

NW CLASSICS



Camano 31 A Perennial Northwest Favorite

Imagine creating a boat beginning with a blank piece of paper. What if the most qualified physicists, engineers and naval architects were engaged by a regional university? What if they were allowed to conceive a hull form based on scientific considerations, prevailing regional conditions, and the requirements of a modern, inboard diesel propulsion system? Would the results closely resemble the basic hulls used by nearly every boat builder since Noah, or would something slightly different emerge?

We aren't reduced to wondering about a theoretical answer to such hypothetical questions. A science project conducted in the 1980s by the University of British Columbia dared ask

SPECIFICATIONS AND DIMENSIONS:

LOA: 31'
Beam: 10' 6"
Draft: 3'3"
Bridge clearance: 11'
Displacement: 10,000 pounds
Cabin headroom: 6'4"
Fuel: 100 gallons
Water: 74 gallons



The Camano 31 has practical good looks reminiscent of commercial fishing and work boats.

"The Keelform hull achieves a unique and notable combination of speed and fuel economy."

"what if," and the result was the "Keelform" hull that launched the well-regarded line of Camano Yachts.

Camano's Keelform hull resembles a traditional semi-displacement trawler

hull in the forward sections, but then flattens out dramatically in the aft section. The hull defies convention by combining an enlarged keel with the flat bottom. The keel is large enough to dis-



The lower helm station features fabulous visibility and complete electronics, including autopilot.



A dinette and hi-lo table in the salon converts into a second double berth.



The down galley is very well equipped for a vessel of this size.

"It has been said that the perfect boat drinks six, feeds four, and sleeps two."

place a substantial amount of water, improving buoyancy as well as tracking and stability. Camanos are single-screw vessels, and the large keel permits mounting the engine deeper to create a lower center of gravity. Enthused owners of Camano 31-foot trawlers universally report a sea-kindly ride in nearly any condition likely to be encountered by a Pacific Northwest boater, and the low center of gravity helps reduce the rolling moment in a beam sea.

Camano's single-screw design eliminates much of the risk associated with the unprotected shafts and struts common to most twin-screw designs. The prop shaft is contained within the keel, while the propeller is protected by the large rudder and the sand shoe or "skeg."

The Keelform hull achieves a unique and notable combination of speed and fuel economy: Owners report fuel consumption of less than 2 gallons per hour at 8 knots, and efficiency tapers off only slightly at higher speeds. While some traditional trawlers will match the Camano's miserly fuel burn at 8 knots, most of those boats would never be able to approach the 15-knot speeds reported by many Camano owners (and those vessels that can match the Camanos' impressive top speed will surely not be able to match the Camano's still-reasonable 5-6 gph fuel burn at the higher speed).

We found this month's NW Classic among the listings of Waterline Boats on Westlake Ave in Seattle. The boat is a 2001 model, powered by a 200-horsepower Volvo Penta diesel engine, and offered at \$149,000. Even a short period aboard a Camano 31 is sufficient to remind a visitor exactly why this model has sold so well, for so long, to so many.

Practicality on Deck

Although the Camano 31 may be radically different below the waterline, the superstructure is crafted in a style that is reminiscent of commercial fishing and work boats.

Camano 31 owners can spend more time boating, because they will spend no time sanding, bleaching, or varnishing — there is no exterior wood used on the Camano. The abundant freeboard is evidenced by high bulwarks surrounding the cockpit. There is lazarette stowage below, and the propane locker is below the flybridge ladder in the port forequarter of the cockpit. There's a lot of cockpit for a 31-foot boat, especially in light of the fact that the interior is at least as roomy as most anyone would expect in a vessel of this size.

A Maxwell windlass on the foredeck hauls 50 feet of chain



A deep cockpit with stainless safety rails is handy when fishing or crabbing.



An Achilles inflatable on snap davits is easy to deploy.

and 300 feet of rope. The side decks are easily traversed, and the flybridge helm and guest seating is protected between cruises by a fitted canvas cover. An Achilles inflatable dinghy with a 3.5-horsepower Nissan outboard mounts conveniently on swim step snap davits. A bow thruster enables the single-screw Camano 31 to maneuver as adroitly as many twin-screw vessels.

Interior Walkthrough

While there is no exterior wood, Camano makes selective use of teak to dress up a practical and functional interior. The cabin is entered through a full size door on the starboard side of the aft bulkhead. A Webasto diesel furnace ensures that even during the coldest months the Camano 31 will be warm

and toasty when an owner or visitor steps aboard. The salon features seating along the port side fronted by a dining table capable of seating about six, with stowage conveniently located in a multitude of locations.

A folding helm chair allows the skipper to be comfortable at the lower helm, yet clears away quickly when additional walking room in the salon becomes a higher priority. Electronics include an autopilot, a VHF radio, radar and a chart-plotter.

The galley is forward of the salon, one level lower and on the port side. The U-shaped compartment provides a workplace for the cook, separated from the main social areas, and provides plenty of stowage in drawers and lockers. The head is opposite the galley, and features an efficient Vacu-flush marine toilet.

It has been said that the perfect boat drinks six (check), feeds four (check again), and sleeps two. Two adults will sleep in comfort in the forward cabin, where a modified "V berth" can be supplemented with filler cushions to form an oversized double that is nearly a queen berth. The seats in the salon can be used for sleeping as well, extending the nominal sleeping capacity to four.

Conclusions

The Camano 31 will ultimately be numbered among the best-selling boats of all time in the Pacific Northwest. Many years of continuous production, rather than a short-lived burst of frantic sales activity, will enable that distinction. Though built under three different Canadian manufacturers from 1990 through 2007, the boats were highly standardized, and the evolution of features and refinements was steady and deliberate. After a hiatus and a manu-

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facturing change-of-hands, Camano 31s are once again being built, this time in Anacortes, Washington, with the first of the new Camano Yachts America boats launching for a Washington customer before year's end. Future generations of boaters will be able to enjoy the unique advantages of a Camano 31 — conceived and produced in the Pacific Northwest, and especially appropriate for use here. One lucky buyer will be able to save an enormous amount of money on this pristine, pre-owned example available through Waterline Boats, which is also the dealer for the new Camano Yachts America boats.

For additional information on Camano Yachts
Call Steve Scruggs at 206-321-2164
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