

North American Classics:
The Camano 31



A classic pairing of function and comfort, the rugged, roomy and reliable Camano 31 has been a favorite choice of cruising couples for over 15 years. With a large flybridge and spacious, well appointed interior, this trawler style cruiser is designed to meet the needs of the avid cruiser and weekend mariner.

Camano **31**

Standard Equipment

Specifications accurate at time of printing.

- Powder-coated welded aluminum exterior swinging door
- Powder-coated aluminum framed cabin windows
- 6 stainless steel deck cleats through-bolted with aluminum backing plates
- Boarding platform
- Stainless steel bow rails
- Port and starboard water and fuel stainless steel deck fills
- Waterline boot stripe

- Cabin pinstripes
- Self-bailing cockpit
- Stainless steel cockpit handrails
- Stainless steel hand holds on aft bulkhead
- Storage area under cockpit
- Integral anchor locker
- Non-skid surface on all exterior weather decks
- Full-length stainless steel handholds on side decks
- International running lights
- Anchor light

- 2 cockpit lights
- Tinted hatch over forward cabin
- 4 opening port lights with screens
- Electric windlass (option)
- Stainless steel anchor roller
- U-bolt for anchor line, including access hatch
- Black vinyl side rub rails
- Black vinyl lower hull guard
- 2 transom fender storage compartments
- 6 black fender cleats
- Lazarette locker
- Hot and cold fresh water cockpit shower



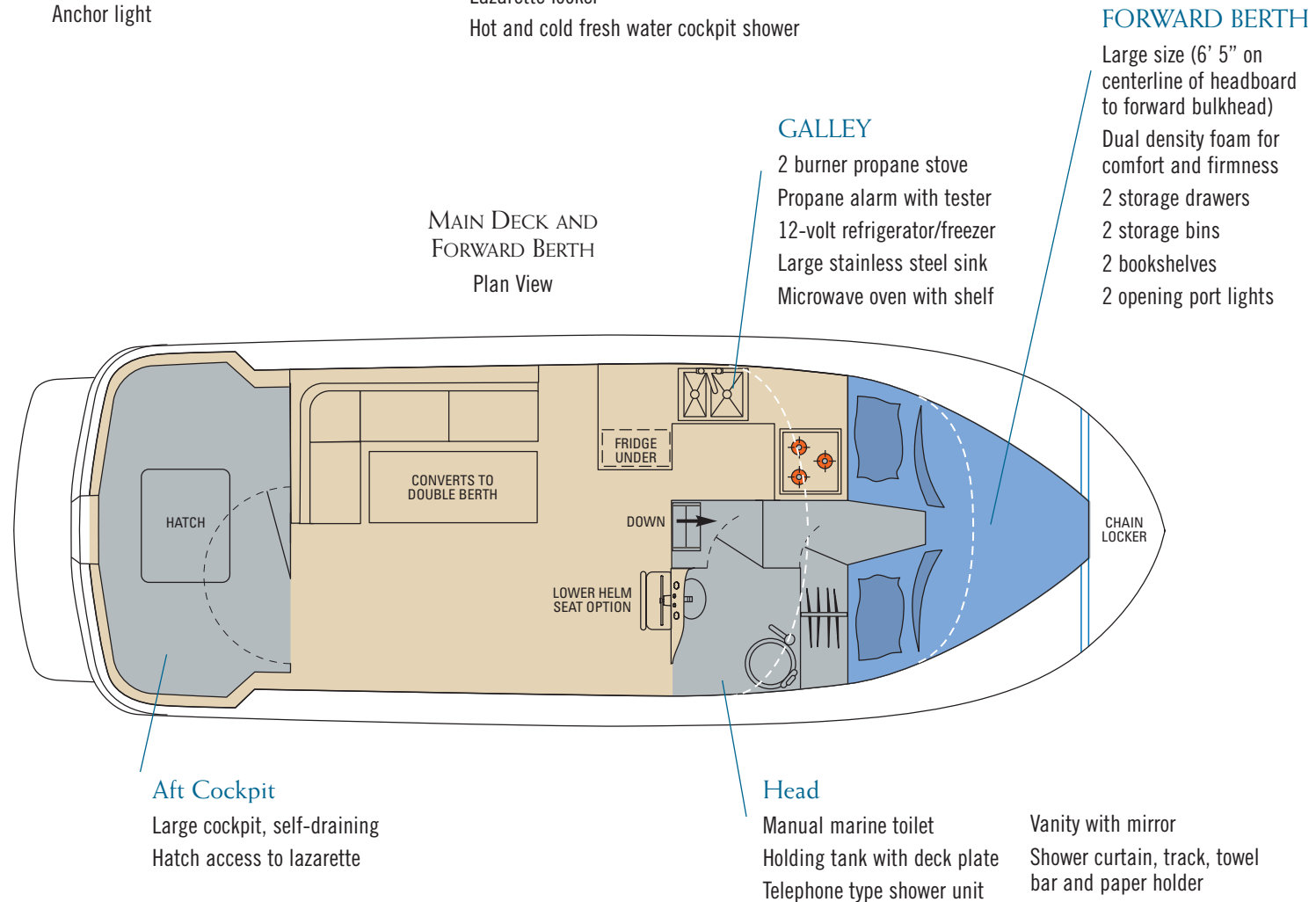
HULL DESIGN

Our unique KEELFORM® Hull provides the performance advantages of both a displacement hull and a planing hull for improved tracking, stability and fuel economy at any speed.

Forward, the stem is deep as it would be in a displacement hull. Aft, the bottom flattens out into hard chines just like a planing boat, but with a large keel that would never be found on a planing yacht.

The keel provides much of the boat's displacement, making the Camano an adept performer at any speed.

Benefits: Fuel economy, superior handling and seaworthiness. Measured against hulls of comparable size, at trawler speeds the Camano burns about as much fuel as a displacement hull, while at 12-14 knots it burns less fuel than a semi-displacement or planing hull vessel, yielding greater fuel efficiency, and thus, more cruising hours per gallon.





SALOON OVERVIEW

Camano 31



Camano 31

Construction

The Camano 31 is structurally formed of high strength fiberglass laminates – hand laid mat, roving, and high-tech knits. Only the highest quality fiberglass and gelcoat are used throughout.

- Hull bottom of solid fiberglass with molded structural stringer system. Keel is mat and roving reinforced with carbon fiber throughout high-stress areas.
- Hull sides cored with closed cell foam above the waterline, deck areas cored with balsa for stiffening and sound/thermal insulation.
- Hull-to-deck joints and bulkheads fiberglass laminated to form strong uni-body structure.
- Engine room thoroughly insulated to control noise and temperature.
- Exterior door and windows of welded, powder-coated aluminum. All glass is extra thick safety glass. Four side windows plus aft cabin window slide open for ventilation. Forward deck hatch (tinted) provide light and ventilation for stateroom.

GENERAL SPECIFICATIONS

Specifications accurate at time of printing.

Length overall (LOA)	31'
Length on deck (LOD)	28'
Beam	10'6"
Draft	3'3"
Displacement (1/2 load)	12,000 lbs
Freeboard forward	60"
Freeboard aft	45"
Fuel Capacity	133 gals
Unique Keelform® hull	

Propulsion & Steering

- 200 hp diesel engine
- 4-blade bronze propeller with 1-1/2 inch stainless steel shaft
- Rudder shaft 1-1/4 inch stainless steel
- Stainless steel skeg protecting prop and rudder
- Wet exhaust with muffler
- Dual Racor fuel filtration
- Sea water strainer
- 2 aluminum fuel tanks (net 133 U.S. gal.)
- Fuel gauge
- Dual control stations
- Hydraulic steering
- Mahogany steering wheel
- 5 hp electric bow thruster

Electrical

- Electric panel including ammeter and voltmeter
- AC polarity indicator
- All circuits protected by magnetic breakers
- 3 deep cycle marine batteries
- 30 amp shore power connection
- 6 GFI protected duplex 110 V outlets
- 9 double dome lights
- 2 reading lights in berth
- 3 x 12 V receptacles
- 50 ft. shore power cord

Auxiliary Systems

- 2 plastic water tanks (approx. 77 U.S. gal.)
- Pressure fresh water system
- 110 V and engine hot water heater
- Engine heat-exchanger plumbed to hot water tank
- 3 automatic bilge pumps

- Bilge pump alarm and warning light
- Seacocks on all underwater fittings
- All underwater metal bonded to zinc anode
- 12 V horn
- 3 windshield wipers – auto parking
- 1 compass – lower station
- 2 dry chemical fire extinguishers
- 3 dock lines
- 3 fenders

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DEALER: