



# A Systems Approach

An Army aviator samples the cruising lifestyle aboard a Kadey-Krogen trawler.

STORY AND PHOTOGRAPHY  
BY PETER A. JANSSEN

**C**ruising Chesapeake Bay at 8 knots was something new for Fred Evans. The concept of moving freely through ever-changing surfaces wasn't new; it was the speed.

"Normally I'm cruising at 120 or 130 knots," he explained, "and that could be at night, or 50 feet off the ground." Evans is a pilot in the U.S. Army. Though he now describes his mission as "flying a desk" in the Washington, D.C., area, not long ago he was flying Blackhawk helicopters in combat in Iraq.

After returning stateside, Evans got into boating — in a big way. He'd grown up operating small boats in New Jersey, but Army flight school changed his focus to the air, and he served around the world, piloting both helicopters and fixed-wing aircraft. Being accustomed to mastering complex aircraft systems, Evans now wanted to develop the same understanding of a big boat's engine and electrical and hydraulic systems. That led him to John Martino.

**FRED EVANS** takes the helm of the *Ann Louise* under the tutelage of John Martino.



**PORT ANNAPOLIS MARINA** is the starting point of the cruise. The training program immerses students in real-world situations (below).

Martino is the founder and president of the Annapolis School of Seamanship, a company that specializes in hands-on training for both recreational boaters and professional mariners. Evans met Martino at the 2009 Annapolis Boat Show and expressed his desire to log some hands-on time aboard a larger vessel.

Similar programs run by charter operations usually take place on vintage boats from the rental fleet. By contrast, Martino developed a unique relationship with Kadey-Krogen Yachts that allows him to provide training aboard state-of-the-art vessels equipped with the latest electronics and ships systems. As a result, Evans would begin his introduction to the trawler lifestyle aboard *Ann Louise*, a factory-fresh 48-foot North Sea trawler owned by a commercial airline pilot from Georgia.

I met up with Martino and Evans on a peaceful summer morning at the Port Annapolis Marina. The plan was to use a two-day tour of the upper Chesapeake to pack in some intensive orientation on all aspects of operating and maintaining a modern trawler yacht. This began with a visit to the engine room, where Martino walked us through the raw-water system, heat exchanger, fuel-polishing system, the basics of the single John Deere 201 hp common rail diesel, transmission, generator, hydraulics, electronics and the backup “get-home” engine tied to the genset. Evans was an avid pupil. After all, his life once depended on understanding similar systems in his Blackhawk. Indeed, when he learned about the get-home drive, he commented, “I could have used one of those in Iraq.”

All told, we spent at least 45 minutes in the engine room, and I was amazed to discover there was ample room for the three of us plus two additional guests to move about — something you don’t find on many 48-footers. Next, we moved to the bridge, where there were more explanations on basic boat handling, lines,



docking and use of the bow thruster. Martino stood by, ready to advise, as Evans took the *Ann Louise* off the dock. We headed down Back Creek, surely one of the most boat-centric spots in the United States. Protected, with wall-to-wall boats at moorings, marinas or private docks behind gracious waterfront homes, Back Creek is about as close to heaven as a boat lover can get.

Moving out to the Chesapeake, we passed the U.S. Naval Academy off our port side — a site that always gives me a sense of pride. With Martino explaining the red-right-returning rule, we headed up Whitehall Bay to Mill Creek where, with Martino calmly giving instructions, Evans



**THE ROBERT LEE** plys the Bay for the Oyster Recovery Partnership (left); signs along the way (middle); the iconic Thomas Point Lighthouse (right).

nudged us into the outer dock at Cantler’s Riverside Inn. As we tucked into plates of crab on the upper deck, Martino noted that “this is the lifestyle people want to buy,” and we all agreed. Martino and Evans then segued into a conversation about the actual costs of ownership of a 48-foot boat; the lifestyle obviously had appeal.

After lunch, we headed up the Chesapeake, under the Bay Bridge, past working oyster fishermen, sailboats, motoryachts and kids on PWCs — a normal summer day on the Chesapeake. Cruising at about 8.5 knots, we arrived at Rock Hall, on the eastern shore, by late afternoon. After a day crammed with technical and practical details, we then explored another aspect of the cruising lifestyle as we relaxed with beer and wine in the cockpit, watching the fading sun cast a golden glow over the marina.

The Kadey-Krogen 48 is roomy throughout, offering a realistic live-aboard floor plan with ample storage space. It easily absorbed the five of us and all our gear. Kadey-Krogen has made the 48 North Sea since 1996, and it remains one of the company’s most popular models. *Ann Louise* featured the wide-body layout, which pushes the salon to the port gunwale but retains a covered walkway on the starboard side. It also included the optional three-stateroom plan, which accommodated our party of five with ease; no one felt cramped in the cabins or heads,

and the common areas were particularly commodious.

One update Kadey-Krogen made to the North Sea for 2010 is an expansion of the galley space to include a four-burner Viking range. Evans, who likes to cook, pronounced the galley on our 2009 model to be more than adequate for his needs, but one can never have too much counter space, so the update would probably be well-received.

We went for dinner at nearby Bay Wolf, which provided a chance to see Rock Hall, an old working fisherman’s village with some new boutiques and a rich history. During the meal, Martino drew wiring diagrams on the white paper tablecloth detailing the AC and DC systems for Evans’ benefit. For his part, Evans seemed hooked. Once back on the boat, Evans ended up sitting in the salon with Martino, planning more courses and more time on board.

“You never know what will happen on one of these trips,” Martino said later. “The last couple I had out for a weeklong cruise had been talking about buying a boat for three years, but nothing happened. Then they came aboard saying they wanted only to try this out. At the end of the cruise, they ended up buying a Kadey-Krogen 48 just like this one.” ❖

» **For more:** [annapolisschoolofseamanship.com](http://annapolisschoolofseamanship.com); [kadeykrogen.com](http://kadeykrogen.com)

## Kadey-Krogen 48

### SPECIFICATIONS

**LOA:** 53'

**Beam:** 17'4"

**Draft:** 5'

**Disp.:** 56,450 lbs.

**Fuel:** 1,000 gals.

**Water:** 400 gals.

**Contact:** Kadey-Krogen Yachts,  
[kadeykrogen.com](http://kadeykrogen.com)

**Base Price:** \$949,000



**ANN LOUISE** features Kadey-Krogen’s wide-body layout, which extends the salon to the port rail.