

MOTORBOATING & SAILING

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SUPERIOR BY DESIGN **The Globe Girding Kanter 57**

Dave Gerr, Naval Architect
Gerr Marine, Inc.
838 West End Ave. - Suite BB
New York, NY 10025 USA
Tel: 212-864-7030 • Fax: 212-932-0872



SUPERIOR BY DESIGN

*When the gales of November lash North America's largest lake,
the globe-girding Kanter 57 will be ready and able.*

Story and Photos by ROY ATTAWAY





CLIFF DWELLER: *Imagine* cruises under the birch forests of the Apostle Islands (above). The sunny salon (below) makes living very pleasant.



Tom Reinertson is nothing if not audacious. In 1992, he bought his first boat—ever—over the telephone after looking at brochures. It was a 40-foot motoryacht, he now realizes, of dubious pedigree. He had never even seen one in the flesh, so to speak, until he took delivery.

"I called around," he said recently, "and found the best price at a dealership in Michigan. My brother, Mark, and I went over and picked up the boat. The salesman said, 'What was your last boat?' I told him I didn't have

one, I'd never had one. He persisted. He didn't believe me."

With nothing more than book learning, Tom and Mark brought the boat back to Tom's summer home in Bayfield, Wis., on Lake Superior. A lifelong fascination with boats quickly became an all-consuming passion.

Tom Reinertson also is nothing if not a quick study—and audacious. Six years later, he is the very proud possessor of a world-class, globe-circling yacht built from the keel up to his specifications, the semicustom, alu-





A BOAT FOR ALL SEASONS: The boat deck has room for a party and toys. Tom Reinertson (below) at the helm. Lighthouses dot the islands.



minum-hulled Kanter 57.

The boat is a collaboration between Reinertson and the New York naval architect Dave Gerr. Having read every book he could get his hands on, and having spent four years cruising mainly on Lake Superior with its many—and sometimes nasty—moods, Reinertson knew what he wanted.

“He really wanted something in the 90-foot range,” Gerr laughs. “But there were budget constraints. So, he had scaled back to something about 50-plus feet. I convinced him to stretch the con-

cept. He also wanted the boat to look bigger than it is. When you do this, you get a hull that is faster, more efficient, and more seakindly.”

Gerr used several boats as prototypical ideas, including British fishing trawlers. The result is a boat with high, bluff bows and a sturdy Portuguese bridge encircling the wheelhouse. She is, as I was to find out, immensely comfortable, both as a cruising yacht and as a seaborne *pied à terre*.

I met Tom Reinertson over breakfast

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at a little inn in Bayfield. Afterward, we drove down to Superior Village Marina a few miles south of town and boarded *Imagine*, as she is named, for a walk-through and a cruise.

She has a three-stateroom, two-head layout. The forward stateroom, in the forepeak, offers a double berth and two hanging lockers and a high counter that doubles as a workbench, to port. Aft of this is a mid-cabin with over/under berths, the lower of which is a skinny double. Both are served by a head with separate stall shower.

The master stateroom is all the way aft, featuring a queen-size berth on the starboard side and a desk/vanity to port, along with a large hanging locker. The ensuite head is very generous and also has a separate stall shower. A door on the starboard side leads to the cockpit where there is room for deck chairs. The transom doubles as a six-foot-wide swim platform. At the touch of a button, hydraulics fold it outward and lower it to water level.

Sunny salon

The salon, amidships, has windows port and starboard, opening it up to sun and air. A large, L-shaped settee is along the port bulkhead and wrapped around a beautiful table that can seat eight. Just forward of this is a full-sized pantry. Opposite the dinette is a long, very useful counter with a two-burner stove by Amana, a large stainless steel sink, a dishwasher, and—at the after end—a house-sized fridge with freezer over. Stowage under all this is remarkable. A wet bar is tucked into the after end, port-side, right next to the door leading to the side deck. Full-sized washer and dryer stack in a cabinet forward of the galley.

The engine room has entries fore and aft. The forward door is under the stairs leading to the guest staterooms; the after hatch is at the side door. There is precious little headroom here, but it is so well thought through that it would take a separate story to describe it fully. Here are a few highlights:

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Power is a single Caterpillar 3306 rated at 295 hp. The oil system utilizes two tanks. ("We can change oil on the fly," Tom says.) The fuel system, likewise is divided—into three components, two 890-gallon wing tanks and a 400-gallon day tank. Feed from the wings is by gravity. Total capacity: 2,180 gallons, which gives *Imagine* a range of 3,877 miles at a sedate 8.8-knot pagemaking cruise speed. "But this boat is very happy at 10 knots," Dave Gerr says. "In any kind of weather."

There are filters between the wing and day tanks and yet other filters between day tank and engines.

All water intakes come off of a sea chest and there are three seacocks, all grouped together. There is a full keel and water intakes are two feet above the base of this and outboard of it. The biggest danger in Lake Superior (weather notwithstanding), Tom says, are deadheads, the mostly-submerged remnants of the logging industry. The keel and skeg protect the propeller well.

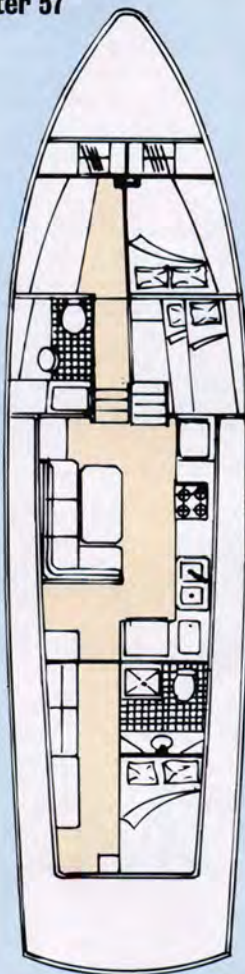
The bilge pump is a massive Edson that looks as if it could pump out New Orleans after a storm. Watertight bulkheads are fore and aft and the Edson can pump out one section at a time, or all three at once. Shore power is through two galvanic transformers, so that the boat is never actually wired into the shore system. On hot days, the Kanter 57 is cooled down by a Cruisair system.

The wheelhouse is at once comfortable and utilitarian. A pilot berth lies over the forward section of the salon, and under this is an L-shaped bench that is abaft the wheel and around to the port side. The wheel itself is a large destroyer-type, facing the simple, but more than adequate, array of Raytheon electronics: Raypilot 650, Radata speedo and depthsounder, Ray 210 VHF, Ray 430 loudhailer, Raytheon NAV 298 GPS/Loran, R41XX raster scan radar, and an Echo Pilot forward-looking depthsounder. "We don't fish," Tom explains. "We're looking for rocks. The entrances to many channels out here are glacier-cut ravines. You don't have much

room to work with in some cases."

There also are a Wesmar bowthruster and electronic gyro stabilizers. A fold-down chart table is to starboard, an Azimuth 1000 compass sits an eye-flick up from the wheel, and there is a spotlight powerful enough to pick out U2 spy planes. Engine gauges are clustered to starboard. The heart of the nav system is an IBM 560E Thinkpad with The Cap'n Charting software.

Kanter 57



LOA	56'6"
Beam	14'6"
Draft	5'8"
Disp	54,400 lbs.
Water	400 gals.
Fuel	2,200 gals.
Power(1)	290-hp 3306B Caterpillar
Cruise	10.5 knots/1800 rpm
Price (as tested)	\$713,000
Gerr Marine, Inc., Dept. MB&S, 838 West End Ave., Suite BB, New York, NY 10025. (212) 864-7030. Fax: (212) 932-0872.	

Just forward of the wheelhouse is the Portuguese bridge. The covered side decks lead off port and starboard from it, all the way back to the cockpit, offering excellent protection from the elements. The foredeck also is well laid out, with twin anchors, one for mud, one for sand, operating off remotely controlled Maxwell 3500 windlasses. A huge hatch serves as a source of fresh air for the forward accommodations and as a means of escape in an emergency.

There is one amazing omission in all this: no TV. I told you Tom Reinertson is smart.

Tom, his wife, Arlah, and their children, Chad, Kelli, and Britney, along with brother Mark and his wife, took delivery of *Imagine* on June 17 from the Kanter yard in St. Thomas, Ontario, Canada. Five weeks later, they brought her to her homeport in Bayfield.

My visit to Bayfield, Lake Superior, and the nearby Apostle Islands was a bit unusual. The little village (recently voted the best lakeside town in the Great Lakes) was lovely; Lake Superior felt as if the glacier had just melted yesterday, but otherwise was oily calm with no hint of its sullen other face; and the weather was hot with an offshore breeze that forced the use of air conditioning at night. The lake looked so innocent, so benign. Waves lapped at the roots of birch and alder. We anchored off sandy beaches in the shadow of primordial forests. Sunshine. Zephyrs. Dinner at a lovely lakefront café on Madeline Island. I worked on my tan rather than my seamanship.

So, in two days of pooping around this beautiful archipelago, we had no chance to see those magnificent bows taking on the "gales of November." Nevertheless, Tom Reinertson and family have great plans, not the least of which is to do the Great Circle Route, down the Mississippi/Tombigbee, through the Gulf, up the East Coast, and back home through the St. Lawrence. There also is rumor of a world cruise when the kids are out of school.

I now have huge respect for the talents of Dave Gerr and builder Manfred Kanter, the intelligence of Tom Reinertson, and the silken pleasure of going 10 knots through islands surrounded by melted ice cubes. ♪