

KANTER 53 CANCAN

DIMENSIONS

LOA:	53' 5"
LWL:	47' 10"
BEAM:	15' 3"
DRAFT:	6' 2"
DISPLACEMENT:	39,900 lbs
BALLAST, fixed:	12,500 lbs
SAIL AREA:	1,259 sq ft
S.A./DISP RATIO:	17.37
DISP/LENGTH RATIO:	169



Kind of funny to see a sailboat going to windward without heeling. But it was comfortable, and definitely faster when you thought to use the waterballast.

John Chowning of California came to see me about building a new boat in 1991. One of the kindest and most lovely customers ever to walk into the office, John is a professional musician and a Stanford professor. I never met a musician I didn't like and John was no exception. *CANCAN* is berthed in Sausalito, completed a maiden voyage out to Hawaii and home via Alaska, and is much loved by her owner. He was intrigued with water ballast. We agreed to use fresh rather than salt water since he wanted to have plenty on board and reckoned if he was stuck with it he might as well keep it on the windward side.

John had access to highly skilled slave labor in the form of Stanford graduate students. So he hired a bunch of them to design his waterballast transfer system. You might think it simple at first but there were many pitfalls to be dealt with. In the end you'd press either the red or the green button

on a panel aft of the helm and that would start the process. When the proper tank was completely full the water would travel up the vent pipe where there was an optical sensor that would turn off the pump. Amazingly, it worked right from day one.



The little slanted rows of red/green lights told you how full the tank was getting.

The fully battened mainsail not only provided increased efficiency owing to its semi-elliptical shape, but eliminated flogging and prolonged the life of a sail that is subject to continual use at sea. The LeisureFurl inboom mainsail stowing system was fitted to *CANCAN* and proved utterly reliable. My only criticism would be that nobody would ever accuse it of being pretty.



The main salon could seat a crowd. There were two egress routes so you were never too badly trapped.

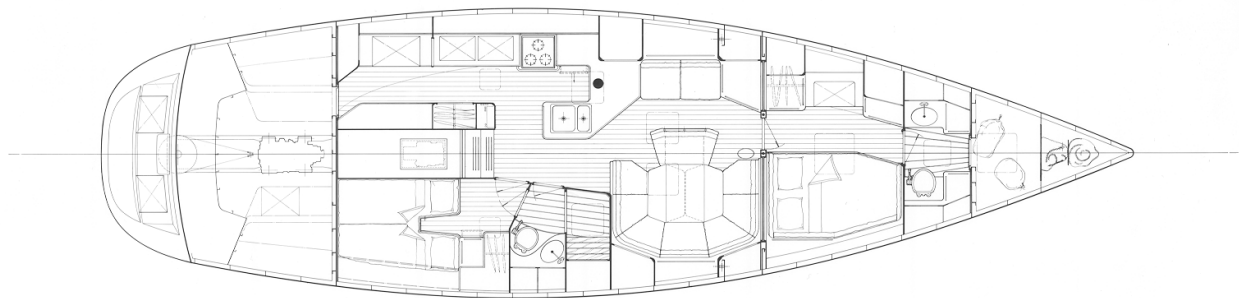
The interior provided two large private cabins, each with ensuite access to a head compartment. The galley/settee/library area comprised one large room, eliminating the cramped feeling so prevalent on some designs. In a refreshing departure from tradition the main bulkhead was pierced by large "windows", complete with curtains, permitting the entire interior to be presented to the eye when the owner desired. A separate "ship's store" was provided aft of the galley for food stowage.

CANCAN was built of welded 5083 alloy aluminum for leakproof integrity and strength. Kanter Yachts of Ontario was able to build a lot of yacht for the money. Their customers could build a

custom design for little more than you would pay for a comparable sized American fiberglass production boat. *CANCAN* was our second yacht built at the Kanter yard and we were not oblivious to the advantages her builder conveyed. How did they do it? Partially by being Canadian, partially by actually caring about costs and finding ways to pare them. In America, at least at that time, manufacturers paid the lion's share of health care costs for their workers. In Canada and other countries with socialized medicine the taxpaying citizens paid these costs. Since health care accounts for approximately 20 percent of an advanced economy this gave Kanter a considerable competitive advantage. Kanter also cut costs in other areas. They charged extra to putty fair the underwater areas. Some customers paid the extra freight, some did not. The European builders tended to prime and paint the interiors of their hulls. This was downright foolish, since they would then cover it all over with insulation. The Kanter family looked at it practically (though they hailed from Europe)—why paint something that will never be seen again? During a period of moderate to low inflation, some of their customers would sail their boats for a few years then sell them for the same price they had paid. For some strange reason this pleased them.



Ventilation windows around the pilothouse. The openwork main bulkhead. The asymmetrical sprit slides forward.



The linear galley was secure and presented a lot of working surface. At its aft end it got to feeling a little tight- but you'd only go there occasionally. There was a watertight door into the aft engine space- or at least the port side of it. This was a lot quicker and safer at times than going through a seat hatch. Both cabins had direct access to their own head with a shower.

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