

# Krogen Express 52

This unique offering from Krogen Express combines classic styling with modern technology in a fast trawler



**T**HE NEW KROGEN Express 52 is an evolutionary design based on the Krogen Express 49, and is an exciting class of boat referred to as a fast trawler. In contrast to traditional displacement hulls that operate at displacement speeds only, the Krogen Express operates well at displacement speed—about nine knots with a range of about 1,800 miles—but will produce 20 knots when you open up the throttle. At

16 knots (a fast cruise) range drops to about 500 miles.

The KE52, while technically modern, is decidedly traditional in design and style. In fact the almost plumb bow and fine entry are very reminiscent of harbour commuter boats of the 1920s and '30s. Those hulls, and many of the "retros" now being designed, slice easily and dryly through a chop and track beautifully. In fact those hulls provided the inspiration for Kurt Krogen and his famous naval archi-

tect father James S. Krogen as they designed the Express. The Krogen name is well known in the traditional trawler world, but Krogen Express is a separate company from Kadey Kroger, with different owners and a different dealer network.

The hull is solid, hand-laid fibreglass below the waterline and cored glass above, with vinylester resins used to help combat water penetration. Kevlar is laminated into areas requiring reinforcement. The superstructure is ▶

end-grain balsa-cored glass. Opening stainless port lights, complete with screens, and opening deckhouse windows allow good natural ventilation throughout the vessel. A pair of Dutch doors port and starboard in the pilot-house also assist with ventilation. Hull stringers are molded glass.

All exterior glass decking has a sharp, molded-in non-skid pattern and the decks in the cockpit and flybridge area are non-skid teak. That decking is secured in place without nails or screws, thereby reducing the likelihood of leaking decks as the vessel ages.

The KE52 is 57 feet, six inches overall with a waterline length of 51 feet, four inches, and the 45,000-pound boat carries a beam of 15 feet, 11 inches and has a four-foot draft. The KE52 features a standup engine room with twin 480 horsepower Yanmar 6LY3- ETP turbo diesels, with vacuum gauges for each engine and a 12 KW Northern Lights genset. The engines turn two-inch shafts through a dripless shaft log and spin

four-bladed 26 x 26-inch bronze props.

All handrails, hawse pipes, rudders and cleats are polished stainless steel and the bow pulpit is wide enough to allow a double anchor package. In keeping with tradition, ample side decks and solid hand rails allow quick, safe and easy passage from the cockpit to the foredeck.

The cockpit features port and starboard hinged boarding gates as well as a hinged transom door. Once again, with a nod to tradition, the cockpit coaming caps are teak, but the extension of the deckhouse roof to cover most of the cockpit area will reduce cap rail maintenance to a minimum. That extension also provides protection from either rain or shade from the sun, offering a comfortable space for outdoor dining or socializing.

The KE52 is an ideal "cross over" coastal cruiser. It has the speed of a planing hull when required, and the efficiency of a displacement speed, fuel-efficient trawler when time permits. It's

large enough to be very comfortable on long hauls and the fit and finish of the interior will be a source of pride for any owner. Then there's the classic styling, harkening back to an era of elegance and comfort that many boaters find very interesting and appealing. 📍

### THE STATS

<b>LOA</b>	17.4 m	57' 6"
<b>Beam</b>	4.9 m	15' 11"
<b>Draft</b>	1.2 m	4'
<b>Displ.</b>	45,000 lbs (half load)	
<b>Fuel</b>	2,650 L	700 USG
<b>Water</b>	681 L	180 USG
<b>Holding</b>	340 L	90 USG

#### Built by:

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