bears roaming the beaches, and once from our dingy we saw a pair of wolves ambling along the shore. Sometimes we did not encounter another boat for several days. Fishing, crabbing and prawning were some of our favorite activities.

Perhaps due to the remoteness, when we met other recreational boaters at anchorages or marinas the camaraderie was instantaneous. Some boaters have been exploring the area for many years and they have a wealth of knowledge to share, and all boaters—whether new or old—have stories to tell. Many times, after joining another boat for a “quick visit” we got back to Navigator (KK4813) way past our bedtime.

Photologue:

Navigator

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# Which Kadey-Krogen is Right for Me?

**No fluff. Just the Basics.**

By Jodi Jamiołkowski
Broker, Kadey-Krogen Yachts

We are often asked how the sizes and features compare from one yacht to another. Here is your guide to easily understanding the main design differences across our current production line of Kadey-Krogen yachts.

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<thead>
<tr>
<th>MODEL</th>
<th>CABINS</th>
<th>HEADS</th>
<th>ENGINES</th>
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**Did you know?**

There is much more that goes into the "guts" of a true Kadey-Krogen design. For instance, did you know that we only use single mold construction, and use a different mold for each model? To learn why this is extremely important to your investment, and what sets us apart from the competition, contact a Kadey-Krogen Yachts representative today.

[yourcrew@kadeykrogen.com](mailto:yourcrew@kadeykrogen.com)
Ask our experienced yacht sales specialists how we can streamline the process of buying or selling your quality power cruising yacht.

www.kadeykrogen.com/brokerage
800.247.1230

Annapolis, MD · Portsmouth, RI · Seattle, WA · Stuart, FL
Upcoming Events

We hope that you will enjoy one or more of the events taking place over the next several months. Our crew looks forward to meeting with you! Please email us at yourcrew@kadeykrogen.com to schedule an appointment. Of course, you are welcome to visit if you just stop by. Sign up to receive our monthly eNewsletter NAVAID on our website and visit www.kadeykrogen.com/events for the latest information.

Seattle Boat Show
Seattle, Washington
January 29 – February 6, 2016
Brokerage Vessels:
Krogen 44’ Widebody & Krogen 48’ North Sea

TrawlerFest – Riviera Beach
Riviera Beach, Florida
January 28 – 31, 2016
Krogen 48’ AE & Krogen 52’
Brokerage Vessels: Krogen 44’ AE & Krogen 48’ AE

Yachts Miami Beach
Collins Avenue, Miami Beach, Florida
February 11 – 15, 2016
Krogen 44’ AE, Krogen 52’ & Krogen 58’ EB

Kadey-Krogen Yachts Spring Open House
Stuart, Florida
March 18 – 19, 2016
Krogen 48’ AE, Krogen 52’ & Krogen 58’ EB, Brokerage Vessels TBA

It’s a Big Year

INTRODUCING

Krogen 68’ Expedition
Krogen 50’ Open
Krogen 70’

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