

CHUCK PAINE'S BERMUDA SERIES

KANTER 54.5
THRESHOLD

DIMENSIONS

LOA:	54' 6"
LWL:	49' 6"
BEAM:	15' 3"
DRAFT:	6' 9"
DISPLACEMENT:	44,000 lbs
BALLAST:	16,000 lbs
SAIL AREA:	1,259 sq ft
DISP/L RATIO:	189
S.A./DISP RATIO:	16.16



THRESHOLD was launched in June of 2002. She was a typical Bermuda Series light displacement yacht, optimized for her owners' anticipated world cruise. Like the rest of my Bermuda Series designs she was considerably stiffer than most other contemporary yachts. Decent stability has often been missing on older light displacement sailing designs. Righting moment is directly proportional to weight, so if you do not change the location of the center of gravity a light displacement yacht will always be more tender than a

heavy one. The bulbed keel provided the answer, with the bulb larger and vertical center of gravity lower, the lighter the yacht.

THRESHOLD had a nice pilothouse to provide a sheltered transition between her interior and cockpit. I liken this to the porch I built on my wife's old Maine farmhouse. Before I restored it, her house had an entry door from which one stepped out from the warm interior into whatever the Maine winter had in store. Then I built a porch, and life changed markedly for the better.

A "real" pilothouse is a nautical analogy to the glassed-in Maine porch. *THRESHOLD's* pilothouse can be sealed off from the cockpit (so it can be heated and cooled just like the "indoors") and from the "downstairs" (so that when it's snotty outside and the pilothouse is all business, meaning wet from the oilskins, or dark for nighttime visibility) none of this activity intrudes upon life below. Importantly for the folks who commission new yachts and set out on circumnavigations-- usually with a reluctant wife as crew-- Bermuda Series pilothouses remove some of the vulnerability to flooding that is a consequence of a single sliding companionway hatch. Most Bermuda Series yachts typically have two closures- in nasty weather the companionway between the pilothouse and the downstairs can be kept closed so that even if one were pooped by a rogue wave with the after companionway left open, the yacht would be safe from serious flooding.

The after end of the pilothouse roof was extended to shelter the forward end of the cockpit, and the cockpit seats made long enough to sleep on. The wheel is large enough to permit the helmsman to sit outboard to see past the pilothouse. *THRESHOLD* was exceptionally well ventilated with 13 deck hatches, 6 dorade vents and 3 solar vents.



The pilothouse was watertight to the interior and to the cockpit.

The pilothouse's large windows provided an excellent view of the surroundings in all weathers. Inside there were settees port and starboard, which could be used for sleeping. The starboard settee had a forward facing steering station at its forward end. The port side settee was notched to accommodate a small table.

The design featured an engine room aft with room for all of the ancillary machinery. Her 100 horsepower Yanmar diesel was capable of pushing *THRESHOLD* at 8 knots. Bermuda Series yachts have high powered engines, which combined with their low resistance hulls means they are very nearly what used to be called motorsailers, and are capable of being driven at the same speed as many trawler yachts.

The "downstairs" arrangement provided two widely separated double cabins, two heads and a separate shower stall. The forward cabin had a large centerline double berth with access from the sides so that neither sleeping partner needed disturb the other to go take a pee. The aft cabin to port had two single seaberths. The way this sort of interior is used in the common "one couple crew" situation is that they will use the aft cabin, with its narrower sea- berths, when making ocean passages, and move to the larger and more comfortable forward cabin when coastal cruising.



The table had leaves that fold in for access to the settee.



Painted bulkheads and varnished cherry accents. Keep the white surfaces to about 30-40% and you get a light, fresh ambiance.

The galley was very large and provided a secure notch for the cook to wedge into in heavy weather. There was a separate refrigerator and freezer plus plenty of stowage for cutlery and provisions. Extending aft from the galley was a stowage room/ larder/ laundry room with a washer/dryer located at its aft extremity...you can just see the washer/dryer in the photo below.

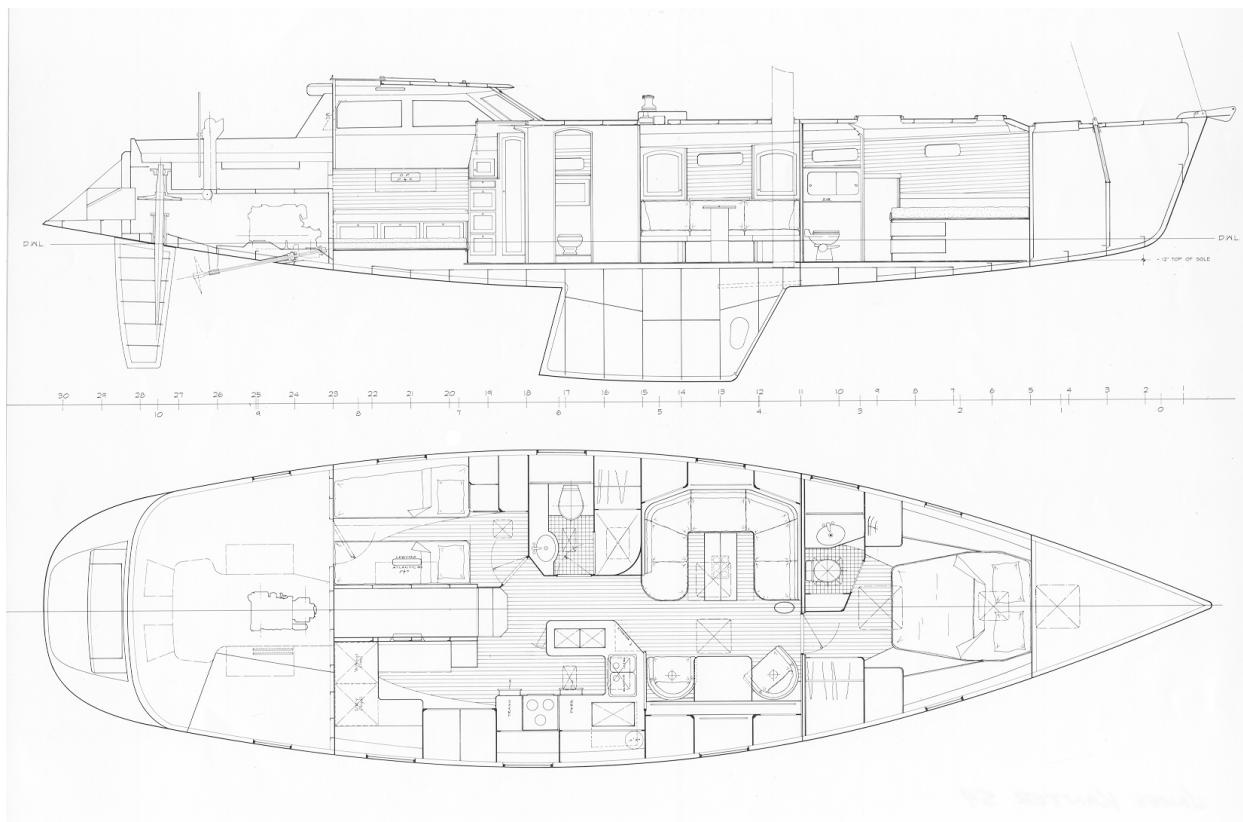


The galley was lit by two hull windows and overhead hatches.

In the main cabin the dinette was capable of dining six persons. To starboard, two swiveling upholstered reading chairs bracketed a "card table" with a file cabinet beneath, onboard computer, and library area outboard.

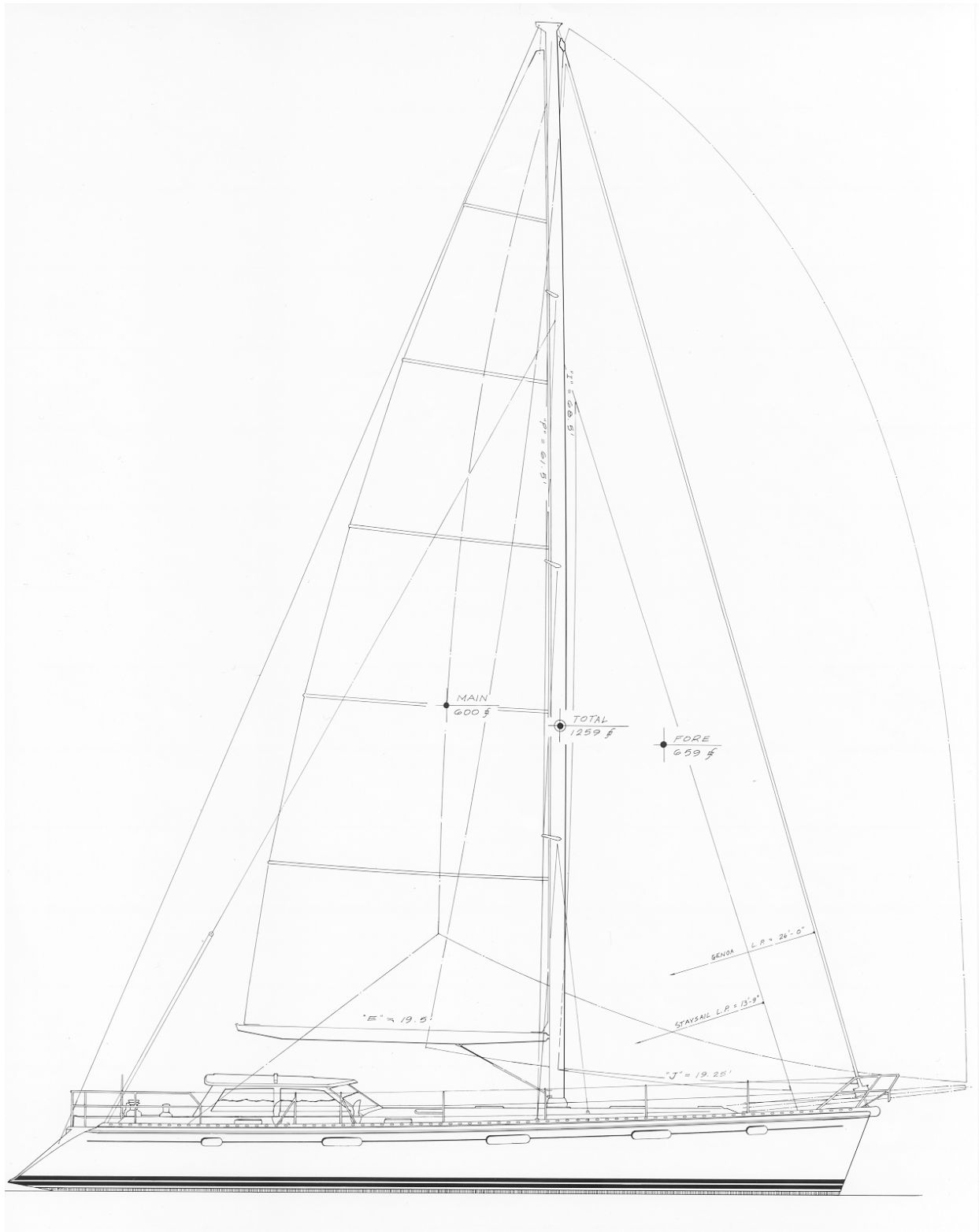


A bright interior in white paint and varnished cherry.



Steve and Karyn James' *THRESHOLD* was a stylish floating home whose hull shape made 200 mile daily passages possible under sail or power, or some of each.

For plans or further information contact Mark Fitzgerald: mark@markfitzmarine.com



THRESHOLD had a tall sailplan with the mast placed well forward. Her pilothouse was taller than most so that the view from the forward windows was enhanced.