

Shop Talk

Q&A with Kadey-Krogen's Larry Polster



What began as a weekend of volunteering for Kadey-Krogen Yachts at the Annapolis Boat Show more than a decade ago ultimately turned into a dramatic career change for Larry Polster. Inspired by love for his Krogen 42, Polster left a 17-year career in consulting to lead an expansion effort for the world-renowned cruising brand. He launched a successful sales office in Annapolis, Maryland, and today is one of the company owners and also serves as vice president.

Being from the Midwest originally, what first sparked your interest in boatbuilding and design?

When I was a boy, my father, who had never been boating, had an epiphany that boating would be a great activity for our family of five. (Think of him as the poster child for the Grow Boating Initiative that is happening today.) He purchased a 1967 Chris-Craft Cavalier and together we took a Power Squadron course.

Being a math and science kind of kid, I found myself eager to learn navigation skills. Aboard the boat, I never stopped asking questions, especially about anything mechanical or electrical. I also became the

“bilge rat” because I fit into all the tight spaces that my rather large father could not fit.

My passion for boating was cemented when I was 12 years old, when we took a three-week trip from Cleveland, Ohio, to Montreal, Canada. On our way across Lake Ontario, from Kingston, Ontario, to Rochester, New York, my father became seasick. So sick he could not sit up, let alone stand.

He left me with the instruction, “when you get to land, slow down and run up on the beach.” I would have none of that, and continued on our course to Rochester, into the river, and right to the dock.

Coming from a well-respected brand such as Kadey-Krogen, in your mind, what defines a bluewater boat?

Many people believe that a well-constructed boat, run at seven knots, could be considered an ocean-crossing vessel. Not so. In my mind, a true bluewater boat must have a full-displacement hull and must have ballast.

Yes, I realize that other hull forms have completed bluewater trips. For instance, I remember reading about an outboard powered center console crossing the Atlantic, but that only makes me question the captain’s judgement.

Full-displacement hulls, such as those

on Kadey-Krogens, make it easier to drive a vessel in a following sea. As waves come from behind, the water passes beneath the wineglass-shaped hull effortlessly, and allows the vessel to maintain a relatively straight course.

In contrast, semi-displacement and planing hull forms have hard edges, called chines, and flat aft sections that cause a boat to surf back and forth on a wave, and make the boat susceptible to broaching. Additionally, a bluewater boat must have ballast to increase the righting moment, which describes the force that is exerted to counteract the heeling of a boat. Without ballast, there simply is not enough force to right from a big wave.

Has there been a recent advancement in boating (be it tech or boatbuilding itself) that you feel has opened up longer-range boating to the everyday boater?

The advances in navigational electronics over the past 20 years have had a tremendous impact on accessibility of bluewater cruising. Until the advent of GPS, anyone venturing beyond the sight of land needed to have learned in-depth navigational skills.

While there were electronics like Radio Direction Finders (RDF) and LORAN, the systems were useless without the knowledge of how to plot a course on paper charts. Today, you just turn on your chart plotter and it shows you right where you are, helping to demystify cruising open water.

Next year, you will unveil your first open layout design in the company’s history (Krogen 50 Open). What brought about such a significant design addition to the company’s product line?

We are aware of the dramatic increase in the number of buyers who own express-style and convertible/sport fishstyle boats, who are ready to enjoy the comfortable, liveaboard cruising lifestyle. For them, an open layout, where entertaining and operating the boat happen on the same level, is an appealing and important feature.

With our new 50 Open design, we have maximized social engagement throughout the entire main deck, and have



One of Polster's favorites, the Krogen 58' EB

As you say, many of our owners proudly come from sailing. Why? They are attracted to the timeless, stylish look of a Kadey-Krogen yacht—not to mention the increased amount of storage and space in which to live!

A Kadey-Krogen yacht is a personal waterfront property built to cross oceans or take her owners anywhere they desire. ■

incorporated a retractable wall to ensure that the pilothouse can be enclosed for night passages or when privacy is desired by the captain.

You can spend a week on a trawler anywhere in the world. What model would it be and where would you go? Why?

The location is easy. No doubt, the Aegean Sea and the corresponding west coast of Turkey. The history, scenery, and hospitality of the region and people are incredible.

The particular Kadey-Krogen is a little more difficult, as there are distinct features I love about each of our models. For entertaining, you can't beat the flybridge of the Krogen 58 Extended Bridge (EB). For just hanging out in a real cool pilothouse, you can't beat the Krogen 55 Expedition.

That said, I think my ideal boat in the Aegean Sea would be the new Krogen 50 Open. She has a huge flybridge like the EB, a 30-inch Viking range, and a full-size Sub-Zero refrigerator in the galley—both my wife and I love to cook.

I've met a number of Kadey-Krogen owners who were life-long sailors. What are the common threads that bring these former sailors to your brand?

Whether a lifelong sailor, power boater, or novice, boat buyers today are looking for a home. One with a galley outfitted for a gourmet chef, comfortable living spaces, and household amenities like a washer and dryer. But they are also seeking a well-engineered, easy-to-maintain, bluewater yacht ready for adventure. Ours is a semi-custom boat with more options and solutions—unmatched access to engine room machinery, a well-appointed pilothouse, multiple arrangements, and an aramid fiber-reinforced hull, to name a few.