

CABO 32 EXPRESS

Small package,
big performance



SPECIFICATIONS

■ Length Overall	35'0"
■ Hull Length	32'10"
■ Beam	13'3"
■ Draft	2'8"
■ Displacement	19,100 lb.
■ Fuel	350 Gal.
■ Water	50 Gal.
■ Cabin Headroom	6'6"

Established in 1991, Cabo Yachts has taken the midsize sportfishing industry by storm. This is no easy feat considering the competition, but Cabo Yachts has managed to fill a much needed niche for a high-end sportfisher in record time. One thing that sets Cabo Yachts apart for the West Coast is the fact that we can make the short trek to Adelanto, California for not only a plant inspection, but also the opportunity to discuss the particulars of an order with the manufacturer during the build process. Cabo Yachts welcomes buyers to their manufacturing facility to witness the production of their personal yacht and can answer any questions that may arise during the process.

The Cabo 32 Express is the smallest in their line, but don't let that deter you in taking a look at one of the finest production boats made in this size. The first thing I noticed when aboard is the width of the 32. After spending some time on a 35 Cabo Flybridge model (more on this

later), I was surprised to find the beam to be three inches wider. While this may not sound like a lot, when you deduct nearly three feet of boat length, you expect to find less beam as well. In keeping the beam this wide, you gain the room in the salon, getting instead what you would expect from a 35-footer. This additional beam provides for great sea-keeping abilities while at rest or at drift, and for those of us who have ever flopped around in a beam sea, this is appreciated to the fullest extent.

Access to the engine compartment is accomplished with a switch under the gunwale in the cockpit that raises the deck for all maintenance and inspection needs on all sides of the engines. Although entering the engine room in this manner makes one feel a little like entering the mouth of an unruly predator, the room you're afforded once inside makes it all worth it. The first thing that anyone will notice when entering is the finish of the bilges and bulkheads. This is a perfect example of the attention to detail that Cabo Yachts is known for. The next thing you will notice is how through-hull and electrical connections are marked so as to be clearly read even in the event of being in the engine compartment during disorderly seas. Upon seeing this



attention to detail, the fears one sometimes has regarding durability are quickly laid to rest. The wiring in the engine room is not only well labeled but is also protected from the elements better than most. The labeling at all the through-hulls provides for easy identification should a sense of urgency arise. There is an oil change pump located on the port stringer, which provides easy access, meaning maintenance can be performed regularly.

Moving out to the cockpit, you will find easy access to the fuel tank valves, bonding, and an auxiliary fueling port that acts as a great port for the old stick method for computing your fuel reserves (just in case the fuel gauge fails). Farther to aft is a fish hold that is plumbed to a macerator pump and has a cam loc release for removal of the fish box for access to the aft bilge area. Across the transom is a transom door with a top gate and a molded-in, 45-gallon bait tank, which allows a smooth ride for the live bait, ensuring its health once at your secret spot. Just before entering the helm deck, you will find a bait prep station with molded-in sink and cutting board with rod and gaff storage below. There is a drink box that can be outfitted with cold plates to reduce the need for ice to starboard.

The helm deck provides seating for four to port and two at the helm. There is a hatch for access to the engine room to be used while underway for routine checks. Behind the helm to starboard is a locking three-drawer tackle storage area with room to rig on top. The helm is laid out so visibility is excellent at all running angles, and there is room for the latest large-screen electronics to be flush-mounted on the dash. Somehow, Cabo Yachts has figured the exact amount of room between the helm seat and the helm for control whether sitting or standing. There is sufficient room on top of the hatch entering into the salon for mounting a chart holder for instant reference either while fishing or entering unknown ports.

The salon features an offset double berth forward with storage below and an L-shaped lounge that converts to upper and lower sleeping berths with a removable table. This provides sleeping for four, although the two sleeping in the forward berth will become well acquainted with each other regardless of their prior relationship. The galley is to port upon entering the salon and features a ceramic cooktop and Corian countertops. There is a side-by-side refrigerator and freezer for rationings while at sea and microwave oven for the quick meals. There is ample storage for all, including four horizontal rod lockers forward (both port and starboard) as well as storage for three rods vertically in the head. The head also features a shower and electric head with an option for a vacuum flush head. There is an entertainment system featuring a 17-inch LCD flat screen monitor and DVD player. This is all accompanied by a teak and holly sole with removable carpeting for the sensitive feet.



Twin Cummins QSB5.9 engines provide 420 horsepower and are fed by a 350-gallon fuel tank. You're looking at an optimal cruising range of over 340 miles before your next visit to the fuel dock. During the sea trial with Mr. Michael Kusler of Stan Miller Yachts, San Diego, we were able to obtain 35 knots at wide open throttle with a fuel burn of 44 gallons per hour (gph). At a cruise speed of 24 knots, we were turning 2,300 rpm with a burn rate of 22 gph. At 950 rpm we were at a trolling speed of 8 knots and sipping only three gph. When you factor in the fuel burn of the five KW generator, we're trolling to Cabo San Lucas with one fuel stop. Yes, this is far fetched, but you could if you had the time and inclination to do so. The ride is something you have to try in order to fully appreciate, and the solid feel is one you will notice immediately. The reason I mentioned the comparison to the 35 Cabo is because I recently brought a 35 Cabo uphill from Cabo San Lucas, and I can attest to the ride quality and build of this manufacturer. For those of you who haven't made the uphill ride from Cabo San Lucas, trust me, you will appreciate the quality of the Cabo hull and the well-thought-out mechanical and electrical systems as this is not a trip for the borderline yacht or, in some cases, the faint of heart. As you can tell, I am very impressed with quality of the 32 Cabo Express, and I'm sure you will be too. Be sure to call the guys and gals at Stan Miller Yachts to set up a sea trial before you make any final decisions on your next purchase, and I can assure you, you will not be disappointed. Stan Miller Yachts has three locations for your convenience: 245 Marina Drive, Long Beach, CA, (562) 598-9433; 2600 Newport Blvd., Suite 106, Newport Beach, CA, (949) 675-3467; and 2540 Shelter Island Drive, Suite A, San Diego, CA, (619) 224-1510. ■