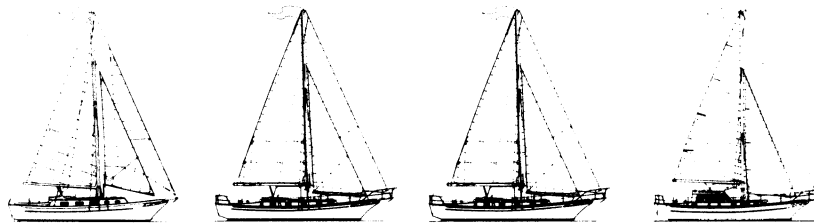


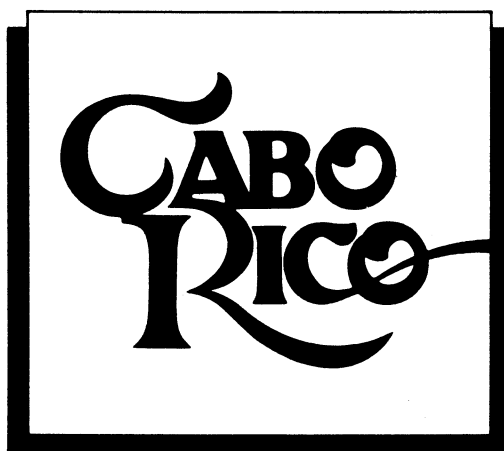
S P E C I F I C A T I O N S

149
55
3
18
4



STANDARD VESSEL	CR 34	CR 38	CR 38 Silver	PILOT 38
L.O.A.	37'	41'	41'	41'
L.O.D.	34'	38'	38'	38'
L.W.L.	26'8"	29'3"	29'3"	29'3"
BEAM	11'	11'6"	11'6"	11'6"
DRAFT - SHALLOW	4'2"	5'	5'	5'2"
DRAFT - DEEP	4'10"	-	-	-
DISPLACEMENT - DRY (LBS)	17,000	21,000	21,000	22,500
BALLAST	5,800	7,800	7,800	8,300
SAIL AREA (100% FORETRIANGLE) (SQ. FT.)	592	778	778	763
SPARS - DOUBLE ANODIZED ALUMINUM	X	X	X	X
FRESH WATER CAPACITY (GAL.)	146	190	190	150
FUEL CAPACITY (GAL.)	40	65	65	110
HOLDING TANK CAPACITY (GAL.)	40	40	40	40
DOUBLE BERTHS	3	3	3	3
SINGLE BERTHS	1	1	1	1

"CRUISING YACHTS
FOR THE
CONNOISSEUR"



ALL DESIGNS
by W.I.B. CREALOCK

CABO RICO YACHTS INC.
2258 S.E. 17th Street
Fort Lauderdale, Florida 33316
Telephone (305) 462-6699 · Fax (305) 522-1317

954-462-6699

MECHANICAL

* Diesel engine with fresh water cooling	M35	M50	M50	M50
* 4 Heavy duty engine mounts, engine alarm system, temp, oil & amp gauges, tachometer & hour meter	X	X	X	X
* Single lever engine controls	X	X	X	X
* Dual station engine controls				X
* Dual station engine control panel, with temp, oil & amp gauges				X
* Heavy duty engine exhaust hose; exhaust through transom with waterlock	X	X	X	X
* Push-pull engine shift & throttle control cables	X	X	X	X
* Lead and mylar insulated engine room	X			X
* Aqualift muffler	X	X	X	X
* Engine room light	X	X	X	X
* Hurth 150 sailboat transmission for free wheeling prop	X	X	X	X
* 18 x 10 three bladed bronze prop		X	X	X
* 15 x 9 three bladed bronze prop	X			
* Engine room 12 VDC ventilation system	X			X
* 1 1/4" Aquamet solid stainless steel propeller shaft	X	X	X	X
* External cutlass bearing	X	X	X	X
* External water cooled shaft log with 2' red brass shaft log tube & bronze stuffing box	X	X	X	X
* Pillow block bearing for shaft stabilization	X			
* Grease gun for pillow block bearing	X			
* Fuel/water separator with fuel shut off	X	X	X	X
* Seawater intake strainer with bronze shut off valve	X	X	X	X
* Bilge high water alarm with heat detectors		X	X	X
* Autopilot			X	
* Fuel tank clean out tube for contaminated fuel	X	X	X	X
* Engine room fire fighting slot	X	X	X	X

PLUMBING

* Hi-temp hoses on fresh water plumbing with stainless steel hose clamps	X	X	X	X
* Mixer valves on all sink/shower faucets	X	X	X	X
* Solid bronze thru hulls with bronze cased ball valves	X	X	X	X
* All hoses meet or surpass ABYC standards	X	X	X	X
* All hose to thru hull connections are double stainless steel hose clamped	X	X	X	X
* All thru hulls are grounded to sacrificial zincs	X	X	X	X
* Six gallon hot water heater, 110 VAC and off engine heat exchanger	X	X	X	X
* Heavy duty manual bilge pump	X	X	X	X
* Electric bilge pump with float switch	X	X	X	X
* High capacity engine driven bilge pump			X	

NOTE: Items in **bold** are new additions to the Standard Specifications as of this printing.

PLUMBING (continued)

* Water & fuel tanks manufactured from Vinylester resin, iso/NPG gelcoat & 1810 Promat	X	X	X	X
* Integral baffles installed in each tank	X	X	X	X
* Fuel tanks have an electric fuel gauge and dip stick	X	X	X	X
* Fuel lines connected with aircraft "Airquip" fittings	X	X	X	X
* Complete large scale plumbing diagrams	X	X	X	X
* Fiberglass holding tank	X	X	X	X

ELECTRICAL

* Knotmeter, depthsounder with repeaters			X	
* 12 VDC - 110 VAC electrical panel with circuit breakers, switch "ON" indicator light, color coded "tinned strand" copper wiring, conduit runs with thru bulkhead chafe protection. All cables labeled for cross reference to wiring diagrams	X	X	X	X
* Amp and volt gauges	X	X	X	X
* 110 VAC polarity indicator	X	X	X	X
* Heavy duty 12 VDC 105 amp deep cycle batteries	2	2		2
* Deepcycle "gel" Prevailor batteries			3	
* Acid resistant battery box, vented to bilge	X	X	X	X
* Heavy duty shore power inlet with 50' 30amp shore power cable & overload protector	X	X	X	X
* Battery selector switch	X	X	X	X
* Each 12 VDC & 110 VAC receptacle & light is individually wired (no spliced together electrical harness)	X	X	X	X
* Inverter/charger			X	
* Professional mariner constavolt battery charger		X		X
* Electrical butt & terminal connectors are shrink sealed to eliminate moisture	X	X	X	X
* Ground wires installed on shroud chainplates to facilitate <u>future installation</u> of lightning ground	X	X	X	X
* 12 VDC & 110 VAC systems meet or surpass ABYC standards	X	X	X	X
* SVS battery monitor		X	X	X
* 12 VDC refrigeration			X	X
* Complete large scale wiring diagrams	X	X	X	X

ON DECK EQUIPMENT & RIGGING

* Non skid deck surfaces with contrasting color	X	X	X	X
* All stainless steel or non-corrosive hardware	X	X	X	X
* Barient or Lewmar Ocean Series genoa sheet winches	24,40	24,40	27ST,48ST	24,40
* Barient or Lewmar Ocean Series main sheet winch	12,8	12,8	21ST,30ST	12,8
* Barient or Lewmar Ocean Series reefing winch	10,8	10,8	21ST,30ST	10,8
* Barient or Lewmar Ocean Series main halyard, genoa halyard & staysail halyard winches	12,8	12,8	17ST,16ST	12,8

ON DECK EQUIPMENT & RIGGING (continued)

* Internal prestretch XLS halyards	X	X	X	X
* Prestretched XLS main, staysail and genoa sheets	X	X	X	X
* Staysail boom topping lift	X	X	X	X
* Detachable inner forestay			X	
* Staysail boom pedestal			X	
* Roller furling on headstay			X	
* Main halyard & 2 single line reefs led aft	X	X	X	
* Internal main boom topping lift	X	X	X	X
* Internal main boom reef lines with purchase (2)	X	X	X	X
* Internal staysail boom reef line (1)	X	X	X	X
* Main and staysail boom outhauls with purchase	X	X	X	X
* Staysail boom roller bearing traveler	X	X	X	X
* Main boom roller bearing traveler	X	X		X
* Main boom roller bearing traveler with tackle			X	
* Harken running gear blocks			X	
* Schaefer running gear blocks	X	X		X
* Custom chainplates with welded "pin boss"	X	X	X	X
* Open bodied chrome/bronze turnbuckles	X	X	X	X
* Double anodized, one piece spars	X	X	X	X
* Mast head anchor light	X	X	X	X
* International navigation lights	X	X	X	X
* Double railed bow and stern pulpits	X	X	X	X
* Teak & stainless steel bow sprit platform with two sets of anchor rollers with holding brackets	X	X	X	X
* Below deck chain locker available for deck access	X	X	X	X
* Electric anchor windlass			X	
* Foredeck anchor and line locker			X	
* Companionway sea hood with spray rail	X	X	X	X
* Custom teak/ 1/2" plexi main companionway hatch with internal security latch	X	X	X	X
* Solid teak companionway hatch board(s)	X	X	X	X
* Storage rack for companionway boards	X	X	X	
* Polished stainless steel/plexi hatches	4	3	3	4
* All hatches fitted with screens		X	X	X
* Stainless steel opening ports	9	10	13	8
* All ports fitted with screens	X	X	X	X
* 1/4" tempered safety glass windows with custom stainless frames				X
* Port and starboard flush winch handle boxes	X	X	X	X
* Emergency tiller with access port	X	X	X	X
* Cockpit locker - port side, spring loaded catches	X	X	X	X
* Lazarette locker with hatch	X	X	X	X
* Teak cockpit coaming		X	X	X
* Helmsman seat		X	X	X
* Molded in port & stbd. strike rails with SS rubrail	X	X	X	X
* Solid teak cap rail	X	X	X	X
* Raised bulwark	X	X	X	X
* Heavy stainless steel lifeline stanchions, bulwark side mount stanchion bases, thru-bolted & back-plated	X	X	X	X
* Port & stbd. double lifeline gates with safety hooks	X	X	X	X

ON DECK EQUIPMENT (continued)

* Stem rail gate with safety hook	X	X	X	X
* All exterior teak oiled	X	X		X
* Teak cabin top handrails	X	X	X	X
* Teak dorade box with SS guard		2	3	3
* Varnished exterior teak			X	
* Outboard motor bracket			X	
* Stem rail seats			X	
* Teak flagstaff with socket			X	
* Removable keeper bulkheads in lazarette, sail locker & forward anchor chain locker	X	X	X	X
* 4 - port & stbd deck scuppers with 1.5" valves	X	X	X	X
* 2 - 2" cockpit scuppers with bronze valves	X	X	X	X
* LPG locker - vented port and starboard	X	X	X	X
* Custom Edson spacesaver pedestal steering system with offshore pull-pull conduit & 30" stainless steel wheel	X	X	X	X
* Ritchie SP5 compass with stainless steel closing hood	X	X	X	X
* Pedestal guard and brake	X	X	X	X
* Custom cockpit table and drink holder			X	
* Elkhide wheel cover			X	
* Stem swim ladder			X	
* Hot & cold cockpit shower			X	
* Deck fills with integral keys	X	X	X	X
* Flexible vent scoops on cockpit coaming (2)	X	X	X	X

GALLEY

* Ice box with removable bins & drain (cu.ft.)	5.5	8	8	8
* Heavily insulated ice box lids	X	X	X	X
* Double stainless steel sinks	X	X	X	X
* Hot and cold pressure water	X	X	X	X
* Manual fresh water pump	X	X	X	X
* Food storage cabinets & utility drawers	X	X	X	X
* Can storage drawer		X	X	
* LPG system with 2 aluminium 10 lb tanks, electric solenoid shut off, manual shut off & pressure gauge	X	X		X
* Two burner stove with oven	X	X		X
* Force 10 four burner stove			X	
* Microwave oven			X	
* 110 VAC outlet with circuit interrupter	X	X	X	X
* 12 VDC fan			X	
* Bilge storage	X	X	X	X
* Under stove storage locker		X		X
* Pots and pan storage	X	X	X	X
* Manual salt water pump			X	
* Stainless steel galley safety rail	X	X	X	X
* Stainless steel opening port(s) with screen(s)	1	1	1	2
* Trash storage	X	X	X	X
* Polished stainless steel/plexiglass hatch with screen				X

STANDARD FEATURES

CR 34

CR 38

CR 38
SILVERCR 38
PILOT

6

GALLEY (continued)

* Corian countertops		X	X	X
* Corian & teak icebox lids	X	X	X	X
* Companionway storage unit (improved), tool drawer		X	X	

MIDSHIPS AREA TO PORT

* Stateroom or utility room				X
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HEAD

* Std. marine head with Y valve for holding tank or overboard discharge	X	X	X	X
* Separate stall shower		X	X	X
* Hot/cold pressure water	X	X	X	X
* Stainless steel opening port(s) with screen(s)	1	1	1	2
* Overhead dome lights	1	2	2	2
* Bulkhead mirror	X	X	X	X
* Teak shower seat		X	X	X
* Solid teak locker doors, some with louvers	X	X	X	X
* Solid teak shower grate	X	X	X	X
* Head interior privacy lock	X	X	X	X
* 110 VAC outlet	X	X	X	X
* 12 VDC fan			X	
* Stainless steel/plexiglass hatch with screen	X			X
* Medicine chest			X	
* Tiled floor		X	X	X

FORWARD CABIN

* 4" layered density berth cushion with choice of "Scotch Guard" fabric	X	X	X	X
* Stainless steel opening ports with screens	2	2	2	2
* Port & stbd. shelves above berth	X	X	X	X
* Cedar lined hanging locker	X	X	X	X
* Hanging locker interior light		X	X	X
* Vanity only with mirror		X	X	
* Teak access door to chain locker	X	X	X	X
* Overhead dome lights	1	1	1	1
* Bulkhead reading light(s)	2	2	2	2
* 12 VDC fan			X	
* Stainless steel/plexiglass hatch with screen	1			
		1	1	1
* Clothes drawers	2	3	3	2
* Solid teak louvered door with privacy lock	X	X	X	X
* Solid teak and holly cabin sole	X	X	X	X
* 110 VAC outlet	X	X	X	X
* Solid teak hull ceiling		X	X	X
* SILVER SERIES forward cabin layout		X	X	

STANDARD FEATURES

CR 34

CR 38

CR 38
SILVERCR 38
PILOT

7

MAIN SALON CABIN

* Large dinette converts to double berth	X	X	X	X
* 4" layered density foam with choice of fabric	X	X	X	X
* Bolstered cushions		X	X	X
* "Ultra Suede" fabric			X	
* Courtesy lights			X	
* 12 VDC fans			2	
* Outboard teak cabinets: port and stbd. port side only	X		X	
* Under settee storage cabinets with solid teak louwered doors for ventilation	X	X	X	
* Large bulkhead cabinet forward of table	X	X	X	
* Stainless Steel/plexiglass hatch with screen	1	1	1	1
* Cabin sole dust collector		X	X	
* Teak grate at companionway base			X	
* Hinged floor hatches			X	
* Bar unit		X	X	X
* Inside steering				X
* Lift up storage and workroom under settee				X
* Wet locker				X

AFT STATEROOM/QUARTERBERTH

* Enclosed cabin with solid teak door with louvers	X			X
* Double berth with 4" layered density cushion with choice of fabric	X	X	X	X
* Hanging locker with solid teak louwered door, solid cedar lining and 12 VDC light	X			X
* Hanging locker shelves		X	X	
* Wet locker with interior light		X	X	
* Solid teak & holly cabin sole	X	X	X	X
* Entry step				X
* Teak cabinets with solid teak louwered doors				X
* Teak over-berth storage shelf	X	X	X	
* Large clothes drawer		1	1	1
* Bulkhead reading light	X	X	X	X
* 110 VAC outlet	X	X	X	X
* Stainless steel opening port with screen	1	1	3	1
* Flow through air grate	X	X	X	X
* Stainless steel/plexiglass hatch with screen	1	1	1	

NAVIGATOR'S STATION

* Varies from model to model but may include: instrument panel, teak storage cabinets, book rack, drawers, chart locker, pencil holder	X	X	X	X
* 12 VDC flourescent light &/or chart light	X	X	X	X

NAVIGATOR'S STATION (continued)

* 110 VAC outlet	X	X	X	X
* Swing up nav desk (aft quarter)		X	X	X
* Nav desk with flip up top	X			
* Chart storage on 38 STANDARD & CLASSIC		X	X	
* Overhead instrument console		X	X	

INTERIOR FINISH

* Hand rubbed to a fine furniture finish, 2 part urethane finish on table & counters	X	X	X	X
* Teak oil finish on cabin soles	X			
* Varnished cabin sole throughout		X	X	X
* Bilges are painted with 3 coats gelcoat	X	X	X	X
* Fire retardant soft headliner with teak trim	X	X	X	X

HULL CONSTRUCTION

* Balsa thermal/sound insulation in hull			X	
* Hand laid solid fiberglass hull, sanded between each cured layer of 18 oz woven roving & 1.5 oz mat	X	X	X	X
* Vinylester resin barrier used on outer four layers of fiberglass	X	X	X	X
* ISO-NFG gelcoat	X	X	X	X
* Inner surfaces gelcoated (3 coats)	X	X	X	X

DECK CONSTRUCTION

* Hand laid solid fiberglass, sanded between each cured layer	X	X	X	X
* 1/2" Baltek balsa core sandwiched between 18 oz woven roving & 1 1/2 oz mat	X	X	X	X
* Solid fiberglass construction in way of thru bolted hardware	X	X	X	X
* Teak cockpit sole, seats and lazarette hatch			X	

HULL TO DECK JOINT

* Raised bulwark flange is attached to the internal hull flange, using 3M 5200 marine sealant/adhesive and stainless steel 1/4-20 bolts with washers and aircraft locking nuts	X	X	X	X
--	---	---	---	---

RUDDER

* Solid fiberglass with 3/8 x 3" "Core 10" rudder skeleton attached to 1 1/2" Aquamet 22 solid stainless steel rudder post	X	X	X	X
--	---	---	---	---

MAST STEP BRIDGE

* Solid fiberglass in unison with 1/2" aluminum plate

X X X X

KEEL FLOORS AND ENGINE BED

* Solid fiberglass

X X X X

SUBFLOORING, STRINGERS & TRANSFERS

* Solid fiberglass "U" channel construction

X X X X

SUBFURNITURE

* Solid fiberglass

X X X X

BULKHEADS

* Secured to both hull & deck with 3 layers of 1810 Promat and epoxy resin on each side of each bulkhead

X X X X

TEAK CONSTRUCTION

* Cross grain matched throughout vessel & epoxy glued

X X X X

MAST & BOOMS

* Double anodized aluminum with internal halyards and reefing lines

X X X X

* Heavy duty spreaders

X X X X

* Heavy duty pin gooseneck with jam cleat(s)

X X X X

* Foredeck flood light

X

* Tricolor light at masthead

X

RIGGING

* 3/8", 5/16", 9/32" & 1/4" - 1 x 19 stainless steel wire standing rigging including double lowers & intermediate backstays

X X X X

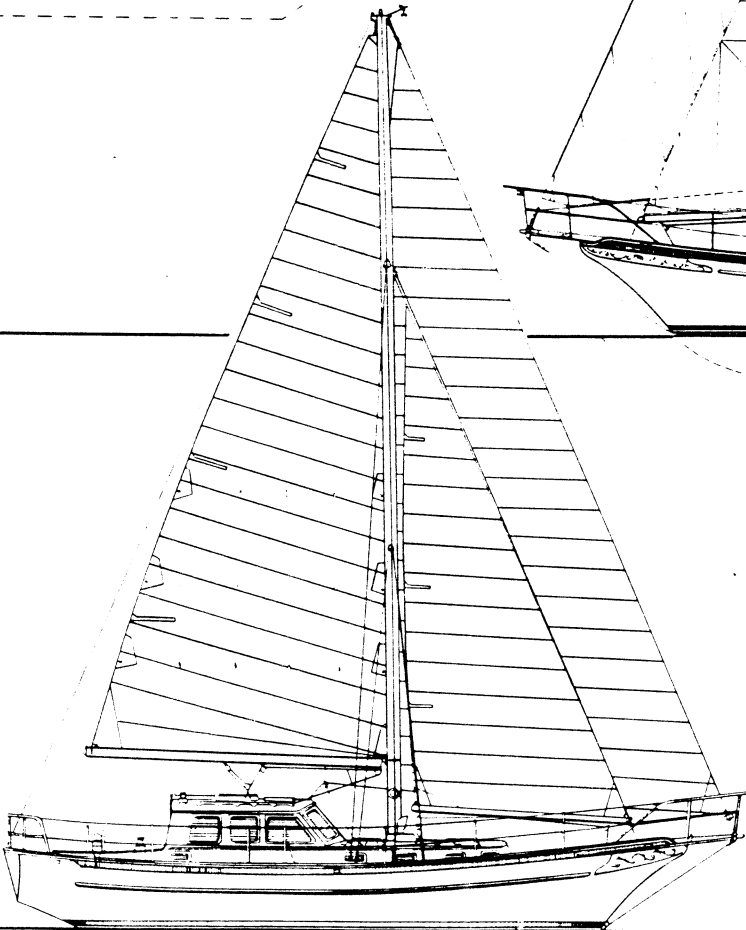
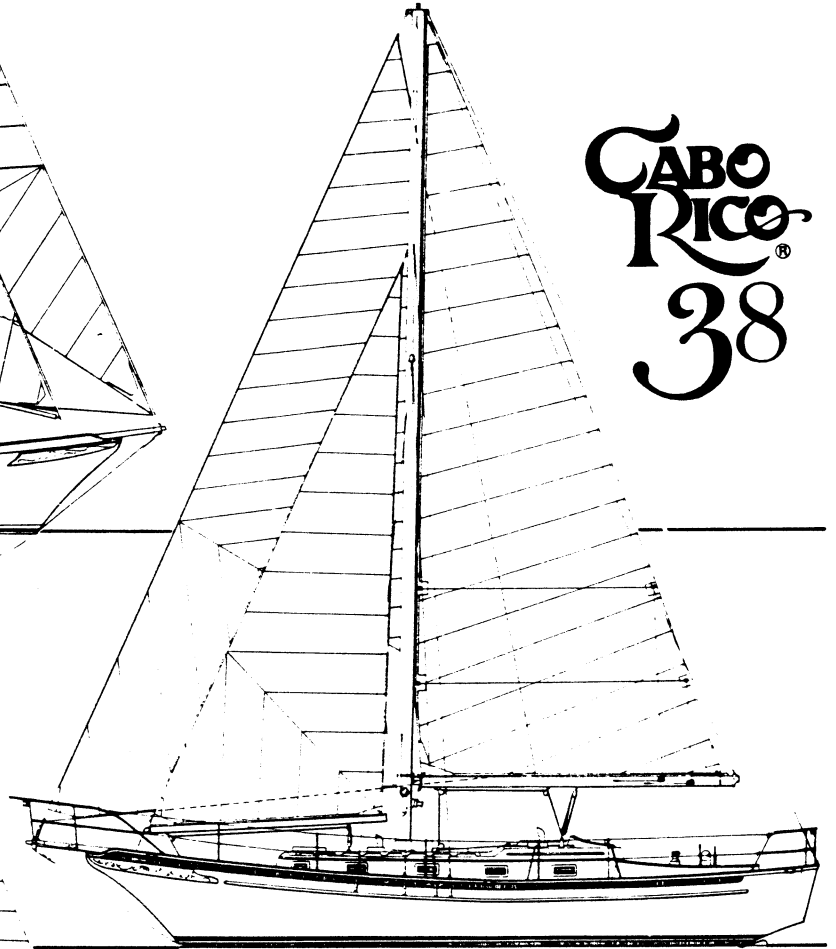
Note: Specifications are correct as of the date of printing. Cabo Rico reserves the right to alter specifications without notice. Specifications are within manufacturers prescribed tolerances. Exact specifications are available on each hull upon request. Photos may show optional equipment.

August 1993

CABO
RICO®
34

CABO
RICO®
38

CABO
RICO®
38 *Pilot*

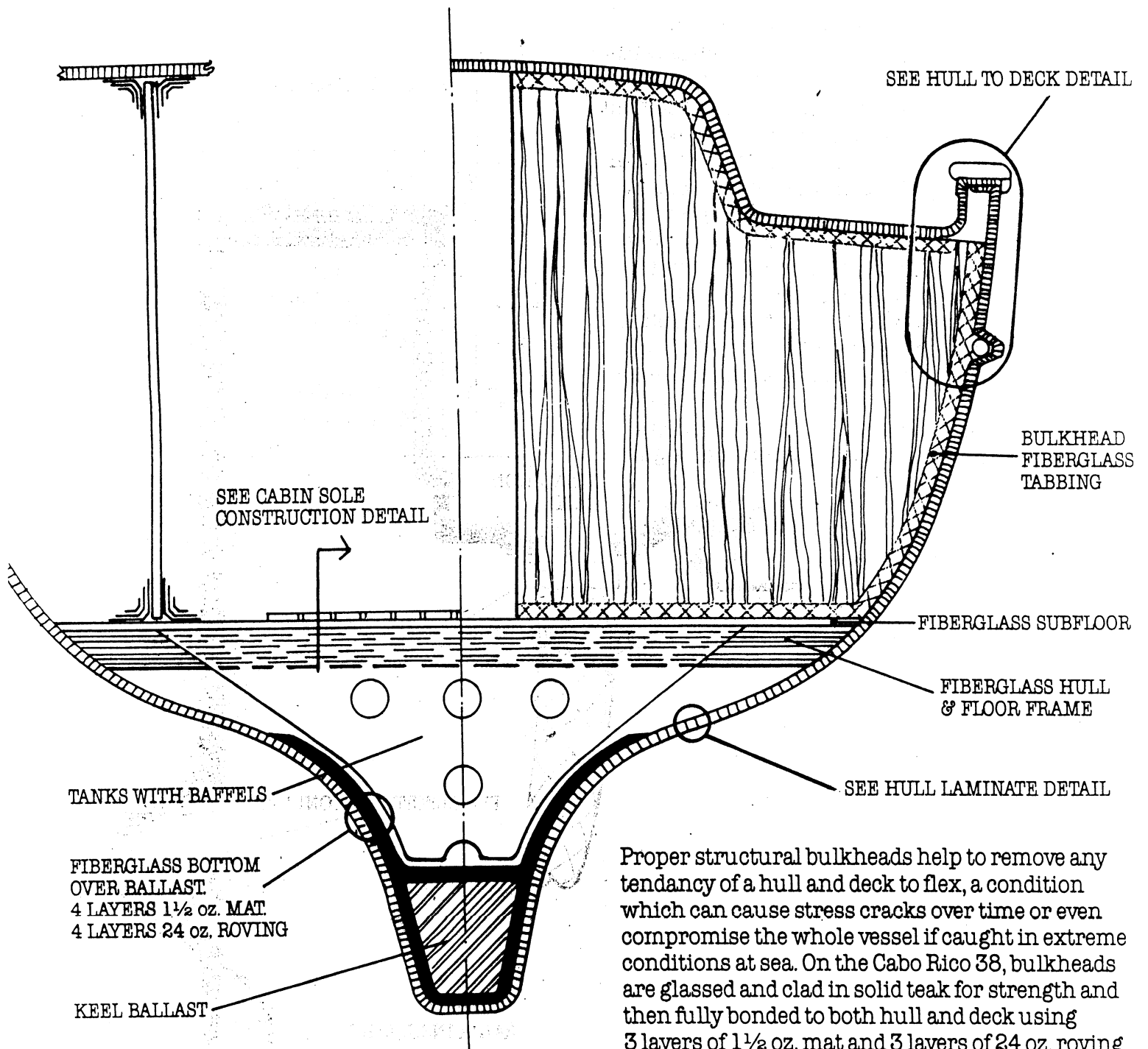


DESIGN DETAIL

RE:

BULKHEADS

**CABO
RICO**
TM



Proper structural bulkheads help to remove any tendency of a hull and deck to flex, a condition which can cause stress cracks over time or even compromise the whole vessel if caught in extreme conditions at sea. On the Cabo Rico 38, bulkheads are glassed and clad in solid teak for strength and then fully bonded to both hull and deck using 3 layers of 1½ oz. mat and 3 layers of 24 oz. roving.

DESIGN DETAIL

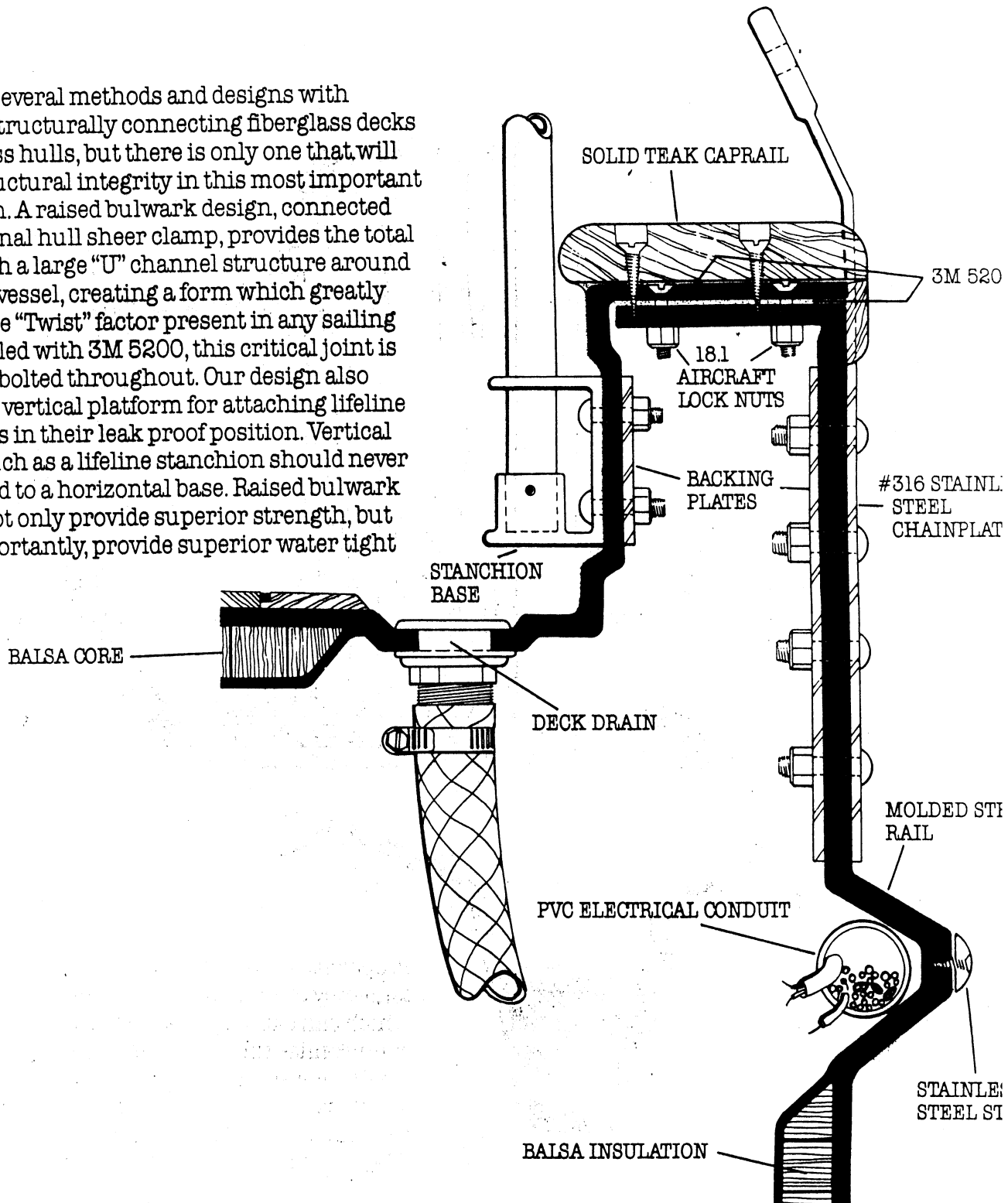
RE:

HULL TO DECK JOINT

STANCHION BASES

**CABO
RICO**
TM

There are several methods and designs with regard to structurally connecting fiberglass decks to fiberglass hulls, but there is only one that will insure structural integrity in this most important connection. A raised bulwark design, connected to an internal hull shear clamp, provides the total design with a large "U" channel structure around the entire vessel, creating a form which greatly reduces the "Twist" factor present in any sailing vessel. Sealed with 3M 5200, this critical joint is then thru bolted throughout. Our design also provides a vertical platform for attaching lifeline stanchions in their leak proof position. Vertical tension such as a lifeline stanchion should never be attached to a horizontal base. Raised bulwark designs not only provide superior strength, but just as importantly, provide superior water tight integrity.



CABO RICO

DESIGN DETAIL

RE:

RUDDER

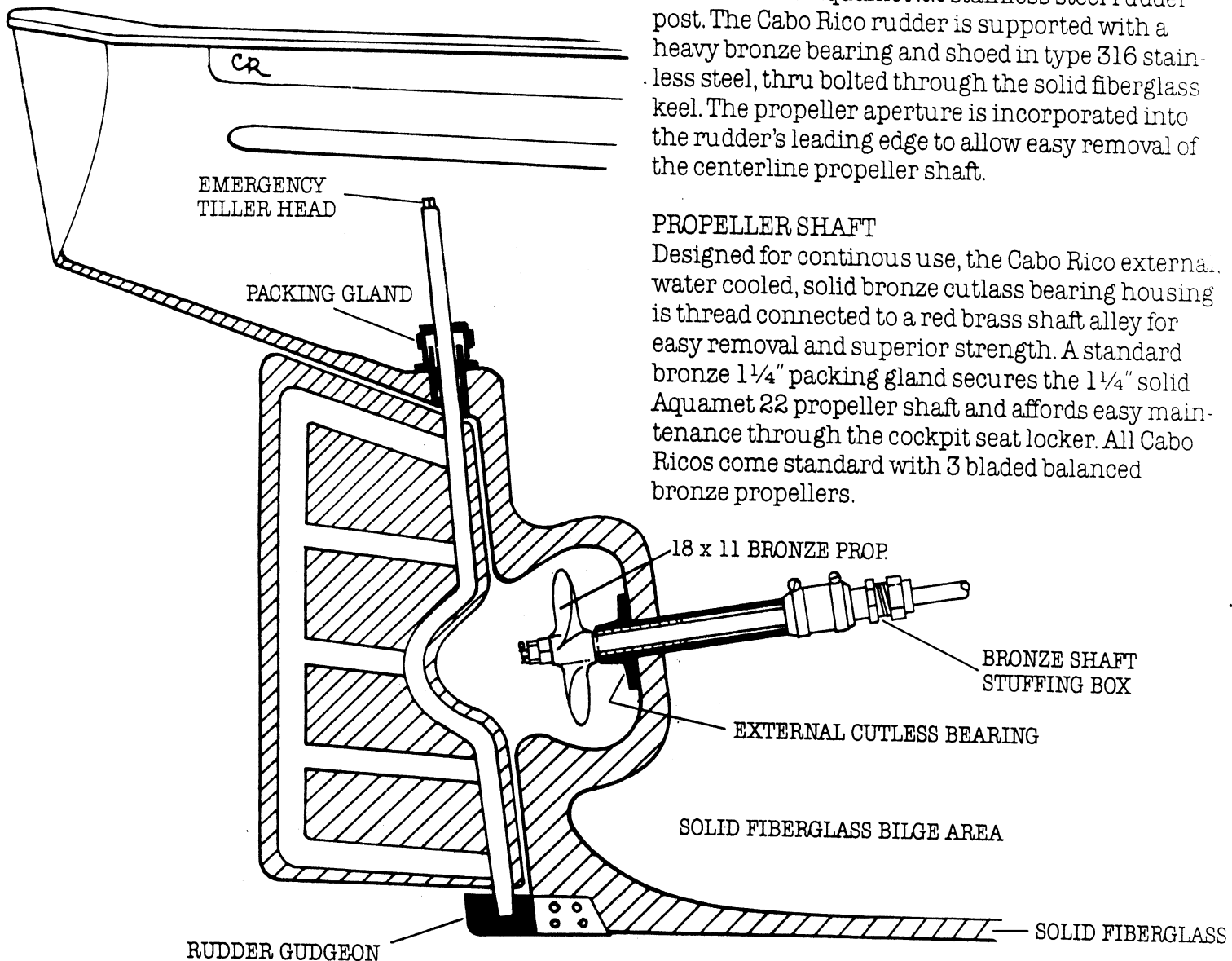
PROPELLER SHAFT

RUDDER

This world class offshore rudder is designed for severe conditions and built to withstand the most rigorous use. Constructed in solid fiberglass and reinforced with 3" x 1/4" core 10 steel, it is connected to a 1 1/2" solid Aquamet 22 stainless steel rudder post. The Cabo Rico rudder is supported with a heavy bronze bearing and shoed in type 316 stainless steel, thru bolted through the solid fiberglass keel. The propeller aperture is incorporated into the rudder's leading edge to allow easy removal of the centerline propeller shaft.

PROPELLER SHAFT

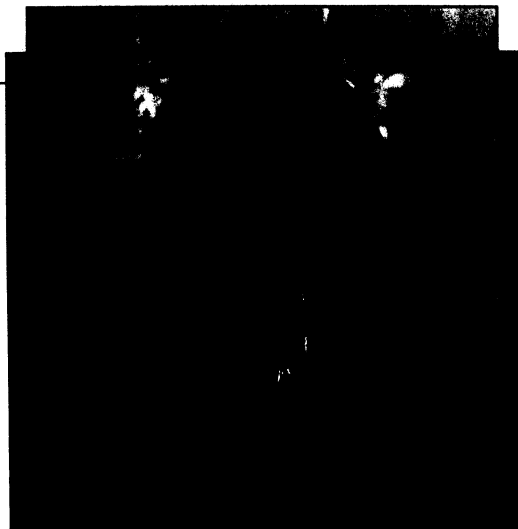
Designed for continuous use, the Cabo Rico external water cooled, solid bronze cutlass bearing housing is thread connected to a red brass shaft alley for easy removal and superior strength. A standard bronze 1 1/4" packing gland secures the 1 1/4" solid Aquamet 22 propeller shaft and affords easy maintenance through the cockpit seat locker. All Cabo Ricos come standard with 3 bladed balanced bronze propellers.



RUDDER GUDGEON

SOLID FIBERGLASS

34 TRULY AMAZING FEET.



A LIVING LEGEND COMMENTS ON THIS LEGEND IN THE MAKING.

“The Cabo Rico 38 has established itself as a soundly built, well balanced cruising boat with surprising turn of speed. In the design of her smaller sister, the Cabo Rico 34, we set out to retain these qualities and, perhaps, to improve on them.

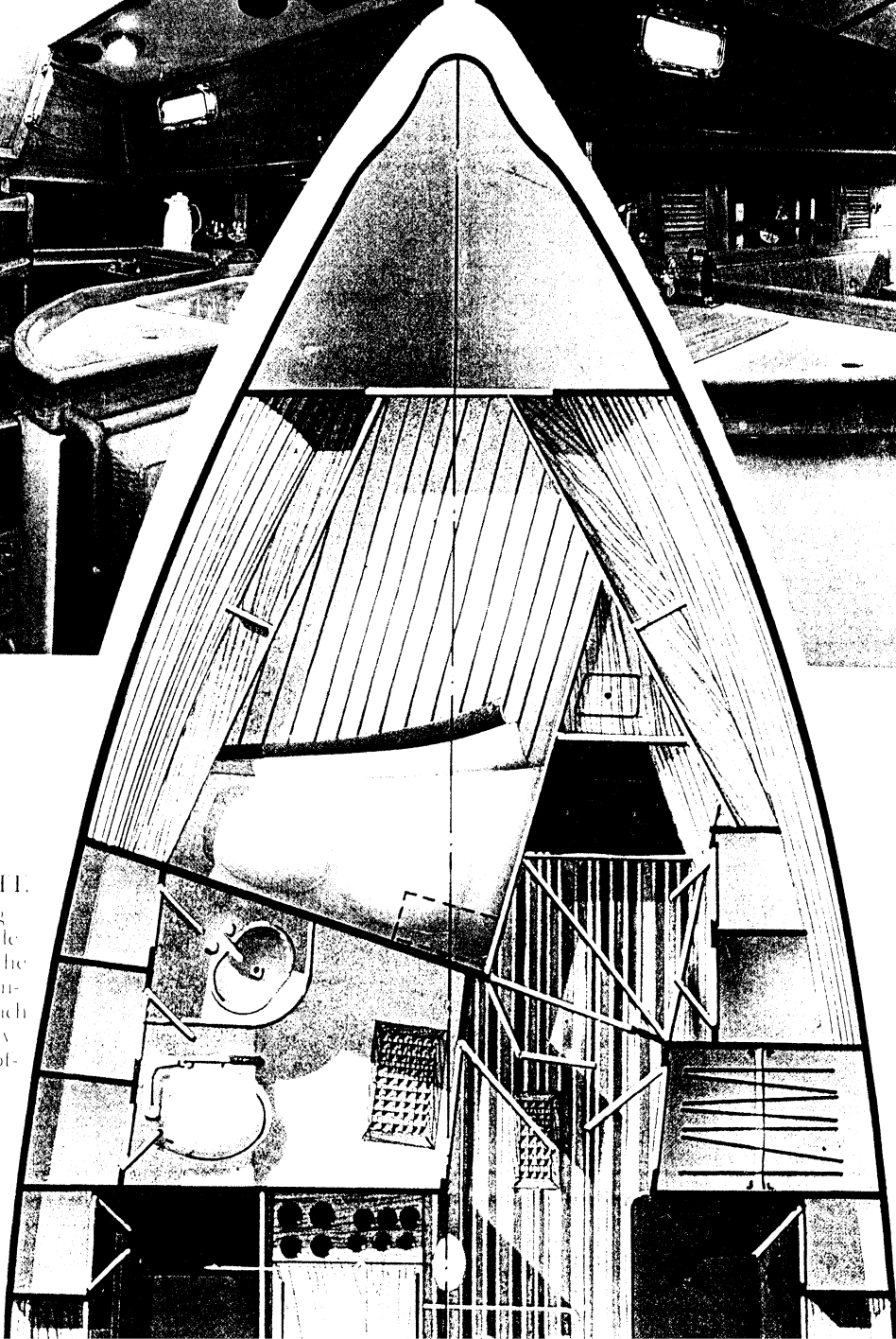
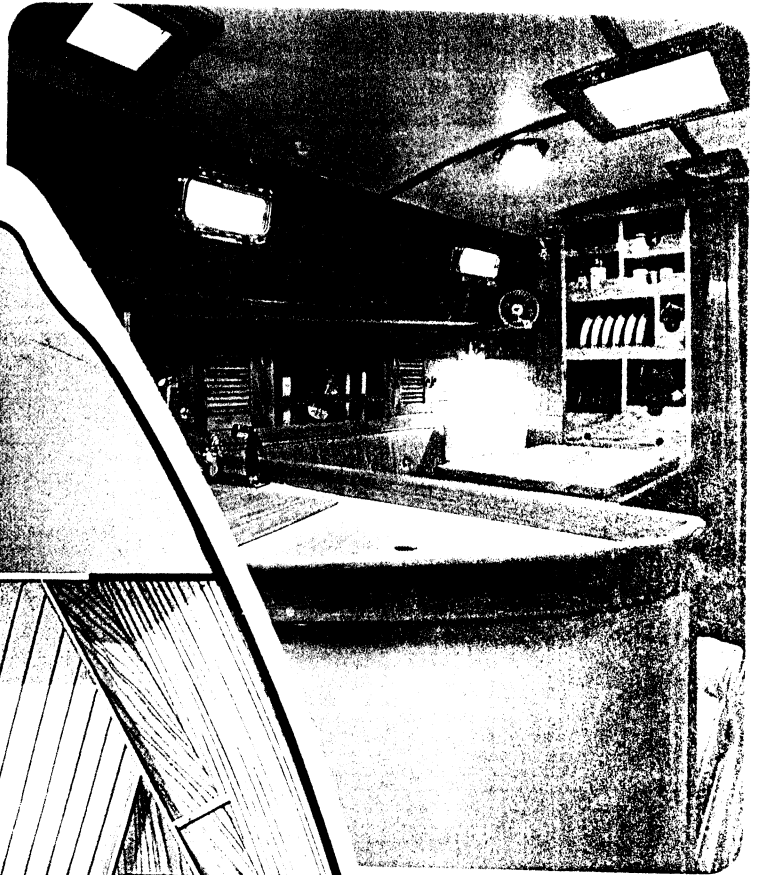
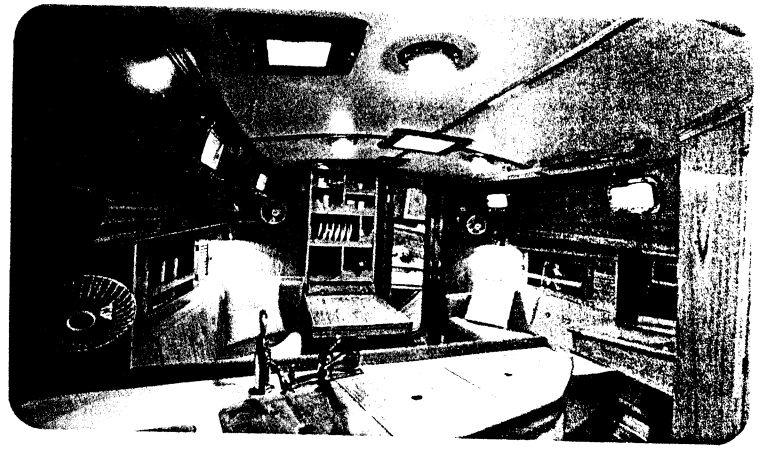
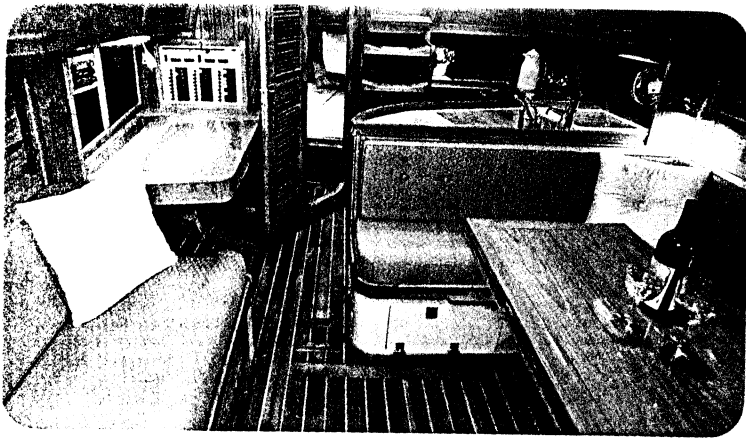
It is not uncommon for production boats to have their performance advertised before they have even been launched. We have waited with the 34 and now we can report on her in the water.

The Cabo Rico balances well like her bigger sister, the 38, and her performance and pointing ability is frankly surprising – because the 34 is a beamy boat, giving her good stability and room for her length. But a great deal of care was taken in blending this beam with an entry which is relatively fine for a boat of her type. Fineness is a question of balance. Too fine and you may have a lack of sailing balance, possible porpoising and wetness. Too bluff and windward ability will suffer. The clipper bow is an excellent type of bow for combining the relatively fine entry with the reserve buoyancy and the flare and flam which make for dryness and an easy motion.”

“The 34 is a full keel boat, but she is considerably cut away in the fore-foot, reducing wetted surface and improving the efficiency of the keel. We believe that the 34, like the 38, demonstrates that you can have the strength and the feel of a full keel and still have a boat which is fun to sail. You can have a true cruiser, an offshore cruiser able to take her owner to distant waters, without sacrificing interior space and comfort. The cockpit and deck layouts are simple and efficient and the low bulwark makes a surprising difference when the going gets tough. The sail plan is designed to be easy to handle whether single-handed or not, but the relatively large fore triangle will permit the use of big light-weight headsails for those who are more ambitious.

The 34 is a strongly built, well-behaved cruiser which will put fun into your passages and comfort in your anchorages.”

W.I.B. CREALOCK
WORLD RENOWNED NAVAL ARCHITECT,
AND DESIGNER OF THE CABO RICO 38 AND 34.



THIS IS A TRUE YACHT.

At Cabo Rico we create sailing vessels for those who take pride in excellence. Each is built to the most exacting standards of construction, detail and finish. Each can transport you safely, swiftly and comfortably to any port-of-call in the world.

Here are the lines for you. To the company again named the legendary G. B. Craglock Naval Architect. Mr. Craglock has combined his vast sailing experience with the finest design, the only to produce this superb yacht. Class good looks with a

for the clean, precise standard bases. The deck of a true yacht must be strong. We use multiple planks, cross-placed inside the deck, and separated by fiberglass bulkheads. All voids are filled with special fiberglass compound to ensure minimum weight of the ballast. The main deck area is covered with multiple layers of fiberglass to provide the superior strength, rigidity and security of a double hull in this area. The recovery of our quality control program is to watch each and every step of the construction.

man and seakindly. Yet with performance that will thrill you.

Our owners enjoy the confidence that CABO RICO quality brings while taking genuine pride in the superb craftsmanship and beauty.

FINE FEATURES.

Whether you cruise close to shore or across oceans, you need a yacht that can be worked easily. Many years of experience are embodied in this most sensible deck layout. From its bow sprit for ease of anchoring, to its comfortable cockpit, this is a safe yacht.

The large foredeck gives room to handle a second jib or cruising spinnaker after a down wind run. Wide side decks make it easy to move fore and aft. Handholds are numerous. The stern rail incorporates seats for those times when you want to fish. Ample storage and an optional fresh water shower add to your overall satisfaction.

The best stainless steel is fashioned to create the strongest, safest stanchions, pulpits and pushpits on any production yacht. The molded-in bulwark gives safe footing while adding strength and water-tight integrity at the hull to deck joint. A molded-in rub rail with sacrificial strip, provides extra protection topsides.

Our optional leak proof teak decking makes a wonderful non-skid surface.

Eight stainless steel opening ports and five hatches, combined with the best running tackle, winches, steering system and other gear, give each Cabo Rico a superb equipment package.

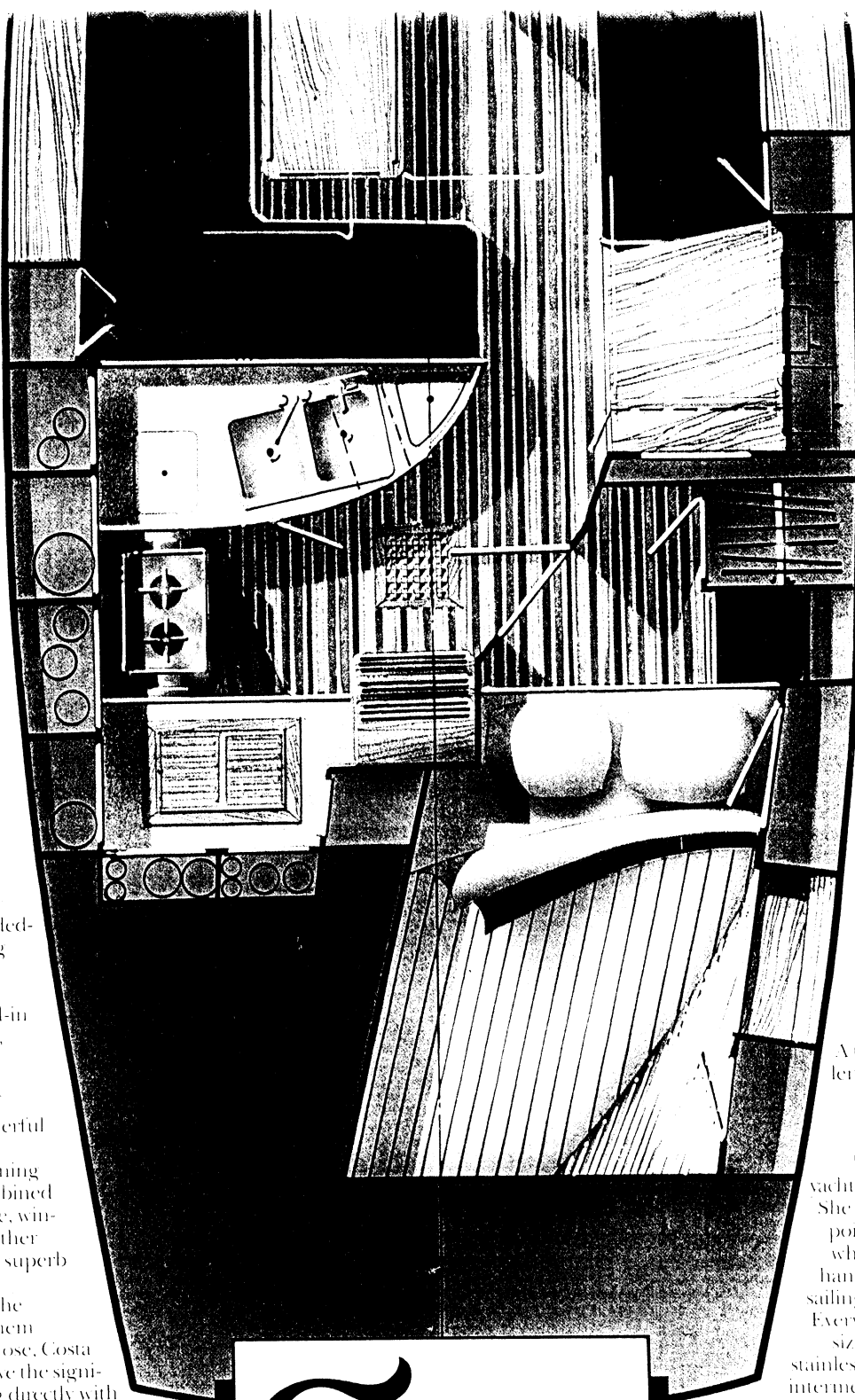
We source materials of the highest quality then ship them directly to our yard in San Jose, Costa Rica. Cabo Rico owners have the significant advantage of dealing directly with a U.S. based company while benefitting from the high quality only those extra hours of lower cost labour can create.

HOURS AND THEIRS.

Each Cabo Rico is handcrafted, beginning with a heavily built hull using the latest resins. This is a solid hull built in one piece. Between each hand sanded layer of F 2 oz. mat or 24 oz. roving, the large mold must be rolled from one side to the other to apply the next layer. But to produce a true ocean-going yacht there are no short cuts. Structural integrity is essential.

The insulated hull and one piece deck are sealed with 3M 5200 bonding compound and then bolted together to form an amazingly strong hull to deck joint.

All bolts are accessible from below, as are those



CABO RICOTM 34

filed by hull number.

In fact, Cabo Rico puts more hours into molding a single hull and deck than

the vast majority of manufacturers spend on producing an entire boat.

A PRACTICAL NAUTICAL ELEGANCE

We believe the interior of a yacht should not consist of fiberglass or other artificial synthetic accents.

By plywood. You desire real nautical luxury. Real wood, doors, cabinets, cabin sole, lovingly crafted and hand rubbed to a warm lustrous finish.

No builder can create a space to wait out bad weather or entertain guests

like Cabo Rico. Our optional, one of a kind, hand coloured solid teak interiors have made us famous.

A Cabo Rico yacht is human engineered to accommodate all your needs for comfortable life aboard. A proper U-shaped galley. Pot and pan storage.

Removable garbage bin. Comfortable berths with bolstered cushions. Vented storage. A proper navigation table and two full sized sleeping cabins. Bow to stern, this fine yacht must be seen to be fully appreciated.

PERFORMANCE TO COMMAND

A true yacht must meet the challenge of waves and weather. Our

yachts are designed to be balanced and track well, to be seakindly and seaworthy.

Unlike many sluggish full keel yachts the Cabo Rico 34 really sails. She will amaze you in light air and point 30% relative or better, even when the wind is up. The class

handle cutter rig gives you superior sailing performance in any weather. Every Cabo Rico 34 carries an oversized, standing rig using 1 1/2" 316

stainless steel and includes adjustable intermediate stays in addition to the upper and lower shrouds. The main

rigged aluminum spar is one piece, no seams, and stepped through the deck to the keel. However, Cabo Rico adds its own massive fiberglass

and aluminum structure to transmit the load directly to the keel, while keeping the bottom of the mast and its wiring, a few inches out of the bilge and any possible contact with moisture, a unique Cabo Rico feature. The high aspect ratio rig results in a large 588 sq. ft. working sail area with a mast height less than 40' off the water. With

the rig divided into three sails, each becomes easier to handle. It is a simple matter with a crane to reduce sail area in high winds by running your foresail to continue under staysail and main.

This moves the centre of effort inboard, leaving the vessel with better balance and control. You're always in complete command of a CABO RICO