

RAISED PILOTHOUSE – KROGEN



Builder:

KROGEN

Model:

Raised Pilothouse

LOA:

48' 0" (14.63 m)

Beam:

17' 0" (5.28 m)

Max Draft:

16' 5" (5 m)

Cruise Speed:

7 kn / 8.06 mph

Max Speed:

9 kn / 10.36 mph

Water Capacity:

400 Gallons

Fuel Capacity:

1000 Gallons

Total Heads:

2

Hull Material:

Fiberglass and Plastic Yachts

Deck Material:

Fiberglass

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OVERVIEW

The Raised Pilothouse from KROGEN is a motor yacht rooted in the traditional trawler ethos, built on a reliable fiberglass and plastic foundation. With a single diesel powerplant, generous tankage, and sleeping room for six, it's configured for relaxed passagemaking and prolonged time aboard. For professional assistance buying or selling one, contact Andrey Shestakov and the team at Shestakov Yacht Sales.

Selecting a Raised Pilothouse

Opting for the Raised Pilothouse is sensible when you prioritize steady, trawler style cruising, functional deck arrangements, and comfortable guest accommodations. Propelled by a single Caterpillar inboard diesel, it's simple to operate and economical at a 7 knot cruising pace (8.06 mph) with a 9 knot top end (10.36 mph). The vessel's 1,000 gallon fuel capacity and 400 gallon freshwater supply support extended passages between refueling and reprovisioning. For tailored guidance and listings that fit your requirements, reach out to Andrey Shestakov at Shestakov Yacht Sales.

Features of the Model

- Builder and model: KROGEN Raised Pilothouse
- Designer: Jim Krogen
- Classification: motor yacht / trawler
- Hull construction: fiberglass and plastic; Deck: Fiberglass
- Dimensions: LOA 48 ft (14.63 m); Beam 17 ft (5.28 m); Draft 16.404 ft (5 m)
- Propulsion: 1 × Caterpillar, Inboard, Diesel
- Performance: Cruise 7 kn (8.06 mph); Max 9 kn (10.36 mph)
- Accommodations: Sleeps up to 6; Heads: 2

- Tankage: Fuel 1,000 gal; Water 400 gal

Technical Specifications

- Length overall (LOA): 48 ft (14.63 m)
- Beam: 17 ft (5.28 m)
- Maximum draft: 16.404 ft (5 m)
- Cruise speed: 7 knots (8.06 mph)
- Maximum speed: 9 knots (10.36 mph)
- Engines: 1 × Caterpillar; Type: Inboard; Fuel: Diesel
- Hull: fiberglass and plastic
- Deck material: Fiberglass
- Designer: Jim Krogen
- Accommodations: 6
- Heads: 2
- Fuel capacity: 1,000 gallons
- Water capacity: 400 gallons

Pricing and Ordering

To obtain current availability, pricing estimates, or to schedule a viewing of the Raised Pilothouse by KROGEN, connect with Andrey Shestakov at Shestakov Yacht Sales. Our brokerage will arrange surveys and sea trials, represent your interests in negotiation, and handle closing logistics aligned with your cruising objectives.

Questions and Answers

Q: What type of yacht is the Raised Pilothouse? A: It's a motor yacht in the trawler tradition built on a fiberglass and plastic hull by KROGEN. This explains

the yacht's **type** , **build approach** , and intended **cruising profile** .

Q: What are the principal dimensions and draft? A: The vessel's **LOA** measures 48 ft (14.63 m), the **beam** is 17 ft (5.28 m), and the **draft** is 16.404 ft (5 m), which are key figures for berth selection and voyage planning.

Q: What powers the yacht and how fast does it go? A: A single **Caterpillar Inboard Diesel** engine drives the yacht. Typical performance is about **7 kn** (8.06 mph) at cruising speed and **9 kn** (10.36 mph) at full throttle.

Q: How many people can stay aboard, and how many heads are there? A: The layout provides **accommodations** for up to 6 persons and includes **2 heads** , supporting comfortable extended stays.

Q: What are the tank capacities? A: **Fuel** capacity is 1,000 gallons and **water** capacity is 400 gallons. For purchase specifics and assessment of suitability for your cruising plans, consult **Andrey Shestakov** at **Shestakov Yacht Sales** .

Owner Experience Review

Owners and brokers often describe the Raised Pilothouse from KROGEN as an ideal “second home” for coastal cruising or longer bluewater passages. Daily living spaces such as the salon/galley, aft deck, pilothouse settee, and flybridge form multiple gathering areas that are well suited to family weekends and extended stays.

These yachts are frequently handled by owner operators; couples especially appreciate the raised pilothouse organization, the Dutch style side doors to the decks, a functional helm layout, and a settee that converts into a full watch berth—features that make longer legs more manageable.

Underway, owners report a seakindly, steady motion with reliable tracking. The hard chine, semi displacement hull form plus a substantial keel protecting

the propeller and rudder contribute to a composed ride and resilience in following seas or rough conditions. The pilothouse affords broadly excellent sightlines, improving safety during watchstanding and reducing operator fatigue.

Performance within the KROGEN lineup varies: faster Express models (for example, the Krogen Express 52) may cruise in the mid teens, while many passagemakers are happiest at displacement speeds around 7–9 knots for optimal range. Maintenance commentary from owners highlights typical issues on older hulls—instances of bulkhead rot reported on older KK42s and the recurring need to rebed pilothouse windows and fashion plates (some owners allocate about \$5,000 for that work). Fuel tank servicing and other systems work are also cited; larger Krogen models offer stand up, walk in engine rooms that simplify access, though overall systems maintenance tends to be more involved than with smaller recreational craft.

Pros and Cons

- Seakindly, steady motion with good tracking is frequently noted underway.
- The raised pilothouse delivers exceptional visibility and includes a settee that converts into a genuine watch berth.
- Household style galley and spacious, livable interiors support extended cruising and liveaboard lifestyles.
- Owners of older hulls (for example, the KK42) report potential for bulkhead rot and other water entry concerns.
- Rebedding pilothouse windows and fashion plates is a recurring maintenance task; some owners budget roughly \$5,000.
- Many passagemaker variants are most efficient around ~7–9 knots, trading top speed for endurance and fuel economy.

Comparison with Other Models

Model	LOA	Beam	Draft	Speed (Cruising/Max)	Gross Tonnage
53	53' 0" (16.15 m)	14' 0" (4.55 m)	14' 6" (4.42 m)	18 kn / 22 kn	
N/A	58' 0" (17.68 m)	18' 0" (5.74 m)	17' 3" (5.25 m)	9 kn / 10 kn	
50 Open	50' 0" (15.24 m)	17' 0" (5.31 m)	14' 9" (4.50 m)	8 kn / 10 kn	
Raised Pilothouse	48' 0" (14.63 m)	17' 0" (5.28 m)	16' 5" (5 m)	7 kn / 9 kn	

SPECIFICATIONS

LOA:

48' 0" (14.63 m)

Max Draft:

16' 5" (5 m)

Cruise Speed:

7 kn / 8.06 mph

Water Capacity:

400 Gallons

Total Heads:

2

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Jim Krogen

Engines:

1

Engine Type:

Inboard

Beam:

17' 0" (5.28 m)

Max Speed:

9 kn / 10.36 mph

Fuel Capacity:

1000 Gallons

Deck Material:

Fiberglass

Manufacturer:

Caterpillar

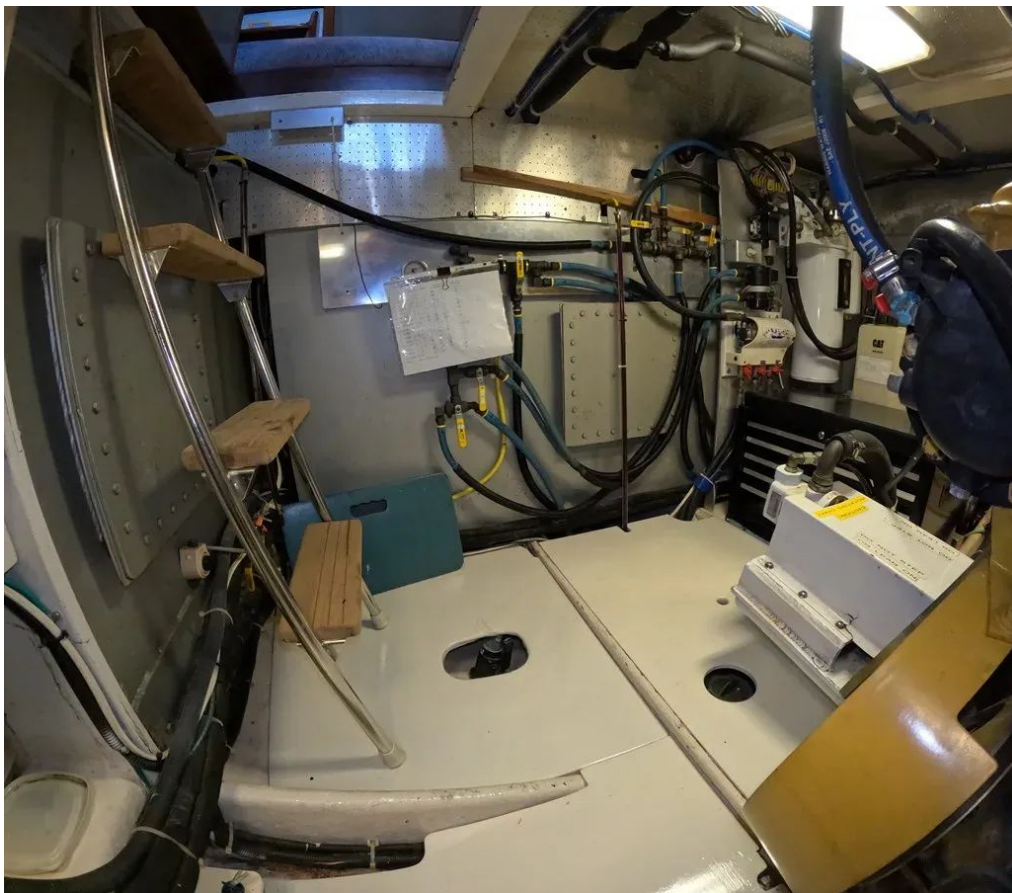
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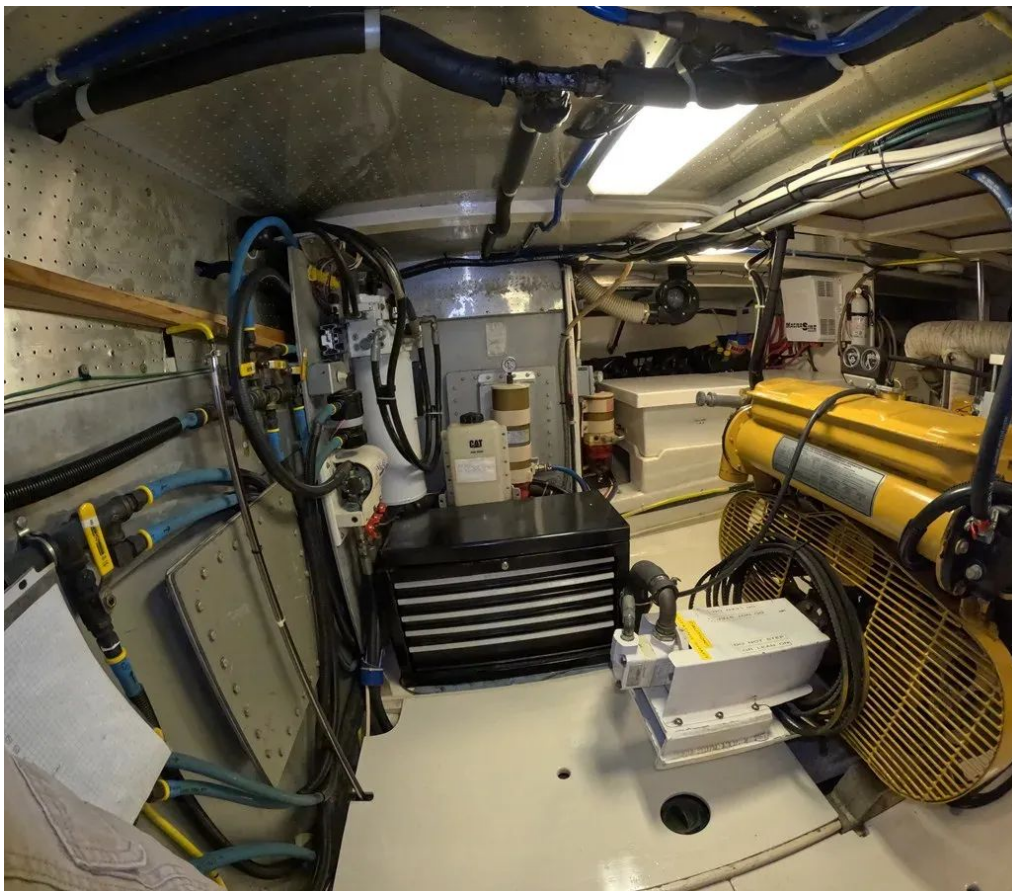
Diesel

GALLERY











CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

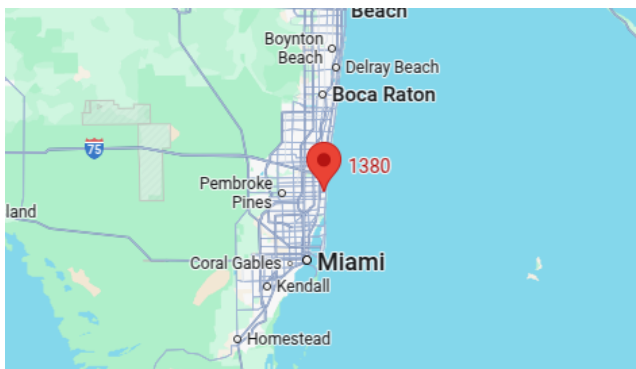
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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