

56' CRUISING YACHT *CABO RICO 56*

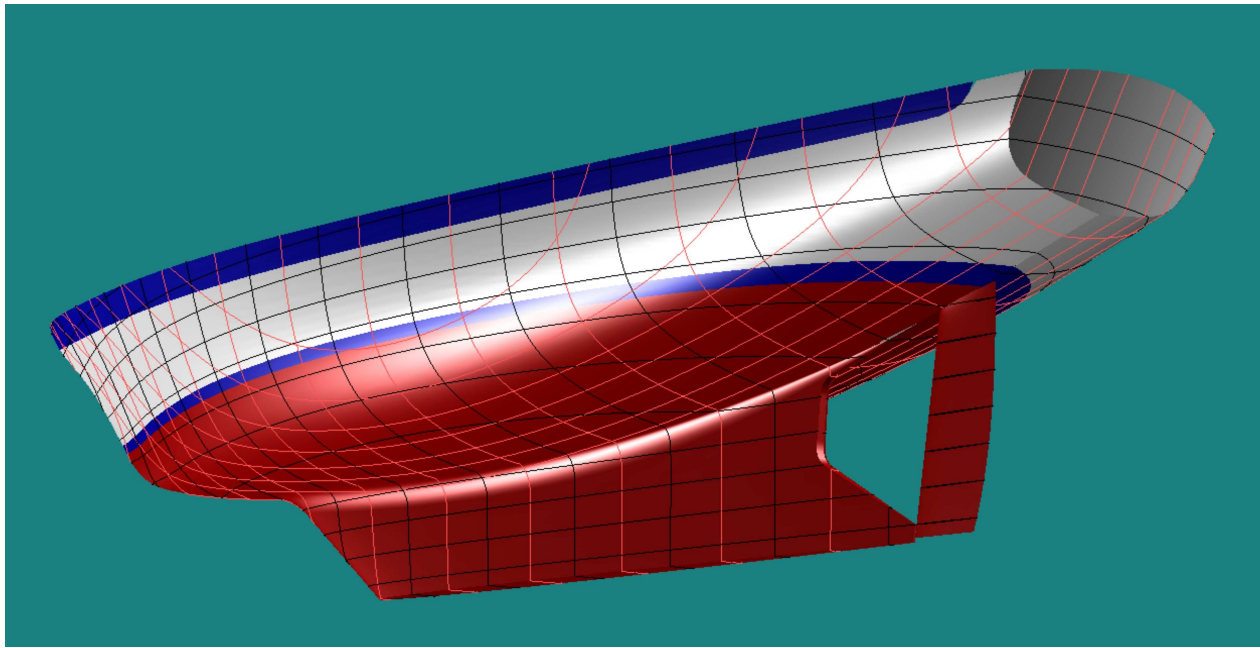
DIMENSIONS

LOA:	56' 0"
LWL:	42' 6"
BEAM:	15' 8"
DRAFT:	6' 6"
DISPLACEMENT, 1/2 load:	51,300 lbs
BALLAST (lead):	18,750 lbs
SAIL AREA (100% foretriangle):	1,497 sq ft
SAIL AREA/DISP RATIO:	17.35
DISPLACEMENT/LENGTH RATIO:	298



Cabo Rico Yachts have launched the first two of their spacious 56 foot sailing yachts-- now the largest yachts in their range of offshore world cruisers. Their naval architecture is similar in most respects to the Cabo Rico 42 including a safe and strong full keel of modest draft and our well proven balanced full flow yet keel supported rudder. Interior accommodations are for either two large or three smaller sleeping cabins, an exceptionally large main salon, two heads and a truly unique aft shower or boat maintenance room. This yacht is intended for true live-aboard use and is designed, constructed and equipped accordingly.

The sailplan has been configured to be easily managed by a singlehander or non-athletic couple. Differing wind strengths are accommodated by a choice of three headsails. A large, roller furling (but not roller reefing) light air headsail provides real power in light airs on a close reach, and may be carried in stronger breezes off the wind. We recommend any of the newly invented "Code Zero" derived dacron reachers, similar to the Doyle "UPS". These sails have positive roach like a spinnaker, and are cut full to set well on a reach or in place of a spinnaker, yet they can be conveniently furled and left in place. A conventional genoa is next, and is the sail that can be used hard on the wind- being flatter cut, and in up to 25 knots or so of apparent wind as it is of heavier sailcloth. Finally, a staysail is available to cope with stronger winds up to gale force. The mainsail may either be of conventional configuration with three reefs, or a LeisureFurl boom may be fitted as you see in these pages, providing infinite reefing depths.



Stern view showing the full flow aperture and balanced rudder.

This yacht proves the value of an adroitly designed heavy displacement hull driven by a very large and powerful rig. With a displacement/length ratio of 298 this is clearly a voluminous hull capable of accommodating greater tankage for both fuel and water than the average “production” yacht. The motion of the hull at sea is consequently exceptionally comfortable, even when being driven at her designed hull speed of 8.74 knots, a speed which makes 210 mile per day passages possible. Being a heavier than average yacht, with both a powerful engine and a powerful sailplan, the character of this yacht can reasonably be compared with a Mercedes Benz as opposed to the common automobile. It takes a little longer to get her up to speed, but once there, she will blow by most anything her size with the passengers riding in comfort and safety.

Owing to her traditional “sea shaped” sections, the hull parts the seas rather than trying to beat them down. Vee shaped deadrise also permits all of the heavy machinery and tankage weights to be placed well below the waterline, resulting in a remarkably low center of gravity and consequent level sailing angles. With all tanks beneath the sole the tanks need not intrude into usable stowage areas beneath seats or berths, increasing the amount of usable stowage in this yacht. The engine and other machinery also are placed largely beneath the sole—they are made of metal, after all, and significantly increase the ballast effect of their weights, making a virtue of necessity. Finally the batteries are placed just above the keel itself, further enhancing the offshore oriented stability of the design. Experienced cruisers recognize the virtue of a yacht that “stands on her feet” for comfort and safety... experienced racers realize that stability equates with speed when hard on the wind.

The standard interior is an excellent choice for “two couple” cruising. There is a large double cabin at either end of the yacht, each cabin having private access to its own head and shower. Owners may choose between an “engineer's room” aft to port, or a large shower room in this location.



Galley with a large and safe "cook nook".



The navigation and communication station.

The aft shower room is just that- a shower room akin to that found at a gymnasium, with large hanging lockers, one for wet and one for dry clothes. One can enter this room after a watch on deck, shower both oneself and one's wet weather gear, and emerge in dry clothes while your gear actually does dry off, having been stripped of its encrustation of salt.

Alternatively, this area may be fitted as an "engineer's room" as has been done on the first two yachts. In this version a large workbench converts to a berth, and there is a wet locker, significant stowage beneath the bench/berth, and a seat facing the "maintenance panel" which centralizes many of the gauges, valves, alarms, and electrical switches in a single conveniently accessed area.

Owners are invited to adapt the interior of their yacht to their own particular needs and desires- this is not a mass production boat. Some interesting features on the first yacht were a writing desk forward of the dining area, huge flat screen TV against the main bulkhead, alcoves to accommodate the owners' artwork, and custom etched glass headboard in the forward owners' suite. Any reasonable request can be accommodated, and Ed Joy will happily work with you to meet your requirements.



The wood is a Costa Rican plantation grown hardwood similar to the very finest teak in grain and color.

A comfortable navigation/communication area is to starboard, with plenty of room for the most opulent array of modern electronics. Forward of this is a comfortable sofa which can double as a berth for overflow guests, surrounded by library and home entertainment areas.

The galley presents a large area of countertop and stowage to the cook who is capable of bracing in a narrow, secure alcove when necessary. Since the fun times of a voyage revolve around the dining table, this curvaceously sculpted area has been made much larger than on any comparable size yacht,

enabling as many as eight persons to share food, drink and conversation whilst still permitting easy passage into the forward cabin or head.

Two of these lovely yachts have been launched. Ed Joy and Chuck Paine would love to see more.



Too many people aboard!

For plans or further information contact Ed Joy:
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