

AS SEEN IN

MOTOR BOATING

CABO 32

SPECIFICATIONS

BASE PRICE (w/test power):

\$347,880

LOA: 35'0"

BEAM: 13'3"

FUEL: 350 gals.

TEST POWER: (2) 461-hp

Caterpillar C7 diesels

PERFORMANCE

RPM	KNOTS	GPH	DB-A
900	7.0	2.3	80
1200	8.7	8.8	84
1400	12.3	13.4	83
1600	14.3	18.0	87
1800	19.0	22.4	89
2000	22.9	23.8	93
2200	25.7	27.7	94
2400	28.7	31.5	97
2600	31.8	38.3	98
2900	35.0	49.8	97

Speeds measured by GPS in Nantucket Sound off Osterville, Mass., in 10-mph winds and two-foot seas w/two people aboard, full fuel and water. Sound levels measured at the helm in dB-A. Cabo Yachts, Inc.

www.caboyachts.com.



DETAILS

Just about everything is right on Cabo's new 32 Sportfish Express. **BY STUART REININGER**

SERIOUS ABOUT FISHING: The wave-slicing ability of the Cabo 32's modified deep-V hull will serve hard-core anglers well when they head offshore.

E

EXPERIENCED MOUNTAINEERS RHAPSODIZE OVER

the near gales that perpetually buffet the world's greatest peaks. I understand that. I'm an experienced tuna tower climber who relishes the 30-plus-knot breeze from those high stations.

Various towers generate unique wind patterns. Take J&J towers, for instance. This Massachusetts-based manufacturer outfits the Cabo Yachts sold by Cape Cod's Oyster Harbor Marine and they're fine examples of the tower builder's art. Even so, I can't keep a hat on atop a J&J tower. The boat breaks 30 knots and poof, the hat's gone. During my test run aboard the Cabo 32 Express Sportfisher, I lost one of my favorite caps, the one emblazoned with *Tall Tales*, the name of my venerable cruiser. There it was, serenely floating in the wake of the newest model from this manufacturer.

No problem, said Andrew Maryott, the 16-year-old son of Oyster Harbor's general manager, who was chauffeuring me during our sea trial.

Andrew grabbed the helm and backed down like he was going after a hooked tuna while I scooted aft. Water squirted through the lower seals of the transom door as the twin Cat diesels howled in reverse. I don't know one sportfishing boat that won't take water under that door in hard reverse. More important is where the water goes afterward. A series of deep drains lead water to a sump with a 1,500-gph bilge pump, one of three aboard. The Cabo shuddered to a stop and there was my hat floating inches from the transom. I grabbed the door, which has a nice, positive-locking stainless steel mechanism and hinged covering



APRÈS FISHING: When the lines are reeled in, anglers can kick back in the cabin, with its offset double bunk forward and galley with Corian counters and appliances (above right), plus the upholstered L-shaped settee aft (left).

board, but I got there too late. The hat sank to oblivion.

Prior to that hat trick, I had put the 32 through a series of maneuvers and tight turns. Up until the upper rev range, handling was literally fingertip, due to the Caterpillar electronic single-lever helm controls (at both stations) and Hynautic power-assisted hydraulic steering. In high-speed turns there was some resistance at the helm but never stiffness. Don't forget your sunglasses, though, because the console's flawless white gel coat produces glare. You might want to consider an aftermarket tint here.

Like most boats of this type, the 32 has relatively small rudders so you won't spin on a dime, but that radius will be diminished if you back off on the inside engine when you swing into a tight turn. On that note, when an engine goes down, you won't sweat the return trip. This Cabo maneuvers almost as well on one wheel as it does with two.

The engine room layout is a delight. Fuel valves are easy to see, decking is a deep, molded-in tread and the lighted interior is gel-coated a bright white color. For maintenance, getting around the mains is more than doable.

With 17-degrees of transom deadrise, the 32 has less deadrise than some other boats in its class, but it offers good wave-slicing ability offshore, and it has less of a tendency to chine walk in beam seas and high winds. During my ride, I never had to use the standard Bennett tabs to bring the bow down.

This 32 is a tight, serious fishing machine. Just be sure to secure your cap before heading offshore.

CABO 32

HOT

1 Standard Caterpillar electronic single-lever controls at both helm stations.

2 Snappy performance, even on one engine.

3 Manual backup for anchor windlass.

4 Top-notch details like the power-operated windshield vent.

NOT

1 White helm console creates too much glare in bright light.

2 No power options. We all love Cats, but choice is good, too.

WORK THE HOOK

The Cabo 32 is equipped with a Lewmar anchor windlass that's flanked by two hefty 10-inch mooring cleats.

The system has a manual backup, too.

OVERNIGHTING

The berth, arranged athwartships, compromises the space available for tossing and turning, but it makes for a more open layout in the cabin.

INTERIOR ACCESS

The cabin companionway is accessed with a heavy, molded fiberglass hatch that slides into a positive-locking latch with a quiet "click." It won't rattle or shake open in any sea.

TACKLE STOWAGE

At the bait-prep center, the quality of detail is outstanding. Instead of spring hinges and plastic rams for the locker lids, there are top-grade stainless steel gas actuators.

cabo 32

The difference between a good builder and a very good builder is in the quality of detail. When it comes to sweating the small stuff, Cabo is meticulous. The 32 is built with items that make life aboard more pleasant, like the power-operated windshield vent that saves you a stretch. It's this type of thing that makes you realize someone took the trouble to think through each element of the boat's design. Other examples of fine quality aren't as immediately visible to the eye, but they make this 32 a safer and better fishing machine. Read on to see what I mean.

AT THE HELM

Dual adjustable seats will accommodate four side by side. The console instrumentation is analog with Caterpillar digital readouts optional.

ENGINE ACCESS

There are two ways to access the engine room. A small cockpit hatch is for quick checks. The whole aft deck lifts hydraulically when mechanics need to get below.

COCKPIT DETAILS

The cockpit is rimmed by a padded coaming. Look under it and you'll spot an array of LED courtesy lights.



“The CABO® 32 Embodies the qualities many traditionalists want in a boat...”



- Dean Travis Clarke
Marlin Magazine

as its older and larger siblings. Cockpit modules contain a 46-gallon baitwell and complete tackle/rigging station abutted by fresh and saltwater wash-downs.”

According to Clarke, the CABO 32 is “...a stand-up fisherman’s dream. You’ll find three rod holders under and two in each gunwale. The rails meet mid-thigh, the cockpit provides plenty of space for three anglers and a mate to operate simultaneously...”

Quality throughout. Of course, the CABO 32 is built with the same care and quality as that of the largest CABO — color coded and labeled wiring, stainless steel hardware and more, as well as the

meticulous attention to detail that comes with every CABO.

“Now the smallest CABO in the line, it gives away nothing to its larger siblings in performance and luxury.” CABO Yachts raises its preeminent standard of excellence yet another notch with the introduction of the CABO 32 Express a state-of-the-art sportfisher that has been designed and executed with the same pride, talent and attention to detail that created the now classic CABO 31.

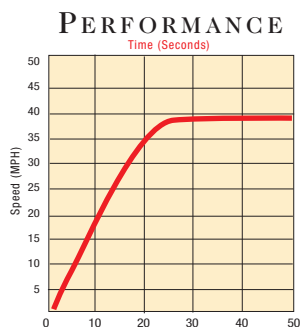
In his recent review of the CABO 32, Dean Travis Clarke reports, “The CABO 32 embodies the qualities many traditionalists want in a boat: small, agile and absolutely seaworthy. Running into a wave, the bow drops in cushioned fashion. A hard-over turn at cruising speed results in 180-degree course change in about two boat lengths.”

Indeed, a balanced hull is the most difficult design aspect of any sportfisher under 35 feet. Proper hull balance allows the CABO 32 to ride easily over the waves, kick up less spray and move through the water relatively effortlessly.

Good performance means good fishing.

Of course, characteristic of all CABOs, the CABO 32 is built to be a fishing machine. Clarke writes: “At 5 to 7 knots, the wake remained perfectly clear.

Above that to about 15 knots, the tunnels channel sub-surface turbulence, keeping it confined to two distinct lines. Outside these you get clear trolling alleys.”



The fact that there are no significant flat spots or other anomalies in the acceleration curve shown here is indicative of a well-balanced boat. She achieves plane somewhere between 8-10 seconds and top speed in 28 seconds. Computerized averaging diminishes the latter figure slightly. *PMY August 2005*

The CABO Yachts Tradition of Excellence continues. It’s been said that those familiar with CABO know that CABOs are outfitted to the teeth and CABO’s obsession with quality is a benchmark in American boat manufacturing. The new CABO 32 Express carries on that tradition.

Come see the new standard in small off-shore sportfishing yachts — the CABO 32 Express. Sea trial a CABO 32 today or call CABO Yachts, visit the website at caboyachts.com, or see a CABO dealer.

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This pocket battlewagon comes ready to do battle. Says Clarke, “Size obviously doesn’t matter at CABO since the 32 has all the same fishing features