The Carver 38 Santego offers more of what you’re looking for in a cruiser. Its bridge is designed around a central, elevated helm station that really puts the captain on a pedestal. Wrap-around bridge seating provides an abundance of room for crew and passengers. A fiberglass swim platform with ladder and fiberglass bow pulpit are standard features. An open-concept contemporary interior features teak highlights, mini blinds and a choice of color-coordinated furnishings. The galley features three-burner electric stove with oven broiler, refrigerator and wet bar with bottle and glass storage. Head compartment includes fiberglass shower enclosure, vanity and teak parquet flooring.

**SPECIFICATIONS**

- **Length:** 37’ 6”
- **LOA:** 44’ 11”
- **Beam:** 14’ 0”
- **Draft:** 42 7/8”
- **Bridge Clearance:** 15’ 6”
- **Displacement:** 19,000 lbs
- **Cabin Headroom:** 78”
- **Sleeping Capacity:** 5
- **Fuel System Capacity:** 265 gal.
- **Water System Capacity:** 92 gal.
- **Waste Capacity:** 40 gal.

**UNDERWATER GEAR**

- **Propeller Shafts:** ¾” dia. SS
- **Rudders:** Bronze with ¾” SS shafts
- **Struts (2/shaft):** Heavy-duty bronze alloy

---

The Carver 42 Aft Cabin Motor Yacht features two large private staterooms. The owner’s stateroom ( aft) has a queen-size berth, two full hanging lockers and private head compartment with shower. Forward, the roomy guest stateroom offers you a choice of V-berth or island floor plan. The salon is equipped with wet bar, entertainment center, L-shaped sofa and breakfast bar. Topside, the command bridge provides seating for seven, arranged fore and aft of the walk-around command console. The 42 Aft Cabin is the perfect yacht for extended cruising.

**SPECIFICATIONS**

- **Length:** 42’ 0”
- **LOA:** 48’ 1”
- **Beam:** 15’ 0”
- **Draft:** 42”
- **Freeboard Aft:** 80”
- **Freeboard Forward:** 77”
- **Bridge Clearance:** 13’ 0”
- **Displacement:** 25,600 lbs
- **Cabin Headroom:** 79”
- **Sleeping Capacity:** 5
- **Fuel System Capacity:** 400 gal.
- **Water System Capacity:** 400 gal.
- **Total Capacity (hot & cold):** 170 gal.
- **Waste Capacity:** 80 gal.

**UNDERWATER GEAR**

- **Propeller Shafts:** ¾” dia SS
- **Rudders:** Bronze with ¾” SS shafts
- **Struts (2/shaft):** Heavy-duty bronze V-struts
**CARVER**

**STANDARD EQUIPMENT**

**Exterior**
- Bottom paint, anti-fouling
- bowsprit, forward, bridge rails, welded stainless
- Navigation lights
- Command bridge with fold down seating (W. Sliding seat with footrest)
- Anti-skid texture fiberglass decks
- Epoxy coated, anti-skid floor non-skid
- Springline cleats, (6) (4) cleats (2) chain
- Adjustable helm seat
- Stainless steel grab rail
- Fiberglass swim platform with ladder
- Fountaine Pajot helm
- Venturi windshield

**Electronics**
- Navtec

**Propulsion**
- Twin 455 CID V8 Drive Cruiser inboards (1.3 reduction)
- Vetus 7.4R Mando MerCruiser inboards (1.3 reduction)

** Hull Design**
- The hull planes easily and exhibits exceptional tracking ability. The fine entry, three-quarter length keel, incorporated skeg and rudder, and the location of the center of gravity all contribute to superior performance.
- The planning surface of the hull parallel branches and slopes at an angle. The wide chines, however, are parallel to the waterline. This causes the chines to vibrate significantly as they run aft.
- The center of gravity is placed between the chines, which measures 39' wide at the transom, providing the extra amount of initial stability to keep the boat under control.
- To eliminate bow wave, a second chine was removed into the hull to reflect the bow wave out. This design is known as the "hull planing" method of construction. It offers an excellent balance between speed and stability.

**Construction**
- The hull is constructed using the "hull planing" method of construction. This method offers an excellent balance between speed and stability. The fine entry, three-quarter length keel, incorporated skeg and rudder, and the location of the center of gravity all contribute to superior performance. The planning surface of the hull parallel branches and slopes at an angle. The wide chines, however, are parallel to the waterline. This causes the chines to vibrate significantly as they run aft.
- The center of gravity is placed between the chines, which measures 39' wide at the transom, providing the extra amount of initial stability to keep the boat under control. To eliminate bow wave, a second chine was removed into the hull to reflect the bow wave out. This design is known as the "hull planing" method of construction. It offers an excellent balance between speed and stability.