



One thing we always get out of a Caravelle is a good ride

try to be objective about every boat I test. Having tested a variety of trailerable boats over the years, I have formed some definite opinions on the types of boats I like and dislike. The 20-foot cuddy is one of my favorites. The reasons are many. For example, the 20-foot cuddy is large enough for a family of four to weekend on board without the need to carry and pitch a tent on shore. Mom and dad have a reasonably comfortable place to sleep. and the kids can sack out in the cockpit. For daycruising, there is abundant, dry. easy-access storage in the cuddy. The cockpit provides seating for enough people you would like to be close to for several hours on the water, but no more. The taller windshield offers better weather protection than that provided by a runabout. And the 20-foot cuddy is nimble enough to be a good ski-towing machine. It is also a reasonable size to tow on the highway.

The Caravelle 2000 Elegante is typical of the breed. The interior layout is basic. The Euro styling is trendy and modern, but still conservative by some of today's standards. Yet, there are some touches that set the Caravelle apart. The most noticeable is the interior upholstery, which features bright colors and heavy-duty fabrics that are neatly stitched and applied in a tasteful fashion. The attention to detail is very good.

The cabin interior was done in a gray velour, which is somewhat bland. A bit of color would brighten this area.

The molded instrument panel is relatively flat, and it features flushmounted, bezel-free gauges-a continuation of the Euro look that accentuates the clean styling of the interior. The radio box sets at an angle to the starboard side of the panel and has a large drink holder incorporated into the top. The design was intended to complement the instrument panel. You have to put the radio someplace, but I'm not convinced that this is the best place. I may be getting a bit picky on this, but a flat instrument panel might look better. On the test boat, a Humminbird digital depth sounder was mounted on the starboard side of the panel. The electrical panel is mounted to the right of the padded steering wheel, and incorporates circuit breakers instead of fuses.

I have run Caravelle boats in the past, and the feature I like best is the good ride. The Elegante 2000 didn't disappoint me. With the 175-hp OMC V-6 Cobra drive, the boat was capable of speeds in the low 40-mph range-not blazing, but adequate for most recreational use. A V-8 engine is available. The hull has a soft, cushioned ride that knifes easily through wakes and turns without sliding or hobbling. There is some how rise when coming onto a plane. Because of its higher deck profile, this is more noticeable in a cuddy-cabin hull design than in a runabout. However, visibility can be maintained due to the low, forwardsloping design of the bow.

The Caravelle had a solid feel. Construction consists of several layers of hand-laid woven roving and fiberglass cloth overlapped at stress points. Conventional construction techniques are used. The hull employs fiberglassencapsulated wood stringers, and Coremat and balsa core are used to build stiffness. Gelcoat colors are bright and lustrous, and the hull sides are free of waves.

It seems that everybody builds a 20-foot cuddy model, so the choices are wide. Our past experiences with Caravelle products have been positive. It appears that the Elegante 2000 is capable of carrying on the tradition.

-Jim Barron &

## 2000 ELEGANTE

	\$15,995
Length	20'2"
Beam	7'6"
Engine	175 OMC Cobra
Weight	.2500 lbs. (approx.)
Fuel capacity	31 gals.

## Manufacturer:

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