

WIND KNOT - KROGEN



Builder: [KROGEN](#)

Beam: 17' 0" (5.41 m)

Year Built: 2015

Min Draft: 14' 9" (4.50 m)

Model: 52

Max Draft: 15' 7" (4.75 m)

Price: \$1,665,000 USD Subject to change.

Cruising Speed: 9 Knots (10.36 MPH)

[See full listing on our website](#)

Location: Beaufort, United States

LOA: 57' 0" (17.60 m)

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OVERVIEW

WIND KNOT is a superb example of the ultimate long-range trawler yacht — a proven bluewater cruiser of stout construction, outfitted to remain at sea for weeks or months between ports and maintained with the utmost care by a highly knowledgeable owner. She presents the desirable two-stateroom arrangement with an open office/study, organized around a forward primary suite, while the guest stateroom offers twin berths that support crew rotation and comfortable watch schedules during serious passagemaking.

Every aspect of the Krogen 52 has been conceived for comfort, safety, and ergonomic efficiency. From the sumptuous owner's suite to the ship like, seagoing pilothouse, from the expansive salon to the full height walk in engine room, this yacht functions as both a true expedition trawler and a luxurious motor yacht, purpose built to be At Home On Any Sea. WIND KNOT is offered truly turnkey and ready to slip her lines; bring your personal effects aboard and set sail — your next voyage awaits.

SPECIFICATIONS

Basic Information

Model Year:
2015

Country:
United States

Year Built:
2015

Dimensions

LOA:
57' 0" (17.60 m)

Beam:
17' 0" (5.41 m)

Min Draft:
14' 9" (4.50 m)

Max Draft:
15' 7" (4.75 m)

Speed, Capacities and Weight

Cruise Speed:
9 Knots (10.36 MPH)

Fuel Capacity:
1330 Gallons

Water Capacity:
400 Gallons

Accommodations

Sleeps:
4

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Kadey-Krogen Yachts

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

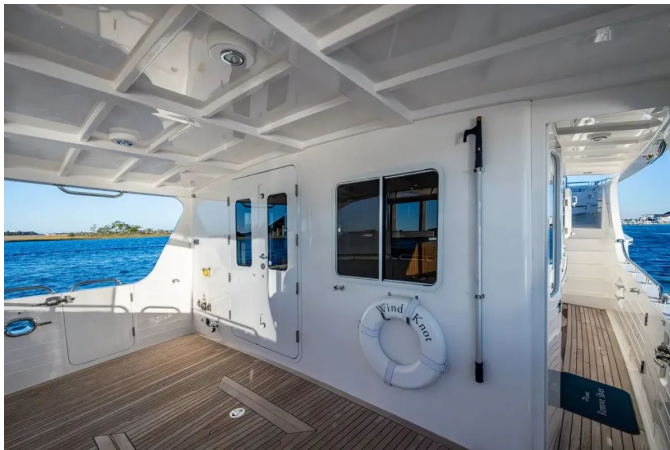
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Manufacturer:

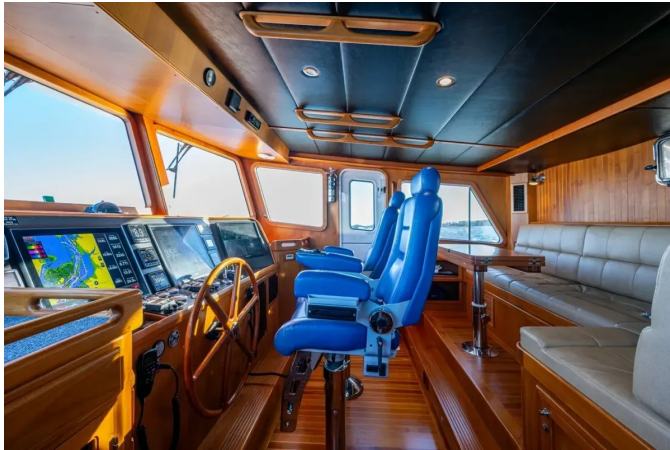
John Deere

GALLERY











DETAILED DESCRIPTION

Overview

The Krogen 52' features a distinctive asymmetrical deck layout, with the port side of the main deck extended to the sheer while the starboard side provides a very wide walkaround protected by a hip-high bulwark. An aluminum Dutch door opens into the galley, and both the side deck and the aft deck are finished with a solid teak sole for warmth underfoot and lasting traction. From the starboard side deck, molded fiberglass steps carry the eye forward to the Portuguese bridge and foredeck; wing stations on both port and starboard simplify tight maneuvering, and the Portuguese bridge itself provides substantial storage. Aluminum Dutch doors on each side afford direct access to the pilothouse, and a broad doorway offers an effortless passage to the foredeck, where seating and additional stowage sit just forward of the Portuguese bridge behind high bulwarks and stainless steel rails for secure passagemaking. A Freeman aluminum hatch to port of the bow pulpit opens to the chain locker and further storage, keeping ground tackle neat and accessible. Aft of the pilothouse, molded steps to port rise to the boat deck and flybridge, the decks ringed by high stainless steel rails; the boat deck is laid out to carry a tender and hydraulic crane, with a summer kitchen and access to under flybridge storage to streamline daily life and longer cruises. Additional molded fiberglass steps lead up to the flybridge, where an L shaped seating area and table provide a social vantage opposite twin Stidd chairs and an elevated helm console that places command within easy reach. The entire platform reinforces the yacht's bluewater capability while remaining manageable for a cruising couple, and the spacious accommodations ensure owners and guests travel in comfort. Built for extended time away from the dock, the efficient hull form delivers true ocean crossing capability, confident

handling, and notable sea kindliness, and a full hydraulic package—including bow and stern thrusters, windlass, and stabilizers—adds control and comfort; the yacht is presented turnkey ready.

Construction

Built in high-grade female tooling, the hull is finished with USA-made Cook® gelcoat and hand-laid with Knytex® fiberglass to achieve precise, robust laminates. The topsides are constructed with a closed-cell PVC sandwich core, while the hull below the waterline is solid fiberglass; the first two laminates beneath the waterline are infused with blister-resistant vinylester resin and reinforced with aramid fiber/FRP to preserve long-term structural integrity. The superstructure blends Knytex® and mat with Corecell® cores and surface mats, a combination that limits print-through and maximizes stiffness-to-weight efficiency. Teak appointments grace the aft and side decks, and the boat deck and foredeck receive a GripTex® non-skid finish for secure footing. Molded bulwarks carry refined plank lines and a gelcoat surface, and all hull-to-deck and boat-deck joints, together with exterior fittings, are sealed using polyurethane-formulated marine sealants to ensure watertight durability. Inside, marine-grade plywood bulkheads are tied into molded fiberglass hat-section stringers, and the interior is painstakingly handcrafted in solid teak with complementary teak veneers to deliver a warm, yacht-quality finish.

Saloon

Accessed via twin weather-tight aluminum doors, the saloon is a luminous, airy retreat where abundant natural light and cross-ventilation come from large opening screened windows to port, starboard and aft, while a retractable screen in the entry doors allows effortless fresh-air flow. Every window is

dressed with bespoke shades and valances for a refined, tailored look. On the starboard side a generous L-shaped settee is paired with an adjustable high-top freestanding table, and a Samsung flat-screen rises discreetly from aft of the seating to deliver a clean, integrated entertainment solution. To port, two leather recliners provide a sumptuous spot to unwind, and ample, well-conceived storage is incorporated throughout the layout. All horizontal surfaces are finished in matching granite, unifying the interior with a polished, high-end aesthetic.

Galley

Positioned forward of the saloon, the in-line galley with an integrated breakfast bar has been designed for graceful entertaining and practical everyday use, and it also benefits from a private entry off the starboard side deck via a Dutch aluminum door. Subtle, luxurious finishes—tile underfoot and a glass backsplash—bring quiet refinement to the space. The culinary fit-out is comprehensive, featuring a JennAir French-door refrigerator with a drawer freezer and built-in ice maker, an Isotherm supplementary freezer located in the open office, a BlueStar four-burner propane range and oven, a JennAir convection microwave, and a GE dishwasher. An Elkay double stainless-steel sink with a Grohe fixture is accompanied by a dedicated filtered water spigot, a garbage disposal, and a handy trash drawer with two bins, while a pantry with a pull-out drawer keeps provisions and serveware neatly stowed.

Office

Positioned down and forward of the saloon and galley, the open office is furnished with an expansive desk and thoughtfully configured storage — including a locking drawer, a file drawer and a cabinet — to keep paperwork and necessities both organized and secure. Large opening ports flood the

space with natural light and encourage generous ventilation, resulting in a bright, airy workspace that blends practical functionality with refined onboard comfort.

Guest stateroom and ensuite head

Nestled opposite the open office on the starboard side, the guest stateroom presents a gracious retreat with its ensuite head situated forward; directly across from this cabin, a dedicated laundry area houses a stacked Bosch washer for discreet convenience. The cabin is appointed with twin berths, a hanging locker and four large opening ports, while abundant drawer and cabinet storage allows personal effects to be stowed with ease and elegance. The ensuite upholds the same refined practicality, offering a vanity, medicine cabinet and tile flooring, along with a generous stall shower fitted with an opening port and a glass shower door.

Master stateroom and ensuite

Located forward, the master stateroom opens to reveal an elegant suite whose ensuite head entrance is set to port as you step inside. A centerline queen-size berth anchors the space, accompanied by two hanging lockers and abundant storage woven throughout the cabin. Daylight and fresh air are plentiful thanks to four large opening ports and two overhead hatches equipped with Oceanair shades and screens, and a generously sized mirrored vanity provides a refined grooming area. The ensuite is thoughtfully arranged with its own vanity served by a dedicated opening port, tile flooring, and a roomy stall shower featuring a molded seat and a glass shower door, plus an additional opening port to ensure ventilation.

Pilothouse

Positioned forward of the saloon and galley, the ship-like pilothouse affords the captain commanding sightlines while offering guests an inviting, spacious seating area. At the helm, two Stidd chairs accommodate captain and mate, complemented by a large L-shaped leather settee and an expandable table ideal for entertaining or casual dining. Natural ventilation is superb, with opening screened windows to port and starboard, aluminum Dutch doors on both sides and an opening port bringing fresh air through the space, while a black headliner has been selected to enhance comfort and reduce glare during nighttime passages. Equally suited to watchful navigation or a quiet morning with coffee, this pilothouse blends functionality with refined comfort.

Machinery and mechanicals

Propulsion is delivered by twin Tier III John Deere 4045AFM85 powerplants, coupled to ZF Marine gearboxes with a 2.917:1 reduction and commanded from all four stations via ZF Mathers Cruise Command controls. Motion at sea is calmed by ABT hydraulic stabilizers (new seals installed 6/25), while close-quarters handling is effortless thanks to an ABT® 25 hp hydraulic bow thruster and an ABT® 15 hp hydraulic stern thruster, both fitted with proportional controls at each station. The running gear is fortified with Shaft Shark line cutters and Tides dripless shaft seals, and the propellers were precision tuned and balanced 6/25. Fuel quality and lubrication are meticulously managed by an ESI® fuel polishing system, dual Racor® fuel filters with vacuum gauges serving both main engines and generators, and a Reverso® oil change system plumbed to the engines, transmissions, and generators to simplify service. Fire and air-safety systems include a Sea Fire® automatic fire suppression installation and Fireboy Xintex CO detectors, while charging capacity is provided by dual Balmar high-output alternators (190-amp

and 60-amp) with external smart regulators. The engine room is conditioned by Mannship moisture eliminators featuring biaxial variable, high-speed fans, supplemented by intake and exhaust fans also equipped with moisture eliminators to maintain an optimal environment. Long-range autonomy is supported by a Village Marine 800-GPD water maker with remote control panel and automatic flush, a Raritan 20-gallon water heater, a Johnson variable-speed 24V DC freshwater pump and a Headhunter 120V AC freshwater pump. Bilge protection is comprehensive: five Rule pumps rated at 3,700 GPH with Ultra high-water alarms at two stations, two Whale Gulper dry pumps with Ultra Jr. switches, and an emergency bilge pump tied into the main engine's raw-water intake. Exhaust noise is mitigated with Centek fiberglass mufflers. Fuel is stored in four aluminum tanks with sight gauges and is monitored through a highly polished stainless-steel panel mounted on the tanks for convenient inspection from the outboard sides of both John Deere engines. Black- and grey-water are handled by separate 140-gallon fiberglass tanks, each fitted with a macerator.

Electrical

The yacht's electrical architecture is built around a Northern Lights® 12 kW generator with sound shield (2,199 hours), supported by a second Northern Lights® 6 kW generator (1,213 hours) equipped with Magnum automatic generator start for seamless backup and start-up management. Shore power is delivered through a Glendenning shore-power retrieval system into a 240-volt Charles isolation boost transformer, while onboard charging and inversion are managed by a Charles 60-amp battery charger and a Magnum Energy 4,000-watt inverter/charger. Battery capacity is substantial: four Lifeline AGM 12-volt batteries are wired in series to provide 24V DC for engine starting, two Lifeline AGM 12-volt batteries are dedicated to generator start, and eight Lifeline AGM 6-volt, 400-Ah batteries are wired in series to supply 24V DC for

ship service (new 6/25).

Pilothouse and flybridge electronics

The pilothouse is appointed with dual Garmin 8530 black-box chartplotters driving a pair of Garmin GMM190 19-inch Glass Helm monitors, while long-range detection is provided by a Garmin GMR624xHD2 open-array 6 kW HD radar. Course keeping is handled by a Garmin GHP 20 Reactor autopilot with Shadow Drive, paired with a Garmin GHC 20 autopilot control display. Position and sonar intelligence come from a Garmin GPS 19x receiver and a Garmin GSD 24 digital black box network sounder, with weather updates supplied by a Garmin GXM 52 XM weather receiver/antenna. The STIDD helm chair is fitted with a Garmin Remote Input Device Keypad (GRID) for fingertip control, and voice and public-address capabilities include a Garmin VHF 300 marine radio with a remote in the master stateroom plus a hailer with horn. A Garmin VHF 200 unit on the flybridge is complemented by a remote at the pilothouse for seamless communications. Safety and situational awareness are enhanced by an Em Trak B100 AIS transceiver, a Ritchie compass and a VDO rudder angle indicator, while three Garmin GMI 20 four-inch multifunction displays present essential data. Surveillance is comprehensive: four Garmin GC 10 marine cameras — including reverse-image cameras mounted on the cockpit arch for aft viewing and two cameras in the engine room — together with a FLIR 625L thermal low-light/infrared camera feed to a dedicated Samsung 19-inch monitor. The navigation suite is rounded out by a Maretron multifunction display with Maretron MConnect remote monitoring, an ultrasonic wind/weather station, a Wi-Fi hotspot amplifier and a Starlink system for dependable connectivity. Entertainment throughout the vessel is provided by a Fusion AM/FM/Bluetooth/SiriusXM stereo system with JL speakers in the cockpit, saloon, pilothouse and flybridge with individual volume controls, and is further complemented by a Bose Lifestyle V25 home

system and a Samsung flat-screen TV.

The flybridge helm is centered on a Garmin GPSMAP 7616 16-inch touchscreen chartplotter that interfaces with a Garmin GHC 20 autopilot control display and three Garmin GMI 20 marine displays, all supported by Garmin GPS 19x antennas for precise positioning. Communications on the bridge are assured by a Garmin VHF 200 marine radio with a remote back to the pilothouse and two VHF antennas, one mounted on each side and secured by twin Rupp PAK00005 mounts. A Ritchie compass, a VDO rudder angle indicator and a Fusion music system controller complete the flybridge command environment, delivering intuitive operation and refined control.

Additional components

A meticulous update continues from stem to stern with i2Systems LED fixtures installed throughout the interior and LED illumination specified for every exterior light, creating an elegantly lit environment while conserving energy. Structural safety is reinforced by three collision bulkheads, and comfort is assured by a four-zone CruiseAir reverse-cycle air-conditioning and heating system with remotely mounted compressors and SMXht control panels distributed throughout the vessel. Anchoring is managed by a Maxwell horizontal hydraulic windlass paired with a Maxwell remote-control anchor station featuring a chain counter at both the pilothouse and flybridge, set up for a 45 kg Ultra Quickset anchor on 300' of 3/8" Hi Test chain, with an auxiliary 88 lb Delta anchor carried complete with 130' of Hi Test chain and a 300' nylon rode; dedicated washdown spigots provide both saltwater and freshwater for anchor locker maintenance. The boat deck is equipped with a Steelhead ES1000 electric-hydraulic davit system, fitted with new hydraulic lines, 3/25, to launch and retrieve a 13' AB RIB powered by a 60 hp Yamaha, while a sculpted radar arch defines the profile and a Kahlenberg ship's horn with automatic fog signals adds presence underway. A Freeman watertight

foredeck hatch, color-matched to the deck gelcoat, secures the anchor locker and bow shore-power inlets enhance dockside convenience. New in 2024, bespoke canvas covers protect the windows, flybridge, cockpit and tender, complemented by a 2024 bimini top and custom Sunbrella exterior seating cushions for refined comfort; practical refinements include stainless steel stern staples, a cockpit shower, LED lighting on the flybridge and boat deck, custom stainless steel handrails, and storm plate receptacles installed in place (hardware only).

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.

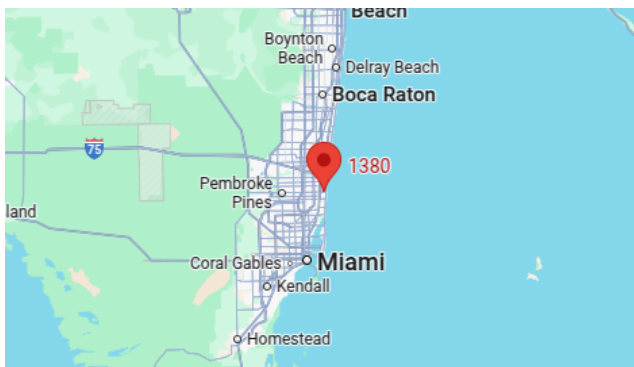
For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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