

MAKING A *Difference*

LOOKING BACK, THERE WERE SOME IMPORTANT BOATS IN THE DEVELOPMENT OF THE TRAWLER CRUISING LIFESTYLE.

Story By Robert M. Lane And The PMM Editors

*I*n its premier issue in 1996, PMM "toured" two boats—a 58-foot Delta Marine and the new Monk 36—and featured Jim and Susy Sink and their circumnavigation aboard a Nordhavn 46. We began to take the first-ever serious look at the idea of voyaging under power aboard fuel-efficient, full-displacement and semi-displacement trawler-type craft. It's been that way since.

Writers and photographers have boarded, operated, critiqued, and had a good time aboard production boats, custom yachts, workboat conversions, and refurbished classics. We've covered the transformation of military vessels into pleasure boats and watched, often in amazement, as readers built quality craft to well-known designs, like George Buehler's Diesel Ducks, in their backyards. The emphasis always has been on featuring boats that can be operated by a couple and are capable of coastal or offshore cruising—passagemaking under power, in other words.

In 15 years of writing and picture-taking, however, we've never stopped for a retrospective view of the scores of craft that have been featured in the magazine and that we believe best exemplify the values our readers prize. For this anniversary issue, we've done just that. What follows are our "top picks" from the pages of PMM.
—Robert M. Lane and John Wooldridge



BEEBE'S PASSAGEMAKER

LOA: 50' BEAM: 15' DRAFT (HEAVY): 6' DISPLACEMENT (HEAVY): 88,000 LB. FUEL: 1,200 GAL. WATER: 300 GAL.

The inspiration for this magazine, and covered in our Spring 1997 issue, *Passagemaker* came to be when Robert Beebe began developing his ideas for a comfortable, ocean-crossing motoryacht while serving as a navigation officer aboard an aircraft carrier in World War II. After retiring from the Navy in 1961, he built the boat, cruised it 60,000 miles, and wrote a book, *Voyaging Under Power*. His influence on yacht design lives today as motoryachts routinely make ocean voyages.—R.M.L.

NORDHAVN 46

LOA: 45'9" BEAM: 15'5" DRAFT: 5'5" DISPLACEMENT (HEAVY): 60,000 LB. FUEL: 1,000 GAL. WATER: 280 GAL.

Jim and Susy Sink validated Robert Beebe's beliefs by circumnavigating in *Salvation II*, their 46 Nordhavn, in the early 1990s. They logged 50,000 miles in that global journey. Jim Leishman, a co-founder of Nordhavn, with his partner, Dan Streech, served as crew on a crossing of the Atlantic. The 46 was the first motoryacht offered by Nordhavn, beginning in 1989, and over 80 were built before the design was retired. Although they were the first to circumnavigate with a Nordhavn, the Sinks were not the last. Company officials circled the globe in 2000–02 with the company's new 40-footer (see below), and many other Nordhavn cruisers routinely make ocean crossings in vessels designed by Jeff Leishman.—R.M.L.

KROGEN 42

LOA: 42'4" BEAM: 15' DRAFT: 4'7" DISPLACEMENT: 39,500 LB. FUEL: 700 GAL. WATER: 360 GAL.

Art Kadey, a yacht broker and builder, showed Jim Krogen, a designer, a rough sketch of a boat he wanted to build. The result was the Kadey-Krogen 42, which hit the market in 1977. Reflecting the styling of gulf shrimp boats, the 42 had a pure full-displacement hull, a wineglass transom, covered side and aft decks, and a raised pilothouse. Gradually, it won fans and 207 of the 8-knot yachts were built before the line was discontinued in 1998. A number of 42 owners have logged ocean crossings. Today, the firm offers Krogen yachts ranging from 39 to 64 feet.—R.M.L.

[GB 42 CLASSIC]



Jonathan Cooper

GB 42 CLASSIC

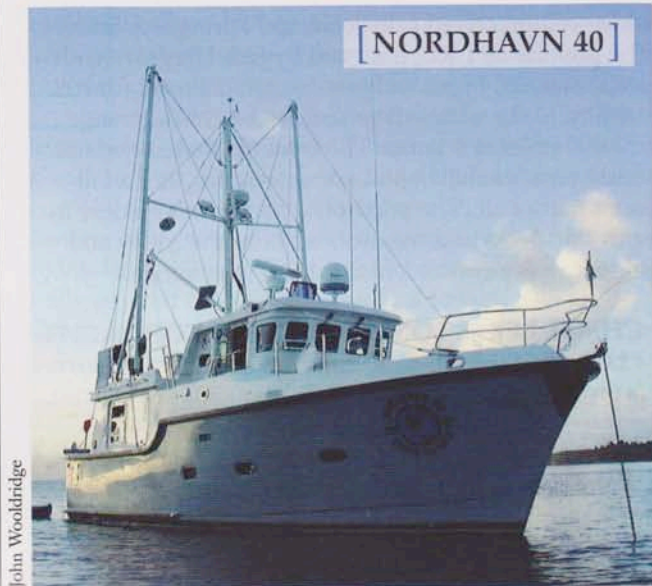
LOA: 43'3" BEAM: 14'1" DRAFT: 4'2" DISPLACEMENT: 37,400 LB. FUEL: 600 GAL. WATER: 271 GAL.

The first of these coastal-cruising, tri-cabin yachts was built of wood and launched in Hong Kong in 1965 by American Marine (the company was later renamed Grand Banks). The line was retired in 2005 after 1,560 GB42s had been delivered. It is one of the most popular yachts ever built, a result of a high level of design, engineering, lovely teak interiors, and careful craftsmanship. The semi-displacement hull featured a near-plumb stem and deep forefoot, full keel, and hard chines. With a master stateroom aft and a guest stateroom forward, the design was as well suited for families as cruising couples with friends. The well-known GB styling lives on today in the Heritage class of yachts, including a Zeus-drive powered 41 Europa and a tri-cabin 47 Classic.—R.M.L. & J.W.

PDQ 34

LOA: 34'6" BEAM: 16'10" DRAFT: 2'4" DISPLACEMENT: 12,000 LB. FUEL: 184 GAL. WATER: 80 GAL.

When PDQ Yachts launched their first 34-foot power catamaran in 1999, the Canadian builder caught the attention of cruising couples who wanted the efficiency of twin 75hp (later 100hp or 110hp) Yanmar diesel



John Woodbridge

[NORDHAVN 40]**NORDHAVN 40**

LOA: 39'9" BEAM: 14'6" DRAFT: 4'9" DISPLACEMENT (HALF LOAD): 38,000 LB. FUEL: 920 GAL. WATER: 250 GAL.

We covered the bluewater-capable 40 from Pacific Asian Enterprises in our Summer 1999 issue. Launched in 1989, it quickly proved to be a capable world cruiser, powered by a reliable 143 Luger L668D diesel. I had the good fortune to join a 40 for five days on a trip from Majuro in the Marshall Islands to Pohnpei in the Caroline Islands, one leg of a record-setting circumnavigation, and experienced firsthand the rugged reliability of this compact, full-displacement cruiser as we encountered a typhoon on our last day before landfall. The high bow, workable decks, heavy scantlings, Diamond Sea Glaze windows with storm panels, and a combination of passive towed stabilizers and Naiad hydraulic stabilizers kept us safe in very big seas.—J.W.

RANGER TUG 25

LOA: 24'7" BEAM: 8'6" DRAFT: 2'2" DISPLACEMENT: 5,700 LB. FUEL: 75 GAL. WATER: 30 GAL.

This is not a boat for ocean crossings. But it is a capable cruiser, with a fuel-sipping diesel inboard, that can be strapped to a trailer and towed to the best cruising waters, avoiding the frequent need to dare crossing the sea to get there. That being said, Ranger 25 owners have cruised from Seattle to Alaska along the Inside Passage, and from Chesapeake Bay to the Florida Keys along the Intracoastal Waterway, on their own bottoms. From the drawing board of David Livingston, one of the most experienced small craft designers of our time, the Ranger 25 has provided equal opportunity cruising for those who like exploring far-flung waters,

particularly those waters out of reach for larger cruisers. Over the past few years, new 27- and 29-foot models have been introduced, with more room and standard features. One only needs a trailer, a tow vehicle, and a road leading to adventure.—R.M.L. & J.W.

DEFEVER 44 SUNDECK

LOA: 43'10" BEAM: 15' DRAFT: 4'7" DISPLACEMENT: 44,000 LB. FUEL: 950 GAL. WATER: 370 GAL.

1981 was the first model year for the capable 44 Sundeck, a flush-deck offshore cruiser from the drawing board of the renowned Art DeFever. An aft cockpit version was launched in the late 1990s as the DeFever 49 Cockpit Motor Yacht, with an identical two-stateroom layout below decks. Both models were marketed simultaneously. Propulsion was a pair of 135hp Perkins diesels, and prominent standard features included a sea chest, inspection ports on all fuel and water tanks, a complete bonding system, and Racor fuel filters. Hull number 1 of the popular 44 is still afloat.—J.W.

OCEAN ALEXANDER 423 CLASSICO

LOA: 42'3" BEAM: 14'8" DRAFT: 3'10" DISPLACEMENT: 34,200 LB. FUEL: 550 GAL. WATER: 160 GAL.

When Alex Chueh met Ed Monk Jr. in 1978, a partnership was born that resulted in Ocean Alexander, a company that produced well-designed, well-built trawlers that caught on from the very beginning. The company had actually launched its first Monk design, a 50-foot pilothouse trawler, the year before, a design highly prized by West Coast cruisers. A 40 Double Cabin and a 43 Flush Aft Deck came to market in 1980, the leading edge of a wave of Monk designs that continued through the well-known 423 Classico and into today's 54 and 60 Trawlers. Today, Alex Chueh's son heads the company that has produced over 40 models and 1,500 vessels.—J.W.

TAIWAN TRAWLERS

Some of the first trawlers from Taiwan were badly designed and stories still circulate among owners of that era about how they were built in farmyards in the 1960s and how engine-packing crates became the subdecks on some boats. Whether you believe the tales or not, it's a fact that the boats improved significantly over time because of competition, market demands, and the development of professional shipyard skills. Thousands of families have gone boating—and continue to boat safely and happily—in boats built by CHB, North Sea, Puget Trawler, Universal, and HerShine, to list only a few. The trawler experience would not have been the same without those early Taiwan boats.—R.M.L.