

KANTER 48

ALUMINUM OFFSHORE CRUISER

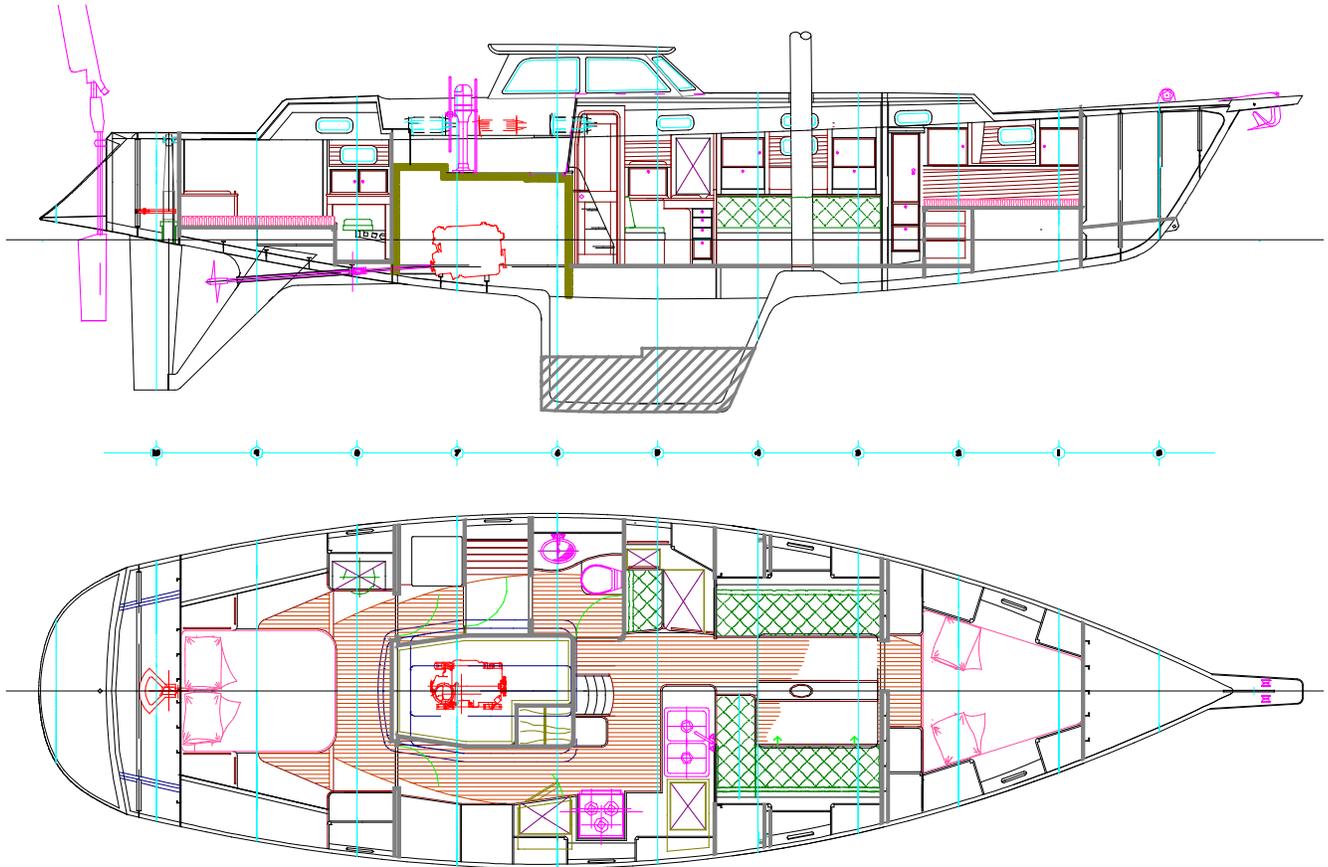
DIMENSIONS

LOA:	47' 11"
LWL:	40' 0"
BEAM	14' 2"
DRAFT	6' 2"
DISPLACEMENT	32,500 lbs
BALLAST	12,750 lbs
SAIL AREA	1108 sq ft
D/L RATIO	227
SA/D RATIO	17.41



A TRADITIONAL PROFILE WITH A TALL AND POWERFUL RIG.

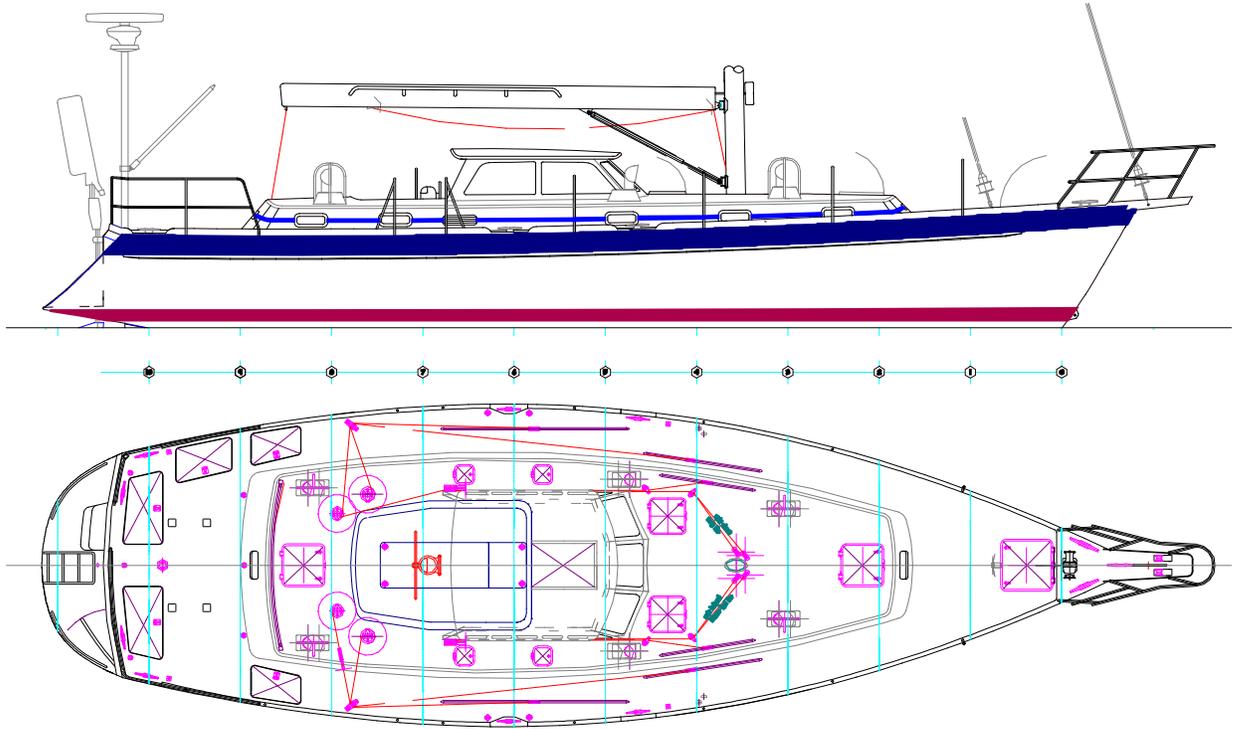
Kanter Yachts of St. Thomas, Ontario has begun construction on this welded aluminum cruiser for a Colorado owner. The KANTER 48 is intended for fast offshore cruising in the safety of an all metal hull. A powerful rig is balanced by a moderate draft bulbed keel for controllable speed in all conditions. The rudder is skeg supported with the propeller in an aperture where it is less likely to snag lobster pot lines or other nautical flotsam. A Hydrovane self steerer will be fitted and for this reason the hull and appendages are perfectly balanced to reduce the loads on the small Hydrovane rudder.



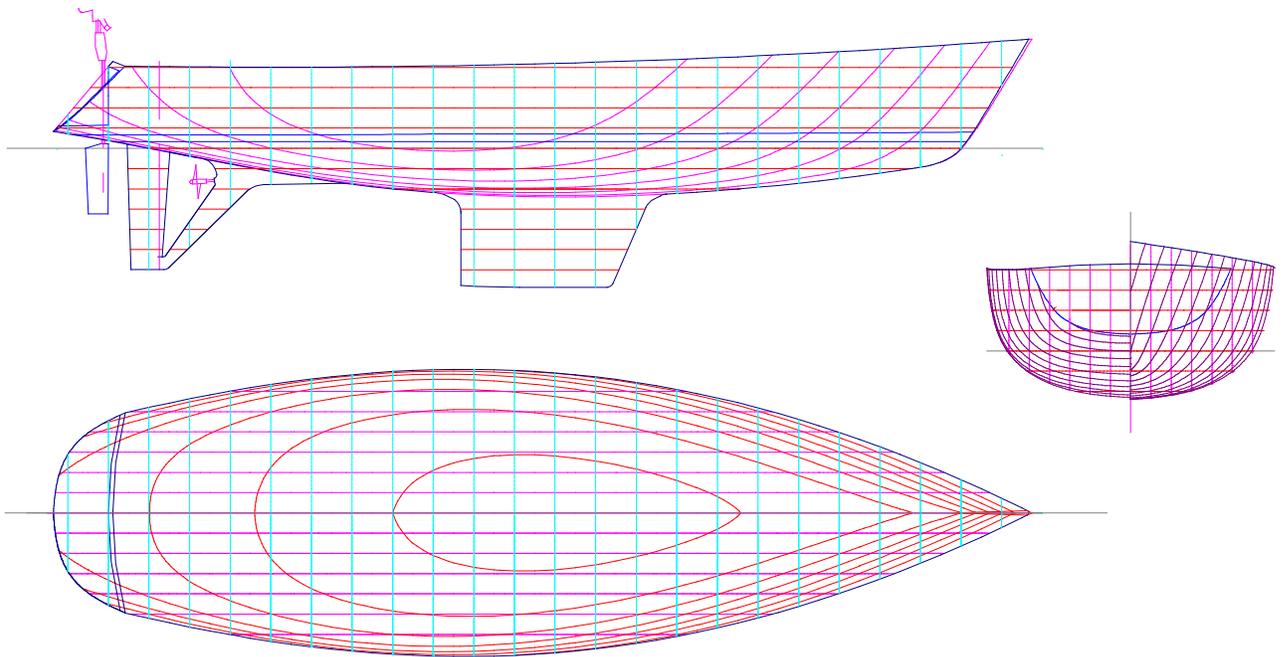
The owner has been very specific about his requirements for the interior. Unlike most center cockpit designs, which step down the areas adjacent the cockpit, the cabin sole in this design is on a single level. Thus there is no possibility of tripping as one moves forward or aft in the yacht. There is a single head, one that is centrally located, unusually large and has a separate and spacious shower stall. The guest cabin is forward and features a large double berth and ample stowage. In a pinch the main salon settee to starboard slides out to form a third double berth.

The yacht's joinerwork will be relatively simple, European style in varnished mahogany. Immediately adjacent the companionway is a locker with a bin atop it for those items that should be close at hand when going on deck; flashlights, safety harness and the like. The wet locker is also here, so that wet items may be stowed immediately upon going below without dragging them throughout the cabin.

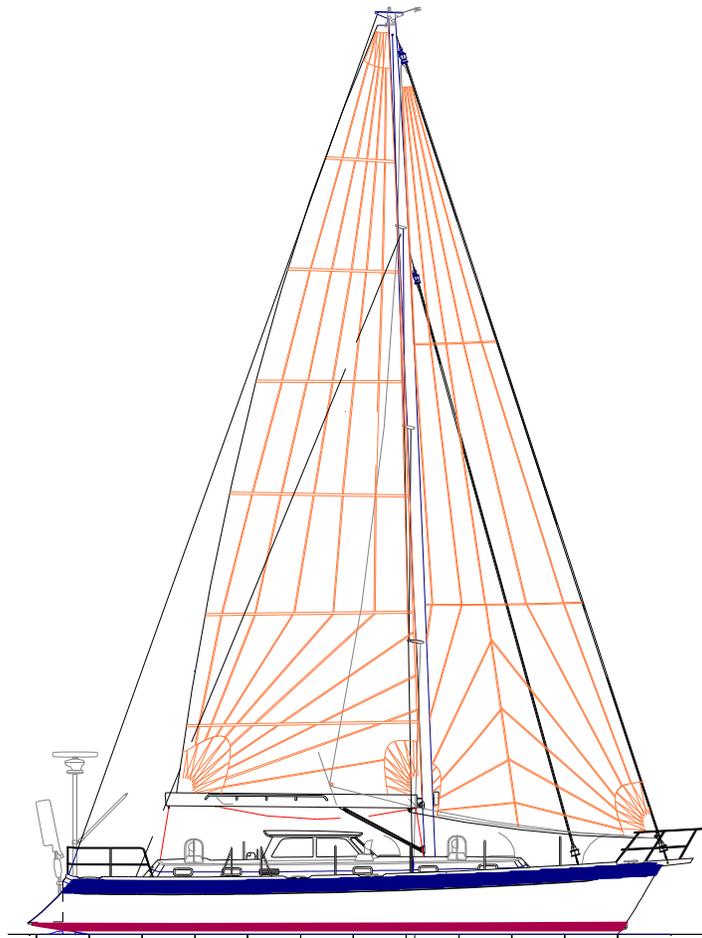
There is 200 gallons of tankage for fuel and 220 for water, included in which is a separate 50 gallon stainless steel drinking water tank. Deck drains are valved to permit rain catchment. Solar panels will be fitted atop the hard dodger and a wind generator will assist in topping up the batteries. Therefore no mechanical generator will be required.



A SEAWORTHY CENTER COCKPIT WITH HIGH SEATBACKS, WHICH HAS A LARGE SHELTER AT ITS FORWARD END. THE DINGHY STORES ON THE LARGE, FLAT AFTERDECK WHEN AT SEA. THERE ARE EXTENSIVE STOWAGE LOCKERS ADJACENT TO AND AFT OF THE AFT CABIN. ONE IS SIZED TO ACCOMMODATE THE OWNER'S SURFBOARD.



A CONSERVATIVE HULL SHAPE WITH EXCEPTIONAL STABILITY AND HELM BALANCE.



Please feel free to contact either builder or designer for updates as this exciting new yacht takes shape.

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