

PERFORMANCE CRUISERS

**KANTER 48**  
**VELA**

DIMENSIONS

LOA:	47' 11"
LWL:	41' 4"
BEAM:	14' 2"
DRAFT:	7' 2"
DISPLACEMENT:	39,000 lbs
BALLAST:	11,825 lbs
SAIL AREA:	1097 sq ft
D/L RATIO:	247
SAIL AREA/DISP RATIO:	15.26



*VELA during sea trials on lake Ontario. She excels in more wind than this but is no slouch in light airs.*

**Kanter Yachts** launched this welded aluminum cruiser in 2008 for a Colorado owner. *VELA* was intended for singlehanded offshore cruising so safety was paramount. With no-one else aboard to come back and pick you up and a self-steerer insuring she'll charge on forever in a straight line, nothing trumps it. Her tall sailplan is balanced by a moderate draft Paine Keel. By this stage in my career my clients would listen to well intended advice and if they cared about performance they would accept the draft that went with it. The rudder is skeg supported with my PBSR approach-- the propeller is thus well protected where it is less likely to snag lobster pot lines or other nautical flotsam.

The owner had very specific requirements for the interior. Unlike most center cockpit designs, which step down both the sole and the overhead beside 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 through the yacht. There is a large single head, centrally located, which has a spacious shower stall. The guest cabin is forward and features a large double berth and a lot of stowage. In a pinch the starboard main salon settee can be slid out to form a third double berth.

The yacht's joinerwork is clean, European style in varnished cherry set against white flat paneling. Immediately adjacent the companionway to starboard is a locker with a bin atop it for items such as flashlights, safety harness and the like so they'll be close at hand when going on deck. The wet locker is just to port of the companionway so wet items can be stowed immediately without dragging them through the cabin.

There is 174 gallons of integral aluminum tankage for fuel and 200 for water- a lot of tankage for a yacht of this size. This includes a separate, removable stainless steel drinking water tank. A few years ago there was a scare about a possible connection between aluminum cookware and Alzheimer's disease, and many of our alu yacht clients have responded by fitting a dedicated stainless tank for the drinking water. The deck drains are valved to permit rain catchment. Solar panels are fitted atop the hard dodger and a wind generator is available to assist in topping up the batteries. Therefore no mechanical generator is required.

The afterdeck is sized to snugly cradle a RIB which is deployed and retrieved using a purpose-built crane- the reason the transom corner post looks too big. There are large deck lockers, one of which can also be accessed through a transom door to enable the owner to stow his windsurfer.

VELA was begun by a bachelor who intended to see the world singlehanded. Along the way Catherine appeared and signed on as crew, and wife. It does my heart good to think of the two of them sailing together on their strong and lovely VELA.



*Her bright, simply styled interior. I had tried for years to promote studded vinyl tile for cabin soles and finally got somebody to listen. The choice of white was daring but won't look this good forever.*

*Vela has a center cockpit with high seatbacks. There's a windowed shelter over its forward half.*



*Galley looking aft.*

*Owners' cabin.*