

# **KANTER PASSAGEMAKER 54**

## **Long Distance Voyaging Motoryacht**



### DIMENSIONS

LOA:		55' 8"
LOD:		53' 6"
LWL:		50' 0"
BEAM:		18' 5"
DRAFT:		6' 0"
DISPLACEMENT, 1/2 load:		90,000 lbs
ABOVE/BELOW RATIO:		2.20
SUGGESTED POWER:	CATERPILLAR 3306B 235HP @ 2000 RPM	
REDUCTION RATIO:		3 : 1
FUEL TANKAGE:		2000 US GAL
FRESH WATER TANKAGE:		500 US GAL
DISP/LENGTH RATIO:		320
RANGE:		UP TO 4000 MILES
CONSTRUCTION:	COR-TEN STEEL HULL WITH TYPE 5083 ALUMINUM SUPERSTRUCTURE OR ALL ALUMINUM	
MAXIMUM SPEED:		11 KT
CRUISING SPEED:		9 KT

The Kanter 54 Passagemaker is intended as a highly reliable offshore voyaging yacht with unusually long range for a yacht of her type. Her configuration features the highly popular raised pilothouse forward behind a Portuguese bridge. Aft is the main salon with a good sized cockpit, and there are full side decks for passage fore and aft without entering the accommodations. The Paine design office has always prided itself on its aesthetic prowess, and we believe this to be one of the best looking of this type ever to be made available.

Efficient performance is insured by the smooth, double chine hullform with a moderate prismatic coefficient of 0.625. A full length keel protects the propeller and rudder. Rock solid welded metal construction makes the occasional grounding or collision with flotsam an event of little importance. The stern shape has been dictated by the desirability of reducing the tendency to roll, making the yacht more comfortable to live aboard. This also increases fuel efficiency and range, as a hull which rolls less relies less upon fin or paravane type stabilizers, both of which create increased drag when the hull rolls easily.

There are full headroom accommodations beneath the pilothouse extending forward into the bow. Being a semi custom design, the interior arrangements will be customized for each owner. The arrangement shown offers three double cabins and two heads, both with separate shower stalls. The voluminous owner's cabin has ensuite access to its totally private head, while the other two cabins share a head.

The engine room, located beneath the saloon, is extremely large and with nearly full standing headroom, permitting easy access to the machinery. The first yacht fitted a Caterpillar 3306B 235 hp main engine and a Westerbeke 30B 27 horsepower wing engine. There is also a Northern Lights 20kw genset. The wing engine would be used to propel the yacht while service is performed on the main engine at sea, and as a "get home" engine should the main engine be out of service.

Tankage will normally be for 3000 gallons of fuel and 500 gallons of fresh water. With this tankage the first yacht completed transatlantic passages in both directions. These tanks are all integral, lending further structural strength to the hull and forming a double bottom wherever they occur. The day tank, waste and gray water tanks are of removable construction.

The interior accommodations on this design are probably as voluminous and homelike as can possible be achieved in so modest a length. The main salon has large windows on three walls for wonderful views of the surroundings. The pilothouse is far larger than one normally encounters, with a full length "watchstander's bench", convertible to a berth, and comfortable helm chairs for two persons. The deck and sheltered Portuguese bridge may be instantly accessed through doors both port and starboard.

The Kanter 54 Passagemaker is built of massive strength welded metal for the ultimate in leak proof integrity and brute strength. The tanks are integral, of double bottom type, adding their strength to that of the vessel. Her efficient, low drag hullform and ample tankage makes ocean crossings feasible. With a modest size genset, the yacht is easily heated, air conditioned, and supplied with all of the comforts of a shoreside home. She would make an ideal choice for one or two couples intending a retirement cruise to the Caribbean, or across to Europe and its fascinating canal system.

