

## 80' LIGHT DISPLACEMENT KETCH

### "FRUITION"



THE NEW 80 FOOT **FRUITION** WAS LAUNCHED IN LATE 2001. SHE AND HER NEAR SISTERSHIP ARE THE LARGEST TO DATE OF OUR BERMUDA SERIES AND AS SUCH THE FASTEST. IF HER LOOKS ARE EXCITING, SO ALSO IS HER PRICE AT UNDER THREE MILLION U.S. DOLLARS.

### DIMENSIONS

LOA:	24.38 m	80' 0"
LWL:	22.25 m	73' 0"
BEAM (excluding guards):	5.94 m	19' 6"
DRAFT, on DWL:	2.67 m	8' 9"
DISP, 1/2 load:	52,249 kg	115,000 lbs
SAIL AREA:	234.03 sq m	2,519 sq ft
BALLAST:	16,364 kg	36,000 lbs
PROPULSION:	Perkins 220 hp Diesel	
FUEL TANKAGE, diesel:	2,728 ltr	600 imp gal
FRESH WATER TANKAGE:	1,818 ltr	400 imp gal
HOLDING TANK, SEWAGE:	227 ltr	50 imp gal
CONSTRUCTION:	TYPE 5083-H321 ALUMINUM	
BUILDER:	KANTER YACHTS, CANADA	
COST:	US\$ 2,750,000 TO \$3,000,000 EXPECTED FULLY COMPLETE	



OUR ARTIST'S RENDERING ILLUSTRATES THE EXCITING LOOK OF THE YACHT, WITH HER 14 FOOT AFT BOAT DECK, DIVING PLATFORM WITH CONVENIENT ACCESS TO A HUGE AFT STOWAGE LOCKER, AND FULL 360 DEGREE VIEW PILOTHOUSE.

This 80 foot high speed cruising yacht is to date the largest of our Bermuda Series. She was built for a British gentleman at Kanter Yachts in Canada. 80 feet is probably the upper limit for this type of yacht, whose objective is to be piloted much of the time by a single person. And even then, it only works with another person (call him the "engineer"), comfortably ensconced in his own cabin, instantly available to repair the generator or hydraulic system that enables the skipper to control the impressive power of the sails and to hoist the anchor. One interesting feature of *FRUITION* is the fact that a very large and attractive cabin is dedicated to this fellow and his companion, and this cabin being forward has access to the fully watertight engine room without disturbing the owner or his guests.

The deck plan is also rather unusual. A large flat deck is provided aft for the stowage of small boats and toys. One can easily store a 4.7 meter hard bottom inflatable, a sailing/rowing dinghy, and a windsurfer on this deck all at the same time. A lightweight carbon fiber hoisting boom stows alongside the mizzenmast, to quickly snatch any of these small craft out of the water and into their chocks.

In order to keep the yacht light, the entire deck was finished with a textured, grit based painted nonskid. Only the cockpit is teak clad. A scoop shaped transom has a large deck near water level which facilitates boarding from a dinghy and can be used for swimming and diving. There are full length guard rails to protect the topsides, and these are placed so as to shade a considerable number of large hull windows which introduce an unusual plenitude of light to the interior.

The pilothouse is the central focal point of the entire design. It is of a long, low design- so low in fact that the helmsman is able to easily see over its top from the steering positions. Twin wheels further improve visibility past the pilothouse. There is a sheltered steering station inside the pilothouse, which uses the autopilot controls rather than a wheel for steering. Engine controls and some navigation monitors are provided here as well. A full sized dinette capable of dining seven persons occupies the port side of the pilothouse, and it is elevated so that the diners may enjoy a full 360 degree view from comfortable seating positions. A smaller dinette is provided belowdecks for use by the crew, or at sea. The pilothouse is fully watertight, with a sealed door to the cockpit so that it may be heated or air conditioned and kept dry in heavy weather.



THE ELEVATED PILOTHOUSE MAKES A GREAT DINING LOCATION, AND A LARGE CHART TABLE IS TO STARBOARD, ALL WITH WONDERFUL VIEWS OUT THE LARGE WINDOWS.

There are two identical guest cabins aft. Both cabins have private access to their own heads with separate shower stalls. The owner's suite further aft has both a double berth and a seaberth. It has its own private companionway to the deck.



IDENTICAL GUEST CABINS PORT AND STARBOARD ARE BEAUTIFULLY FINISHED AND HAVE NICE VIEWING PORTS.

A combination of high stability and a long and lean hull design make this yacht a very high speed passagemaker in tradewind conditions, with 12 to 14 knot sailing speeds common. When the wind doesn't blow, a powerful main engine is connected to the propeller by a Hundested VP4 pitch control unit, capable of up to 12 knots under power.





THE FULL WIDTH OWNERS' CABIN IS AFT.



A PERMANENT SUN AND RAIN SHELTER COVERS THE COCKPIT.



TWIN MANUAL WHEELS AND SHADE FROM THE SUN.



THE BELOWDECKS DINING AREA IS OPPOSITE THE GALLEY.

Kanter yachts are well known for offering tremendous value for money. Owners looking for a big, ocean capable voyager at an affordable price should consider the Kanter 80.

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