

# Expressly Krogen

The Krogen Express 52, designed after the Long Island Commuter yachts, brings a versatile style to trawler cruising.



Krogen Express photos

**K**rogen Express? Is that an oxymoron? Well, maybe, if the only James Krogen-designed cruising yachts you know about are his iconic 39- to 58-foot full-displacement Kadey-Krogen trawlers. But this gifted designer and his son Kurt created another vessel that offers both efficient trawler displacement speeds of 8 knots and semi-planing cruising at 15 to 17 knots. Though the Krogen Express 52 comes from a completely different company under different ownership, this remarkable yacht is, like its cousins, built by Asia Harbor Yacht Builders in Kaohsiung, Taiwan, benefitting from the “detail masters” of the yard’s owners, the Lin family.

Current owners of Krogen Express, John and Betsie Tegtmeyer, bought the company from the Krogen family in 2001, after five years production of the original 49-foot Express yacht. James Krogen had died, but they worked closely with his son, Kurt, to develop a 52-foot version that incorporates a number of improvements.

Since that time, the Tegtmeyers have built and delivered 16 Krogen Express 52s, each incorporating suggestions from their owners, themselves and their new customers (most of whom are already experienced cruisers). “We try to get something [ideas] from everybody who buys the boat,” John remarked during a recent conversation. In fact, a list of new features installed to date totals 194, ranging from new bunk arrangements in the guest stateroom/office to choices of electronics and powerplants.

Kurt Krogen came up with the original design concept, fashioning the Express after the stylish, fast “commuter yachts” of Long Island Sound in the 1920s. Bright wood accents set off a low-slung cabin and wheelhouse over a long, relatively narrow hull with a plumb bow that gives a sharp entry and a long waterline. James Krogen then artfully shaped the hull so that it marries the full, rounded forward sections of a displacement trawler with a flatter after-surface that provides enough lift for semi-planing

The Krogen Express 52 bow cutting through the water with ease; and [inset] its elegant saloon.



by John Page Williams

## on boats

speeds. A full keel protects the shafts and propellers of the twin diesels.

In fact, this configuration is quick and powerful enough that John Tegtmeier can pull a tall, strongly built colleague up on water skis behind one of the 52s. Not bad for a 43,000-pound vessel! Meanwhile, the 52 shows superb fuel efficiency at trawler speeds.

According to a company test, range at 7 knots is 2,317 miles; at 16 knots it's a scant 517. But that versatility is a major selling point for the Krogen Express. In talking with Express owners, John and Betsie find that virtually all of them constantly find uses for both speed ranges. Power for the last several 52s has been twin 480-hp Yanmar 6LY3-ETP diesels with four-blade propellers and large Lenco trim tabs.

These features define the basic performance capabilities of the Krogen Express 52, but the purpose of these yachts remains comfortable, safe cruising. They are primarily coastal voyagers, but one owner has actually

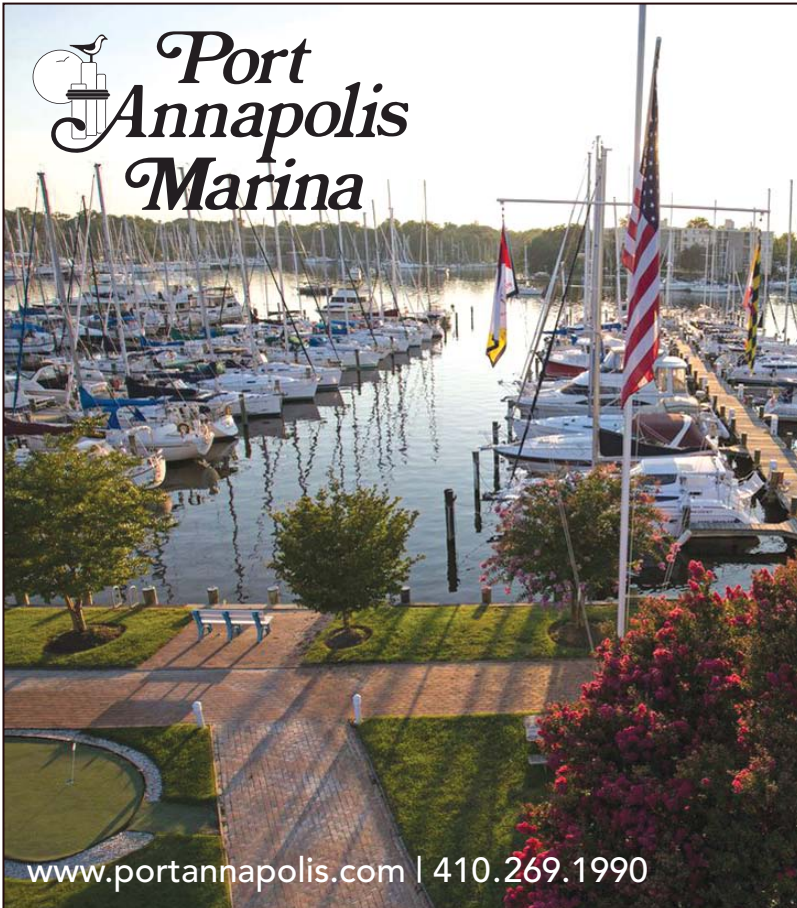


crossed the Atlantic on the yacht's own bottom, island-hopping the "northern route" from Labrador to Iceland to Spitsbergen to mainland Norway. The owners of four of the Generation 1 49-footers cruise the Pacific Northwest from bases in Alaska, British Columbia, Washington and Oregon, respectively. The other owners actively cruise the East and Gulf coasts. "Our people have gotten precisely the boat they thought they would," John Tegtmeier

**The Krogen Express 52's fully equipped, Bimini-topped flybridge.**

remarked. "And we take care of them. Only one of the sixteen 52s built to date has changed hands since 2003."

That focus leads prospective owners to extensive conversations with the "detail masters" at the shipyard in Kaohsiung. Such details include soft mounts on massive engine beds made of aluminum



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angles set on fiberglass-covered mahogany timbers. Complementing the soft mounts, the engines (the next 52 will switch from Yanmar to common-rail, electronic Cummins power of comparable horsepower) turn Aqua-Drive constant velocity couplings to reduce vibration. Underwater exhaust from Soundown fiberglass mufflers and Soundown's noise-dampening insulation ensure quiet operation, as does a sound shield around the 12 kW generator.

The basic interior layout of the Krogen Express is similar to that of a larger Kadey-Krogen trawler, with a commodious wheelhouse that includes an elevated watch berth and table abaft the helm. Below it lie the master and guest staterooms, each with its own head and shower. The bright, airy saloon includes a forward island counter (actually more of a peninsula) that separates it from the galley, which is large enough for a well-practiced couple to work side-by-side on meal preparation. The shaded aft deck provides comfortable outdoor space in fair weather for morning coffee, reading, lunch, cocktails and sunset watching. Deck-level entry doors port and starboard and a transom door leading to a full swim platform make coming aboard easy and safe.

Above the aft deck, the cabin top deck holds a rack for an 11- to 12-foot R.I.B. dinghy with outboard (various options available). A 1,000-pound

capacity hydraulic davit makes launching easy. The flybridge includes a centrally mounted helm chair, full electronics on the dash at the wheel and an L-shaped settee, with safe storage beneath for propane tanks. A companionway to port of the dash leads to the wheelhouse, and through Dutch side doors to the foredeck for anchor duty.

Workmanship is top-flight, from robust hull layup (solid fiberglass bottom with Kevlar reinforcing, cored above the waterline and in the cabin, saloon and pilothouse) through the meticulously labeled and mounted wiring harness and electrical panels to the interior cherrywood cabinetwork. The topsides are Awlgripp'd, with two epoxy barrier coats on the bottom, supplemented with ablative anti-fouling paint. The pilothouse doors are welded, all-weather models. So is the double rear door from the saloon to the aft deck. A weathertight hatch covers the foredeck's anchor locker. Sturdy cherrywood overhead handrails in the pilothouse and the saloon remind everyone aboard that this yacht is built with their safety in mind.

A cruising boat invariably requires care and maintenance. It's no surprise that the experienced Krogen design team and the Tegtmeys have made sure that the engine room has over six feet of standing headroom, with comfortable access to all necessary electrical, mechanical and plumbing equipment, plus space for a compact washer/dryer unit. As a friend once said of a different boat, "She's built with the mechanic in mind." Similarly, the Krogen Express team has thought through storage needs from the full-beam lazarette and engine room to the galley and the master stateroom. Here again, thousands of miles of cruising experience (and counting) ensure that this yacht "does exactly what you want it to do."

John and Betsie Tegtmeier have the perfect job, cruising a large part of each year, but they work hard to make sure that their Krogen Express yachts live up to both ends of their name. ⚓

## Krogen Express 52

**LOA:** 57'6"

**LOD:** 52'6"

**Beam:** 15' 11"

**Draft:** 4'0"

**Clearance:** 21'8" (mast up)

**Displacement:** 43,000 lb

**Fuel:** 700 gal

**Water:** 360 gal (20 gal hot)

**Waste:** 100 gal

**Base Price:** \$1,600,000

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