



Caliber 40 "Mirador"

*“As Mirador was being pounded, my confidence was put to the ultimate test.”*



**H**urricane Marty, sweeping through the Sea of Cortez last September, was the greatest disaster to hit the local community and was a potential disaster for my Caliber 40 Mirador. Ultimately, Mirador proved to me how my

confidence in her construction was justified.

In Marty's path, destruction ensued. Many yachts suffered major damage. At one marina, there were 13 sinkings, 4 dismastings, 14 yachts grounded and severely damaged, 3 broke free and swept out to sea. At a nearby anchorage, 10 boats sank, 6 went aground, and 3 more disappeared out to sea. It was a brutal storm.

At the height of the storm my anchor line parted. Moments later I was under full power battling the terrific winds and 10' breaking seas preventing me from leaving my anchorage surrounded by rocks and reefs. After an hour, I was shivering with cold, feeling seasick for the first time in 20 years of sailing, barely able to maintain control to dodge other boats and reefs around me.

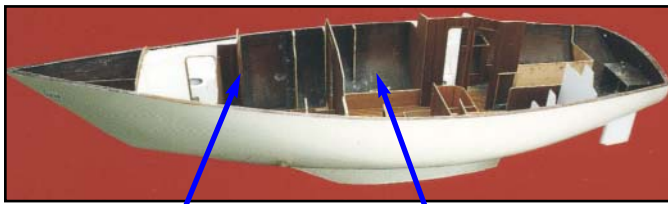
I faced a tough decision at 5AM September 23rd. Though I knew it was going to be risky, it was my best option- I decided to deliberately beach my beloved Mirador in the pounding surf during the peak of the storm. I knew Caliber built a strong boat. Now I was forced to put it to the test.

So early Tuesday morning, I parked Mirador on a steep sandy beach covered with fist sized rocks. She came to rest with her port toe rail a foot above the beach with her mast towards shore. Breaking waves came over the starboard side filling the cockpit with sand. Those waves battered Mirador nonstop for the next 7 hours. Finally... high tide arrived just as the wind shifted to offshore.

I immediately set the genoa and after 30 minutes of Mirador being lifted and violently deposited directly and squarely on her rudder and skeg, she was free. After anchoring Mirador I inspected the bilges, engine room, and rudder shaft.

Miraculously, I found the bilge bone dry as if the previous 14 hours was only a nightmare. The wheel and rudder turned freely and smoothly. Not a spot of damage was to be found anywhere inside. Ultimately the major damage, after what could have been catastrophic, was cosmetic and repaired shortly after. I will be a forever grateful for the strength of Caliber's amazing hull structure and rudder system. --Jerry King, SV Mirador

**Multi-Bulkhead Bonding System™**



**A.** The Multi-Bulkhead Bonding System™ and careful craftsmanship ensure a Caliber can handle the stresses of the sea.

**B.** Example of an area that is thoroughly taped. The lack of obstructions insures a superb job of fiberglass bonding to the hull. This creates an extra strong structure by evenly spreading loads throughout the entire bonding area.



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