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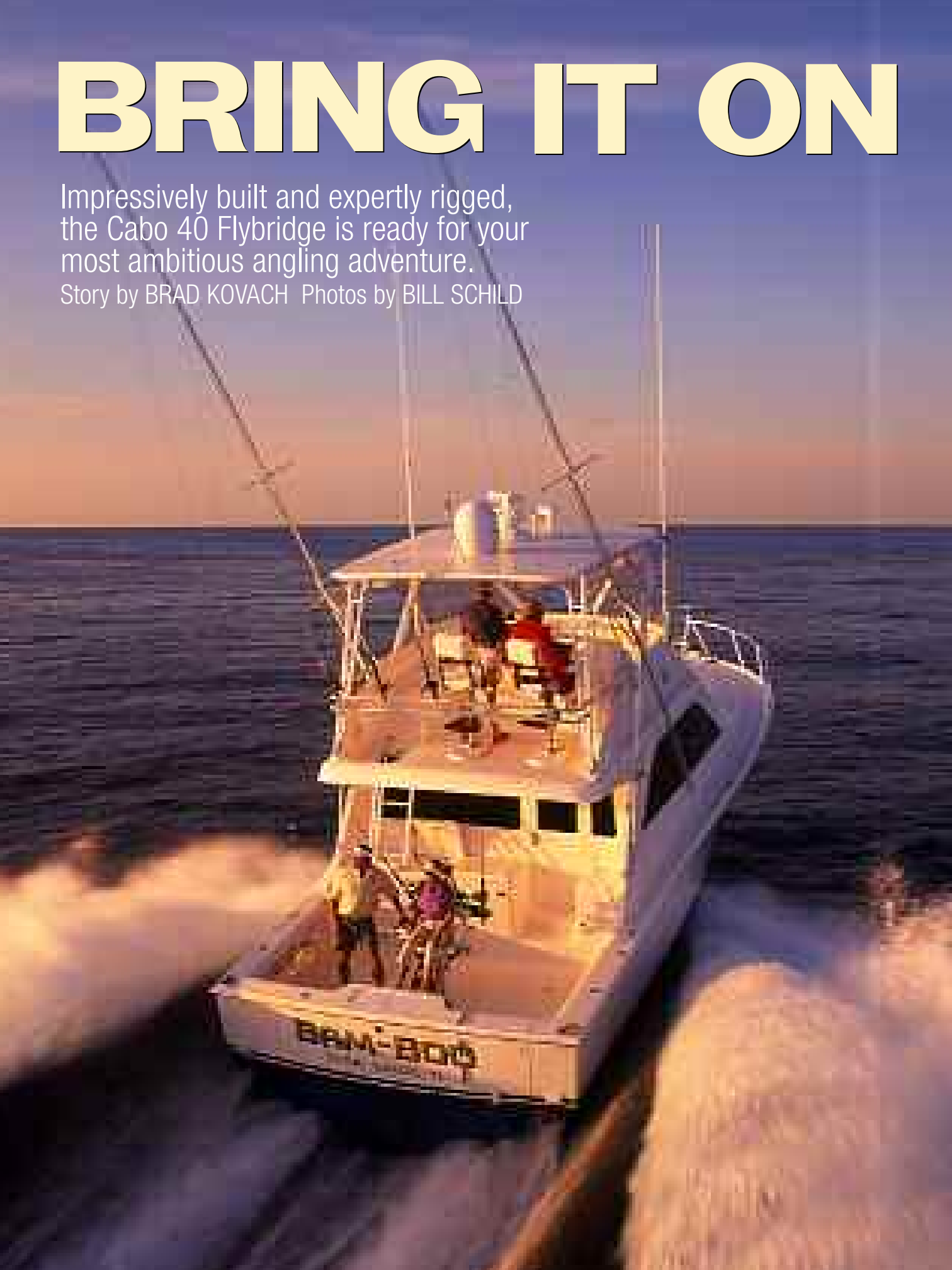


New Cabo 40

BRING IT ON

Impressively built and expertly rigged, the Cabo 40 Flybridge is ready for your most ambitious angling adventure.

Story by BRAD KOVACH Photos by BILL SCHILD





How does a 13-year-old company based in the high desert of Southern California and founded by two sailors produce some of the most admired midsize sportfishing boats for blue water? I wonder if the chiefs at Bertram, Hatteras, Ocean and Viking have asked themselves the same question as they've watched Cabo Yachts steadily gain momentum in this competitive segment. In an industry where history isn't measured by decades but by generations, the success of Cabo is tantamount to a relative newcomer (say, a certain muscular Austrian) conquering Hollywood, marrying into America's "royal family" and then being elected governor of the richest state in the union.

I tested Cabo's new 40 Flybridge off Miami Beach, Fla., this spring, and trust me, it's salty enough to make the Gorton's fisherman hang up his commercial slicker and join the recreational angling set. What's more, the battlewagon has a sophisticated side—its inside. Think understated colors, top-quality materials, soft lighting and sleeping accommodations for five. The 40 Flybridge, which fills the gap between the builder's 35 and 43 flybridge models, is a pelagic powerhouse. It has warrior-

prince aesthetics, mustang-velocity speed and a wave-busting bottom that does for choppy seas what a martini does for dinner with the in-laws.

This boat is based on the same tank-tested hull that naval architect Michael Peters designed for the Cabo 40 Express. Though the 40 Flybridge tips the scales at 32,000 pounds—4,000 more than its sibling—it tops out at 40 mph with a pair of 700-hp Caterpillar C12 diesels. That's Marion Jones fast for a vessel of this size and style. The bottom's sharp entry punches through whitecaps like a bullet through cotton, sending spray wide, and its 16.5-degree aft section flattens bumps like a steamroller.

When cornering hard at speed, the 40 Flybridge handles sharply with no untoward rolling or pitching. The steering system is reactive and tracks straight even with no hands on the wheel. Cabo fine-tuned the system in the prototype phase by disconnecting the steering at sea and allowing the rudders to set themselves precisely in line. With its high-horsepower diesels situated low and amidships, this boat is well balanced, front to rear, and has a shallow 3'5" draft (thank you, prop pockets). A gear-head must have organized the walk-in engine room; it has

a gel coat finish, work space all around the iron, and wiring and plumbing that are impeccably laid and labeled.

But let's get back to Henry Mohrschladt and Michael Howarth, the left coasters who started Cabo in 1991. Did I mention they also created (and later sold) Pacific Seacraft, thought by many to make the most capable offshore sailboats of their time? That explains a lot about how the 40 Flybridge is put together: The craft's intensive construction says nothing so much as "bring it on." The hull is solid fiberglass. Premium vinylester resin and a bi-axial stitched fabric are bonded to a torsion-resistant fiberglass stringer module. The deck hardware is manufactured using 316 (not 304) stainless steel and overbuilt to Cabo's high standards.

The interior of the 40 Flybridge is casual chic, with a generous salon and galley up. Highlights include a flat-screen TV, satin-finished teak cabinetry, a recessed ceramic cooktop (to keep pots from tumbling off) and a "pantry" under the galley sole. Upgrades include the leather settee (\$5,800) and the teak-and-holly sole (\$3,675). Forward, down the companionway steps, lie the master stateroom, two heads (one with a show-



DETAILS: The Cabo's salon (above) has rod storage under the port settee (below, top); there's a sturdy grabrail in the galley (below, bottom).

er stall) and the guest cabin, where there's a pullout single berth above the fixed double. Stowage is everywhere, including a pair of rod lockers at the forepeak.

Topside, angler fingerprints are all over the cockpit. Consider the dual fish boxes with in-line macerators, full-length piano hinges and hatches that seal tight against rubber gaskets. There's also a 48-gallon live well, which is located in the transom for minimal intrusion into the cockpit; it is lit for nighttime



use. The transom door opens outward and has beefier hinges than the White House's gate. Coaming pads, bait-prep station...the list of equipment goes on (see the specifications at right). The flybridge helm is designed to allow the skipper to see the action in the cockpit from behind the centerline wheel. There's space enough on the console for a NASA-scale electronics suite. Lounges forward and to port provide seating for a number of passengers.

The 40 Flybridge is more than the sum of its parts. It's a boat that exemplifies this builder's pursuit of perfection. And it's also proof that Cabo is an inspired—and inspiring—force among builders of sportfishing boats.

Specifications:

LOA	42'10"
Beam.....	15'9"
Draft	3'5"
Disp.....	32,000 lbs.
Transom Deadrise.....	16.5 degrees
Water	75 gals.
Fuel	550 gals.

Test Power: (2) 700-hp Caterpillar C12 diesel engines turning Federal HX400 26" x 32" four-blade Nibrall props through ZF 235A transmissions w/1.485:1 reduction. Optional power is twin 700-hp MAN diesels.

Performance:

RPM	MPH	GPH	dB-A
1000	10.6	10.8	86
1250	12.7	22.4	93
1500	20.4	31.8	88
1750	28.2	37.4	90
2000	33.9	45.6	92
2250	38.5	58.4	93
2330	39.8	67.0	96

Speeds measured by GPS in the Atlantic Ocean off Miami Beach, Fla., in calm winds and two-foot seas w/10 people aboard, a half tank of fuel and a full water tank. Fuel flow calculated by the Caterpillar electronic engine instruments installed on the test boat. Sound recorded at the flybridge helm in dB-A.

Base Price (w/test power): \$697,300

Standard Equipment (major items): Boot stripe; recessed trim tabs; electric windlass w/remote; 10-kW diesel genset; 50' shore power cord; battery charger; aluminum plate for cockpit fighting chair; bait-prep station w/sink, rigging board and tackle storage; 48-gallon live well; two macerated fish boxes; five rod holders; under-gunwale rod/gaff racks; fresh and saltwater cockpit washdowns; cockpit icebox; AM/FM stereo and CD/DVD-player; flat-screen TV; dual-zone air conditioning/heat; two-burner cooktop; Corian countertop; microwave/convection oven; refrigerator/freezer.

Optional Equipment (major items): Teak-and-holly sole; washer/dryer in lieu of second head; alternative color Corian in galley; refrigerator plate in cockpit fish box; freezer plate in cockpit icebox; 12.6-kW diesel genset; remote start and gauge panel; cockpit controls; upgraded stereo w/surround sound; icemaker; swim platform and ladder; hot/cold cockpit shower; Algaesep fuel/water separator.

Warranty: One-year coverage on the boat; seven-year coverage on the hull and structural components.

Cabo Yachts, Inc., (760) 246-8917. www.caboyachts.com. For more information, contact (866) 626-2846 or www.motorboating.com/motorboat/productinfo.

