

ALUMINUM SAILING YACHT *BOUGAINVILLEA 62*

PRINCIPAL DIMENSIONS

LOA:	61' 6"
LWL:	55' 9"
BEAM:	15' 5"
DRAFT:	6' 10"
DISPLACEMENT:	55,000 lbs
BALLAST:	15,000 lbs
SAIL AREA:	1,422 sq ft
SA/DISP:	15.73
D/L RATIO:	142



With light displacement and a short rig you could press on sail and really fly in these boats.

The Bougainvillea 62 became the most popular of Kanter Yachts' Bermuda Series sailing yachts. Four of the design were built— two of which were sailed around the world. The design began as an unpainted 60 footer for a Canadian customer who aspired to sailing across the Atlantic. The boat was light, narrow and therefore fast and was fitted with waterballast. The owner loved to carry sail which he did to good effect, but he frightened his wife and the boat was soon put up for sale. Later she was bought by an American, lengthened two feet to match her sisterships, and painted. Renamed *ANTHEM*, she now resides in Annapolis and is highly respected and recognized there.

With an efficient sailplan on slender, effectively stayed spars these boats could really fly when the wind blew. The relatively low rig and low center of gravity that resulted from low freeboard and minimal superstructure made her very stable, so reefing was rarely required. Her draft was only 6 ft. 10 inches thanks to the bulbed keel. All of the boats could be driven from their totally enclosed pilothouses without needing to don the foul weather gear. Their 5083-H116 aluminum construction provided coral resistance combined with controllable maintenance.

Our approach to easy sail handling was first of all to keep the rig small, and this was possible thanks to the light displacement and sharp lines of the yacht beneath it. Both headsails were roller furling for simple sail reduction which became the norm in the late 20th century. The yachts were so stable

that they could carry very large reaching and running sails, and with these sails it was possible to achieve speeds into the low teens if you had the cojones.

One of the yachts, *PEACE and ALOHA*, was built by a couple who had had very little sailing experience. They were in a way typical of our clients during the halcyon days of the 1990s. As an illustration of their experience level, neither had ever slept aboard a sailing yacht while someone else was steering. Their only experience with a yacht of anything like this stature was chartering- which precluded night sailing. But they could afford a million dollar boat and were bitten by the travel bug. Many sage hands in and around my design office believed a 62 footer was too large for them to handle and that the boat would be put up for sale within a week of its launching. Happily we were proved decidedly wrong.

I first met Dave and Ellen at the Kettle Creek Inn in Port Stanley, Ontario. I played my role as architect, trying to help them get the yacht they wanted. Once she was launched they faced the moment of truth. Dave was out of shape after years of pushing digits through computers; Ellen was lightly built but spunky. And like so many late nineties customers they confused the warranties that applied to their automobiles with hand building a one-of-a-kind item in a shop full of craftsmen. Somewhere in Long Island Sound after transiting the Erie Canal one of them had to attempt sleep while the other sailed on through the night. It must have taken a lot of courage. They were making for Camden. One of their fuel tanks had begun to weep diesel- the most dreaded of failures in a new aluminum yacht. I had offered the resources of our office to do what we could to devise the fix.

They brought *PEACE and ALOHA* to Camden to have her fuel tank repaired at Wayfarer Marine Corp. where our office was located. The boat was hauled and they lived aboard amid the diesel reek while we and everyone else tried to find the source of the leak. The stress level was palpable. One day Dave came into my office clutching his chest and I drove him way too fast to the hospital Emergency Room fearing the worst. Meanwhile Ellen, originally the more reluctant of the partners, rallied and held the dream together. Still, the odds-on bet was that the boat would be under new ownership as soon as the leak got fixed.

One year later I was in New Zealand for an international yacht designers' conference. I got wind of a rumor that *P & E* had made it to Tauranga, about four hours' drive from Auckland. Curious, I hired a car and drove down. And there they were. Dave very much alive, looking gorgeous in a trimmer body and a dark tan. Ellen sporting a knowing smile and taking far less credit than she obviously deserved. If ever there was an advertisement for the ethic of converting mere money into a lovely object that can extract you from a life of material gain and make life on this planet truly worth living, Dave and Ellen and *PEACE and ALOHA* personified it.

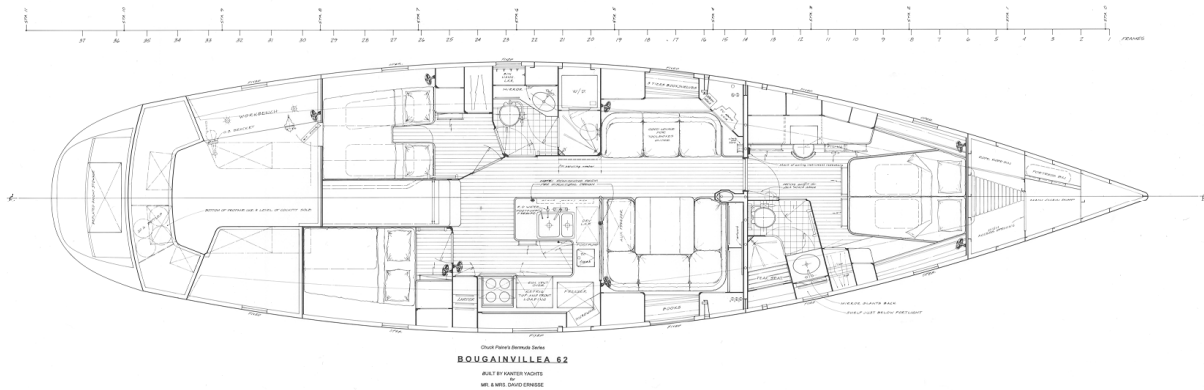
By rigging their mainsail with a LeisureFurl system they solved the most burdensome chore of the shorthanded crew. Ellen claimed fitting this one piece of gear had made the difference between their going on and quitting. Sotto voce I knew that to get a yacht like this around the world you have to fit it with an Ellen Ernisse, but I kept his to myself. They boastfully reported that in cruising the Pacific in company with other yachts, they always completed inter-island passages two to three days faster than their companions. Would that life ashore could be reduced to such simplicity.



The sharp entry, full length guard rails, and strong anchor roller are obvious as are the eight dorades for ventilation.



The pilothouse was watertight to the cockpit and interior



The Ernisses had two young twenties kids that they convinced to come along for a sail around the world. This motivated the three cabin interior.

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