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SUMMIT 54' BY KADEY-KROGEN

An exciting new direction from this veteran builder

Kadey-Krogen is best known for its full displacement, raised-pilothouse trawler yachts. The company's new brand, Summit MotorYachts, is a big departure. Founded by Art Kadey and Jim Krogen 42 years ago, the company has built more than 625 robust expedition-style vessels from 44 to 70 feet, known in part for their excellent long-range capabilities and liveaboard amenities.

DESIGN AND CONSTRUCTION Summit MotorYachts was developed as a result of demand from customers who appreciated the quality of Kad-

ey-Krogens but wanted to be able to go faster. The result—the first in the new line—is the Summit 54' (16.5 metres). It is a collaboration between Florida-based Michael Peters Yacht Design and the Kadey-Krogen design team. Its contemporary styling and semi-displacement hull offer top speeds of 25 knots from twin diesels. Like other Kadey-Krogens, the Summit 54' is being built at Asia Harbor Yacht Builders in Kaohsiung, Taiwan, the company that has built Kadey-Krogens for decades.

Michael Peters says the new yacht was designed with hard chines and moderate deadrise with the idea of balancing its ability to perform well in head seas as well as following seas.

ON DECK Port and starboard bulwark boarding gates offer an alternative to boarding via the swim platform. The covered cockpit makes it a comfortable lounging/entertaining area regardless of sun or rain. A pull-out grill is built into the transom and accessed from the swim platform. In addition, a large section of the transom lifts up to reveal a large storage area (garage) underneath. A hinged glass bulkhead between the galley and the cockpit lifts up to create a nifty bar area and service window with two stools. A sliding glass door opens the space between the same-level cockpit and galley.

Another smart feature is the wide side decks and high gunwales that

provide easy access between the bow area and cockpit. Up forward are a molded-in settee and an adjustable sunpad (with optional canopy).

The flybridge, accessed by stairs from the cockpit, is built around a central helm station with room for two helm seats. A wraparound lounge area in front of the helm and U-shaped seating to port (with a teak folding table) means there's room for the whole gang, and, like the cockpit, the hardtop provides protection from rain and sun. A refrigerator avoids the need to go below for a cold beverage. Aft is a hydraulic dinghy crane that can launch a 12-foot (3.7-metre) dinghy, though an optional hydraulic swim platform could instead be used to store a dinghy.

INTERIOR The contemporary interior finishes are highlighted by horizontally grained walnut woodwork, engineered wood flooring, off-white Silestone countertops—all enhanced by enormous wraparound windows that provide 360-degree views.

The U-shaped aft galley to port boasts ample counter space and is well-equipped with separate drawers for the refrigerator and freezer. One clever feature is an appliance garage (for toaster, coffeemaker, etc.) which lifts up via a remote control. This is a good use of space since that corner of the galley is typically wasted space. Across from the galley is a cosy breakfast nook with settee and a collapsing teak table.

The helm deck, two steps up from the galley, is dominated by a wrap-around settee and a four-leaf folding high/low table.

Dual seats front the walnut helm console which is large enough for two side-by-side, 17-inch Garmin touchscreens and Cummins VesselView engine displays. Manoeuvring will be easy thanks to bow and stern thrusters and the Cummins Joystick Control System. Instead of a cockpit docking station, Dockmate's Wireless Remote Docking system offers similar capabilities. The helm area also includes a separate panel for the C-Zone mon-

itoring and control screen and other non-navigational controls. A handy sliding door to starboard makes it a simple matter to dock shorthanded and to toss a line.

ACCOMMODATIONS A wide staircase at the port side of the helm deck provides access to the accommodation area. Here, the wall treatments are a combination of walnut woodwork and large, rectangular soft white panels, which are a departure, but a welcome and stylish change from the norm. The plush, full-beam master is almost 15 feet in width. As one would expect, it is fitted with an island queen berth, his and her hanging lockers, vanity/desk and offers good visibility outside through large hull windows. The en suite is accessed via twin pocket doors and is clever in that the separate shower (with seat) is surprisingly large while the head compartment has something unusual but smart—a door separating it from the Silestone countertop and raised vessel sink.

The bow VIP cabin also features a queen walk-around berth and hull windows with opening ports. It has en suite access to the second head, also with a separate shower stall and this doubles as the day head. The third cabin can be configured with a single berth, bunk beds or as a dedicated office. It also contains the separate, stacked, washer and dryer. **►**

THE SPECS

LOA 17.83 m / 58' 5"

Beam 4.6 m / 15' 10"

Draft 1.09 m / 3' 7"

Disp (half load) 25,129 kg / 55,400 lbs

Fuel 2,839 L / 750 USG

Water 814 L / 215 USG

Built By

Kadey-Krogen

Stuart, Florida

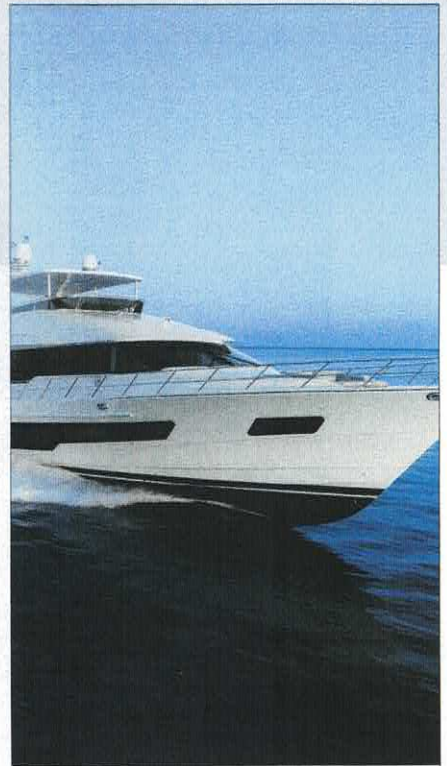
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