

KANTER 65

"TE MANA"

PRINCIPAL DIMENSIONS

LOA:	65' 0"
LWL:	56' 6"
BEAM:	16' 10"
DRAFT:	7' 7"
DISPLACEMENT:	65,600 lbs
PROPULSION:	Caterpillar 185HP Diesel
FUEL TANKAGE:	540 gal.
FRESH WATER TANKAGE:	430 gal.
SAIL AREA:	1,604 sq ft
SAIL AREA / DISP RATIO:	15.78
DISP / L RATIO:	162
CONSTRUCTION:	TYPE 5083-H116 ALUMINUM
BUILDER:	KANTER YACHTS, ST. THOMAS, ONTARIO CANADA



Bougainvillea 65'
"Te Mana"



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THE NEW KANTER 65 IS OUR LARGEST AND MOST LUXURIOUS OFFSHORE CRUISER FROM KANTER YACHTS

The Kanter 65, *TE MANA* offers motorboat luxury and living space whilst preserving superb sailing qualities. Her performance bloodlines are taken from Larry Miller's slightly smaller *Dawnbreaker*, a remarkably speedy predecessor. In comparison to *Dawnbreaker*, *Te Mana* is larger in every dimension, enabling significantly greater headroom and larger windows for a more homelike feel. The patrons elected a custom design in aluminum in search of high performance and longevity. Since much of her time will be spent alongside a dock, the cockpit is styled to emulate a porch, with none of the "hopping in and out of a bucket" that is involved with more traditional designs. Eliminating the traditional sunken footwell results in a fabulous full beam stateroom beneath. The fully air conditioned, high ceilinged interior has nearly the same spacious feel of a shoreside home, the view from the "picture windowed" main salon is nothing short of spectacular, and the amount of deck stowage exceeds that of many yachts twenty feet longer.



THE PILOTHOUSE IS THE FOCAL POINT OF THE INTERIOR, WITH LARGE WINDOWS ALL AROUND.

The look of this yacht is dictated by the pilothouse, whose large windows permit excellent viewing of the surroundings. The cutter rig is of modest height, but spreads a considerable amount of sail owing to the presence of a large genoa. A roller furling staysail of small size is there to carry on in really blustery conditions. We have fit the latest refinement of our shoal draft bulb keel, offering the potential for excellent windward performance despite what is really very moderate draft at 7' 7". Mainsail sheeting is to the top of the pilothouse, enabling a permanent stainless steel piping supported canvas sunshade to be fitted, which integrates visually with the custom davit/radarch.

The deck design emphasizes spaciousness in the cockpit, which is as large as many 100 footers! Twin wheels enable the helmsman to see forward beside the pilothouse. A drop leaf cockpit table is fitted to port, and with both leaves up it is still possible to pass by the starboard side of the table with ease. A central passageway between the two helm stations permits easy access to the stern bathing platform/dinghy beach. No less than eleven cockpit lockers are fitted for access to stowage beneath the cockpit seats and to the huge full width lazarette, which is additionally accessed by twin doors from the stern scoop. Fourteen large hull windows further light the interior, and the aftmost of these are operable for ventilation as well. In the bow there is a full headroom storage room, separated from the accommodations by a watertight bulkhead. There are eight overhead hatches for natural ventilation when the air conditioning is not in use. A very large anchor handling platform has been designed, enabling two large anchors at the ready.



THE GALLEY HAS ALL OF THE COMFORTS OF HOME. A DINETTE IS OPPOSITE TO STARBOARD.

This yacht has a remarkably spacious and lovely interior. Two guest staterooms forward share a large head with separate shower stall. The galley provides a secure nook for the cook plus a tremendous amount of stowage, and opposite it is a dinette that will accommodate four persons. A "utility room" to port has separate washer and dryer plus a large locker in which to store clothing. Opposite this room is the piece da resistance of the entire design- a huge engine room, whose starboard entrance area has 6' 4" headroom. The yacht is extensively air conditioned, requiring a large generator which occupies the aft end of the engine room to starboard. A hinge-up workbench is provided above the genset. The main engine is a 185 horsepower Caterpillar diesel which drives the yacht at over 9 knots in virtually any sea condition. Both a bow and stern thruster are fitted to assist the two handed crew in docking this large 65 footer.



THE ENGINE ROOM IS NEATLY DETAILED WITH EXCELLENT ACCESS TO ALL MACHINERY.

The aft cabin spans the entire beam of the yacht and features a queen sized bed as its focal point. There is a direct access stairway to the pilothouse as well as passage to the forward interior via the utility room. An ensuite head and separate shower stall are to starboard. As one might expect, the amount of stowage provided in the aft cabin is something like twice that expected in many yachts of this size.



THE AFT OWNERS' CABIN IS HUGE AND OFFERS AN AMAZING AMOUNT OF STOWAGE.

The KANTER 65 is designed around its creature comforts as much as pure sailing and motoring performance. Given the bloodlines of her predecessor's sweet, clean lined hull, her easily discernable comfort when tethered to shore power is matched by sailing characteristics that exceed her owners' expectations.

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