

# A Camano for longer cruising

By Michael Hauenstein

STAFF WRITER

Camano Marine is following up on the success of its 31-foot trawler with a more spacious and seaworthy sister, the Camano 41.

The Delta, British Columbia, boat-builder has already launched 256 of the 31-foot pocket trawlers, filling a niche with one of the smallest rough-water-capable cruising boats available, says Camano president Brad Miller. The bigger boat was born of popular demand, he says, and will take owners to such cruising grounds as the Bahamas and Alaska on months-long adventures.

“That 40-foot size seems to be one of the most active and most popular size ranges for couples looking to do more extensive cruises and longer passages,” says Miller. “Once you get above 45 feet, people get nervous about two people being able to handle it by themselves.”

The Camano 41 has a similar layout to the 31-footer, with a single forward stateroom, and deck-level saloon and galley. “Rather than trying to put a second cabin in — and a lot of 40-foot boats will have two cabins, and it’s usu-



ally a pretty miserable cabin — we went with lots of space, plenty of storage and room to sleep an occasional guest,” says Miller.

Below, the forward master stateroom has a centerline island berth with storage beneath, a large hanging locker to starboard, storage shelves and a bookcase. The head and shower compartments are separate, the former to star-

board and the latter to port. In contrast, the 31 has a forward V-berth and combined head/shower compartment with shower wand.

Up the companionway steps on the main level is a full helm station to starboard, with 360-degree visibility. To port is the galley, which comes equipped with a three-burner propane

*See Camano, Page 55*

## SPECS

**LOA:** 41 feet **BEAM:** 14 feet **DRAFT:** 3 feet, 9 inches **DISPLACEMENT:** 28,000 pounds **HULL TYPE:** KEELFORM  
**TANKAGE:** 400 gallons fuel, 170 gallons water, 42 gallons waste **ENGINE OPTION:** single diesel inboard to 480 hp  
**SPEED:** 20 mph top, 13 mph cruise (with 440-hp Yanmar) **SUGGESTED PRICE:** \$479,000 **CONTACT:** Camano Marine Ltd., Delta, British Columbia. Phone: (604) 946-5352. [www.camanomarine.com](http://www.camanomarine.com)

**CAMANO** *from Page 53*

stove with oven and broiler, refrigerator/freezer, stainless steel sink, microwave, and hardwood sole. Guests can pull a pair of stools up to the bar that separates the galley and saloon, which is fully carpeted and has large opening windows, an armchair and an L-shaped settee with a table that converts to a berth.

Miller describes the boat as spacious and open, with lots of storage, very good visibility all around, good sightlines forward, wide walkaround side decks, and a large flybridge. "The flybridge on the 31 is huge itself," he says, "but on the 41 it also overhangs the cockpit. You can put a tender up there, use it for entertaining, and there is a large settee on the flybridge, too." A table serves the L-shaped settee. The helm pedestal chair and helm station are on centerline, and there is a com-

panion pedestal chair to port.

The 41 is powered by a single diesel mounted in the keel with a straight-shaft setup. While most Camano owners cruise at about 13 mph, Miller says the standard Yanmar 440-hp diesel and 400-gallon fuel supply provides for cruising at 17 mph "all day long." For docking the boat has a 10-hp bow thruster.

The boat rides Camano's KEELFORM hull design, which the builder describes as a combination of displacement and planing hull technologies. It has a deep entry forward, with hard chines aft. Hand-laid construction includes a solid fiberglass hull bottom with a molded stringer system. The keel is built with mat and roving, reinforced with carbon fiber in high-stress areas, according to Camano. The hull sides are cored with closed-cell foam above the waterline, the decks are balsa cored, and hull-to-deck joints and bulkheads are fiberglass laminated. ■