

Introducing the Two Stateroom Camano 41

Standard Equipment

Specifications accurate at time of printing

Exterior

Powder-coated welded aluminum exterior swinging door.

Powder-coated aluminum framed opening cabin windows.

Deck cleats through-bolted with aluminum backing plates.

Boarding platform.

Stainless steel bow rails.

Port and starboard water and fuel stainless steel deck fits.

Waterline boot stripe.

Cabin pilasters.

Stainless steel cockpit handrails.

Stainless steel hand holds on aft bulkhead.

Integral anchor locker (self-draining)

Non-skid surface on all exterior weather decks.

Full-length stainless steel handholds on side decks.

International running lights.

Cockpit lights.

Anchor light.

Two opening hatches over forward cabins.

Four opening portlights with screens.

Stainless steel anchor roller.

U-boat for anchor line and two hatches to anchor well.

Black vinyl side rubrails.

Black vinyl lower hull guard.

Two transom storage compartments.

Black fender cleats.

Lazarette locker.

Swim ladder.



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Hull Design

The unique hull design provides the performance advantages of both a displacement hull and a planing hull for improved tracking, stability and fuel economy at any speed.

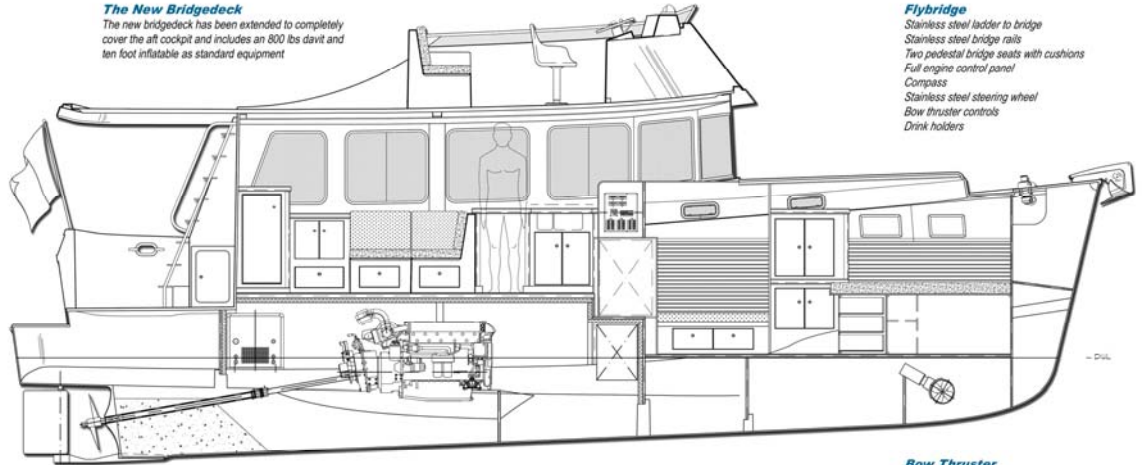
Forward the stern is as deep as it would be in a displacement hull. Aft, the bottom flattens out into hard chines just like a planing boat, but with a large keel that would never be found on a planing yacht.

The keel provides much of the boat's displacement, making the Camano an adept performer at any speed. Benefits include fuel economy, superior handling and seaworthiness.

Measured against hulls of comparable size, at trawler speeds the Camano burns about as much fuel as a displacement hull, while at twelve to fourteen knots it burns less fuel than a semi-displacement or planing hull vessel.

The New Bridgedeck

The new bridgedeck has been extended to completely cover the aft cockpit and includes an 800 lb davit and ten foot inflatable as standard equipment



Flybridge

Stainless steel ladder to bridge
Stainless steel bridge rails
Two pedestal bridge seats with cushions
Full engine control panel
Compass
Stainless steel steering wheel
Bow thruster controls
Drink holders

Propulsion

The engine mounted deep in the keel provides a low center of gravity. Composite skep and keel provides superior protection for the running gear and single diesel engine. Excellent access to the engine compartment eases maintenance

Bow Thruster

The standard ten horsepower bow thruster is far more powerful than the typical thruster found on yachts of comparable size.



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Accommodations

Sleeping room for six people.
 Convertible dinette in salon.
 Full sized wet locker in salon.
 Complete entertainment package.
 Large drawers built into salon seating.
 Fully equipped galley with microwave and icemaker.
 Washer and dryer.
 Double helm seating.
 Full standing headroom throughout.
 Enclosed head with separate shower.
 Two forward staterooms with full sized hanging lockers and built in storage.
 Large access hatches over main motor and mechanicals.

General Specifications

Specifications accurate at time of printing.

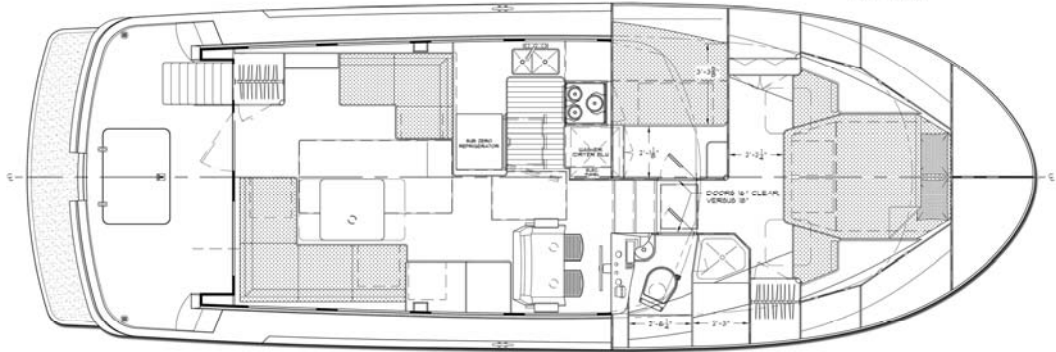
Length overall (LOA)	41' - 0"
Length on deck (LOD)	40' - 0"
Beam overall (BOA)	14' - 0"
Draft overall (DOA)	3' - 9"
Displacement (1/2 load)	28,000 lbs
Freeboard forward	81"
Freeboard aft	50"
Fuel capacity	400 gals

Hydrostatic Data

Diso. to length ratio (D/L)	216
A/B ratio	3.18
Prismatic coefficient (PC)	0.695
Lbs. per inch immersion	1,968
Moment to trim one inch	4,316 ft - lbs
L.C.B. (aft)	55%
L.C.F. (aft)	59%

The New Guest Stateroom
 The Guest stateroom has a full sized berth with plenty of storage underneath.

Master Stateroom
 The vee berth has been moved forward twelve inches providing more floor space.



Aft Cockpit

Six by twelve foot covered cockpit.
 Self-draining with dual access hatches to a large lazarette.

Head

Vacuflush marine toilet with pump-out.
 Holding tank (42 gal.) with deck plate.



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