

KANTER 74

74' Long Range Cockpit Motoryacht

LOA:	74' 0"
LWL:	66' 2"
BEAM:	16' 1"
DRAFT:	5' 3"
DISPLACEMENT, full load:	140,000 lbs
ABOVE/BELOW RATIO:	2.51
SUGGESTED POWER:	(2) CATERPILLAR C12 340HP @ 1800 RPM
REDUCTION RATIO:	2 : 1
FUEL TANKAGE:	4000 US GAL
FRESH WATER TANKAGE:	575 US GAL
DISP/LENGTH RATIO:	216
RANGE:	2800 MILES
CONSTRUCTION:	WELDED TYPE 5083 ALUMINUM
MAXIMUM SPEED:	13.5 KT
LONG RANGE CRUISING SPEED:	9.5 KT



PERHAPS THE MOST BEAUTIFUL PILOTHOUSE MOTORYACHT EVER BUILT. EVERY PILOTHOUSE MOTORYACHT ON THE MARKET LOOKS PRETTY MUCH LIKE THIS. BUT THE DIFFERENCES ARE IN THE SUBTLITIES, AND THE PAINE YACHT DESIGN OFFICE HAS STUDIED THESE SUBTLITIES TO DEATH. THEY THINK THIS IS THE ULTIMATE RENDITION OF A JUSTIFIABLY POPULAR THEME.

Our fifth motoryacht design for Kanter Yachts, a lovely 74 foot pilothouse cruiser for a Swiss client, was launched in early September, 2004. The design began as a 68 footer shown elsewhere in this portfolio, but was stretched to 74 feet during the design process in order to increase the size of the cockpit and to materially improve her appearance.

The Kanter 74 follows on the heels of a series of highly successful Paine designed all metal motor craft from this fine Canadian yard, at 45, 54, 62 and 68 feet in length. She has been designed as an unusually attractive seagoing home offering oceangoing range of 1800 (Bermuda to the Azores) miles plus reserve, modest fuel consumption even at her top speed, and moderate draft.



SHE'S A LOVELY YACHT FROM ANY ANGLE.

Her configuration features the highly popular raised pilothouse forward behind a Portuguese bridge. Aft is the main salon with the expanded cockpit, and there are full side decks for passage fore and aft without entering the accommodations. The interior is highly customized for the owner as is the case with all Kanter/Paine collaborations. She is the result of extensive styling effort within what is arguably the most popular and often encountered motoryacht profile. Her impressively low price, a product primarily of her Canadian build, makes her an attractive alternative to the many mass produced fiberglass alternatives on offer. Being of welded aluminum construction, she is considerably stronger and ten times stiffer than the glass products and significantly more fireproof as well.



EXCELLENT HEADROOM AND ACCESS TO ALL MACHINERY.



HELM STATION SHOWING SIDE DOOR TO SIDE DECK.

Efficient performance is insured by the round bilged forward bottom, transitioning to a chine aft, with a single spray rail and a relatively low prismatic coefficient of 0.67. A full length keel protects the propeller and rudder. The modest draft of just five feet, three inches is very reasonable given the presence of a full length keel to reduce the grounding risk and dampen the yacht's roll in a seaway. Welded aluminum construction makes for impressive strength and moderately light displacement which increases the yacht's efficiency in order to maximize the usable range and top speed.

The accommodations are for two couples plus crew, a modest requirement which results in the owners' suite in particular being remarkably large and luxurious. Since this is one less than the usual number of

cabins fitted into a yacht of this size, each cabin is larger and far more livable than is the norm. The

owner's suite offers a large washroom to port, full bath with toilet and bidet to starboard, and centrally located shower room. The other cabins including the crew's have ensuite access to private heads. The engineroom is accessed from a weathertight door via the shower room. This configuration uses the heads and shower as an effective sound buffer between the engine room and the accommodations.



CHRIS KANTER HAS PROVEN HIS MASTERY OF NAUTICAL JOINERY WITH THIS SUPERB INTERIOR



LOOKING FORWARD, THE EASILY TRAVERSED THREE STEPS UP TO THE PILOTHOUSE ARE EVIDENT.



A HANDSOME YACHT THAT WILL SOON BE OFF TO TRAVEL THE WORLD. GIVEN THE UNREALISTICALLY UNDERVALUED CANADIAN CURRENCY, YOU CAN HAVE YOURS SOONER THAN YOU MIGHT THINK.

The engine room beneath the salon is extremely large and has full standing headroom between the engines permitting easy access to the machinery. The first *KANTER 74* uses twin Caterpillar C12 340 hp main engines and a Northern Lights 20kw genset.

Tankage provides 4000 gallons of fuel and 575 gallons of fresh water. These tanks are all integral, lending further structural strength to the hull and forming a double bottom wherever they occur. The waste and gray water tanks are of removable construction. The yacht as specified has transatlantic range via the Bermuda/Azores route if driven at a speed of 9 to 10 knots depending upon wind and current conditions.

The Kanter 74 was built in Canada of high strength welded aluminum for the ultimate in leak proof integrity and brute strength. 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 Europe. The first yacht to this design was launched in September of 2004 at the Kanter yard west of Toronto. We would be happy to discuss the customization of your sistership or a similar design.

Builder:
Kanter Yachts
9 Barrie Blvd.
St. Thomas, Ontario N5P 4B9 Canada
519-633-1058
www.kanteryachts.com

Designer:
Chuck Paine & Associates Inc.
P.O. Box 763
Camden, Maine 04843 USA
207-236-2166
www.chuckpaine.com