

CALIBER 35LRC Series



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CALIBER. A YACHT CREATED TO MEET THE RIGOROUS DEMANDS OF THE SEA, AND THE QUALITY MINDED SAILOR.

D E S I G N



**A SERIOUS OFFSHORE
CRUISER, POSSESSING
EXCELLENT ALL-
AROUND CAPABILITIES.**

What sets a Caliber apart from the fleet of her rivals? Is it her swiftness? Her seaworthiness and durability? Her exceptional stability and comfort? As Caliber owners

know, it is the artful combination of these qualities, which enables a Caliber to perform beyond the limits that constrain so many others.

How swiftly a boat sails, how well she handles, and how she weathers the sea are the direct result of her design. At Caliber, efforts at the drawing board have produced the ideal underbody configuration for Long Range Cruising, but not at the cost of maneuverability or speed.

Caliber Performance Cruising Underbody™



1. Skeg/Rudder combination designed to maximize both maneuverability and strength.
2. Impact Resistant Zones for added protection.
3. Long Range Tanks, under the cabin sole, dramatically increase cruising distance and create a double bottom safety effect. Plus, there is more room for useable storage in cabin living spaces.
4. High Ballast / Displacement Ratio for stability, higher positive righting moment for increased

- safety.
5. Bottom of Skeg/Rudder located higher than keel for grounding protection.
6. Watertight Collision Pocket for added protection against striking submerged objects.
7. The best of fin and full keel designs merge to create the Caliber performance cruising keel.
8. Super-strong, chafe-free attachment point for emergency storm, sea anchor, or tow point.

A modified fin keel with skeg-hung rudder makes a Caliber exceptionally responsive and quick. And she has outstanding directional stability, which enables her to keep a true course, even through pounding seas. Together, these characteristics add up to cruising performance unmatched by a racing fin or full-keel design.

How a Caliber feels is as important as how she sails.

When rough water makes most sailors miserable, a Caliber owner can cruise in comfort and with

confidence. The Caliber moves more steadily in heavy seas. And because of her high ballast-to-displacement ratio, the Caliber is very stable.

What's more, because much of the Caliber's weight is due to her superior construction and not just added ballast, Caliber owners can be extra certain that their boat can take what the sea dishes out. Other builders may extol their use of exotic new building materials to save weight. Caliber sticks with hefty, hand-crafted lamination. A time-tested



construction method that provides layer upon layer of strength against tough offshore conditions. It's the reason why a Caliber is, and feels, so solid.

Special features enhance your safety.

Caliber hulls are built for outstanding resistance to collisions, with extra layers of solid fiberglass at potential impact points. In case of damage to the bow or rudder, a Watertight Collision Bulkhead and a Rudder Dam are designed to minimize flooding. The keel is not only of a one piece integral construction, but it's also double-sealed for an added layer against grounding damage.

Elsewhere on a Caliber, thoughtful features add flexibility and control, which makes for extra safety. For instance, the optional Convertible Cutter Rig™ with a retractable inner forestay, instantly lets a Caliber change with the weather, from a swift sloop into an easily controlled cutter. It's a real lifesaver when winds turn heavy.

Seaworthiness *and* good looks.

Can a single boat have it all? The Caliber does. From the substantial anchor roller platform to her stately quarter and stern, the Caliber's lines are fresh and graceful, without a hint of trendiness. She'll be every bit as attractive years from now, long after today's flashier designs have been forgotten.





Combination of Best Underbody Design Characteristics



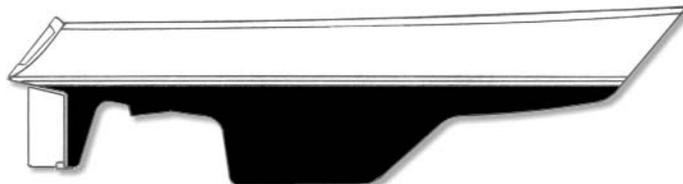
High performance fin keel is fast, but at the expense of directional stability. Hull shape creates a quick, uncomfortable motion offshore with limited load carrying capacity.



Full keel does add control, but at a great sacrifice in performance, windward pointing ability, and maneuverability. Has high load carry capability.

Equals...

The Caliber Performance Cruising Underbody™ is a combination of the two extremes, creating a proven hull design with these characteristics; great performance, high pointing ability, excellent directional stability, easy tacking, high maneuverability, and load carrying capacity.



Keel Sections-- It's all about lift and drag. A fine balance.

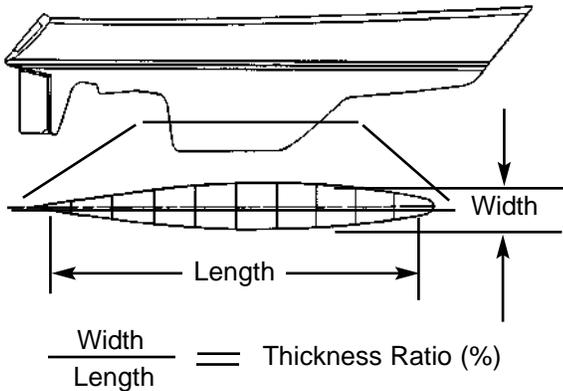
It's important that the section shape of a keel is scaled using a NACA (forerunner of the National Aeronautics and Space Administration) series airfoil section. Yet, it still does not mean it will create lift. Choosing the proper thickness ratio of a keel is just as important.

Maintaining thickness of the keel as a percentage of its

length is important as the proper ratio will allow the keel to develop lift with minimum drag. Testing has shown that 12% to 13% is an optimum number for moderate displacement cruising hulls.

Ratios less than 12% results in a keel that will tend to stall when going to windward. Hence tacking angles are forced into the 100° - 110° range to prevent stalling. A fine balance was achieved in designing the Caliber keel section.

12% NACA Foil Keel Sections



Optimum NACA Foil 12% Thickness Ratio for cruising yachts. High Lift for windward sailing and low drag for offwind sailing. Tacking angles of 85° - 90° possible.



Narrow NACA Foil on cruising yachts tend to stall out, forcing yacht to fall off to regain laminar flow. Speed towards destination drops substantially with tacking angles of 100° - 110°.



Sloop or a cutter-- Depending upon the weather, you now have a choice.

While cruising, you can expect the weather to be unexpected. With the optional Caliber Convertible Cutter Rig™, you can be prepared.

This rig allows you to sail with the efficiency of a sloop rig when going to weather in light to medium winds. Tacking is a breeze as there is no intermediate headstay to interfere. Yet, when the air turns heavy and the seas choppy, within moments, you can

turn to the versatility of a cutter rig. A rig that allows you to balance the sail plan against any wind and seas conditions you encounter.

What's more, when the weather turns really nasty, you have the option of sailing with a fully self-tacking, all inboard rig that is very strong. Strong because all the sail loads add to the support column of the mast.

Furthermore, since it's an all inboard rig and high off the deck, eliminating the need for any foredeck work out on a pitching bow. Since it is so high, breaking waves are able to wash freely under the sails.

Caliber Convertible Cutter Rig™

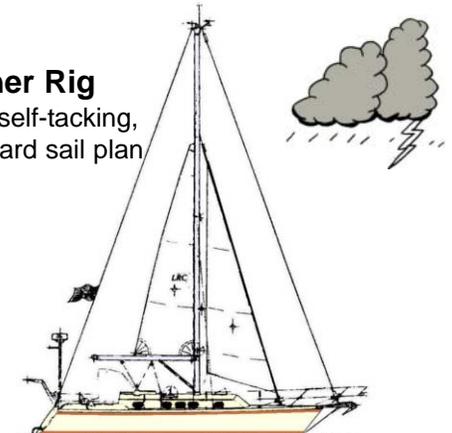
Fair Weather Sloop Rig

Efficient, easily tacked, light to moderate wind sail plan



Heavy Weather Rig

Perfectly balanced, self-tacking, extra strong, all inboard sail plan



Converts in Minutes...





“I was abruptly awakened by what sounded like an oncoming freight train. The next moment my world was literally turned completely on its side.”



As I was on the concluding legs of my around-the-world voyage, I knew I was about to embark on the most dangerous section of it. After

spending some peaceful time in the beautiful calm waters surrounding Bali, my next major crossing was the Southern Indian Ocean. The biggest waves on the planet occur where the winds blow consistently strong and in the same direction. This is such a place. So it was with some hesitancy my mate and I left for this part of the journey.

Since the winds were quite strong, I opted to go with my heavy air rig. It's a heavily reefed main with staysail. I chose this rig because it had presented such a balanced and sturdy option when I faced previous passages of this nature. Yet, this was the first time where I really would understand exactly how beneficial it is.

After being awake most of the night, due to the heavy freighter traffic in the sea lanes we were sailing, it cleared up and we decided to call it a night. This, in spite of the heavy seas and strong winds. I had confidence in my Caliber as I was approaching the fifth year of my world voyage, and my beloved Blue Alligator had always served me well. So at 0400, we went below to take a well deserved rest, quickly falling sound asleep. That's when it happened...

I was abruptly awakened by the roar of what sounded like an oncoming freight train. Before I had

time to react, my world was literally turned on its side. What used to be the cabin sole, was suddenly the vertical cabin side! I could hear the gigantic rush of water completely engulfing, knocking on beams end, and washing over Blue Alligator. In those seconds, I realized we were struck by a freak ocean wave. After rushing past, Blue Alligator immediately resumed her normal upright position.

In hearing, feeling, and knowing the full fury of that rogue wave, I quickly scrambled out of my berth. With heart racing I rushed topsides expecting the worst. I envisioned finding the deck washed clear of my mast, rigging, and sails.

I was shocked to see Blue Alligator happily sailing along with absolutely no sign of what had just transpired. It was then I understood, even more, the value of my heavy weather rig.



Heavy Weather Rig

My rig presented a perfectly balanced sail plan that kept Blue Alligator from rolling off course where the wave could have done more damage. Plus, it's all inboard and high off the deck. The force of that giant wave simply washed entirely OVER Blue Alligator's deck and UNDER the sails!

Furthermore, the strength of this rig was clear. With all the load points supporting the mast, it easily withstood the violent action caused by this breaking wave.

In recounting this story a few months later, I realized the significance of what I did next-- I went below, battened down the companionway, and went back to sleep. What better vote of confidence could there be.



--Christiane Thuraine SV Blue Alligator

A matter of degree-- where a small change, makes a big difference.

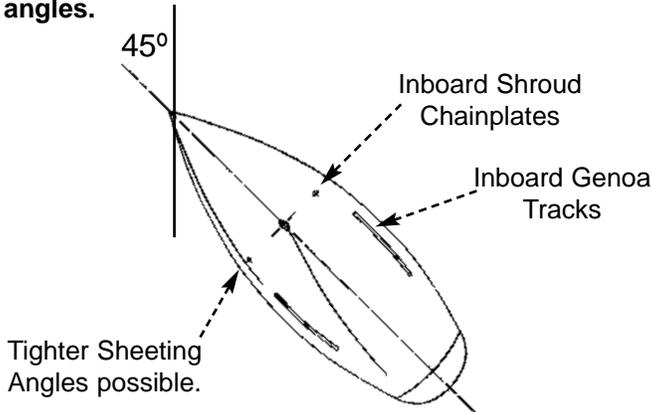
At Caliber, we believe that a true offshore cruiser should be expected to have good windward performance. So we have taken the extra steps required to get the headsail sheeted in properly

when the need arises. It's important to get the sheeting angle right when going to windward, as a small difference has a big effect on those long offshore beats to windward. Hence, inboard genoa tracks and chainplates are standard equipment across the entire LRC Series of yachts.

Inboard Genoa Tracks & Chainplates

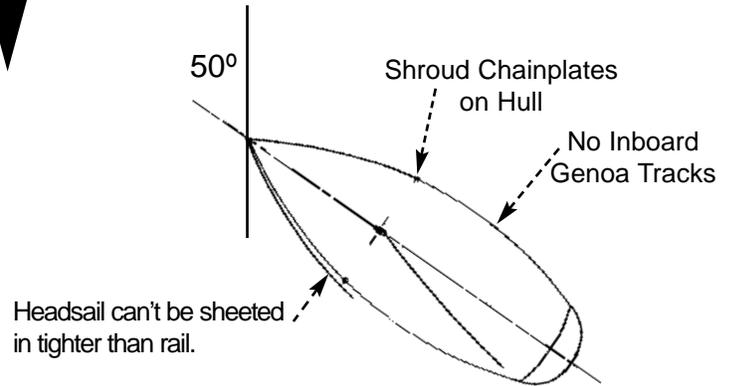
With

Tacking Angles of 85° - 90° Inboard Shrouds and Genoa tracks mean higher pointing ability. VMG is up to 30% greater because of decreased tacking angles.



Without

Tacking Angles of 100° - 110° resulting in overall VMG down around 30% because of increased tacking angles.



Full Length Skeg for more powerful control and strength.

The Rudder/Skeg Combination is an important element of the Caliber steering system. A full length structural skeg, located directly in front of the rudder, has many advantages.

For one, the stall angle of the Rudder is substantially raised. Especially during times when it is needed most- in heavy seas, or tight docking situations. A more powerful turning moment can be

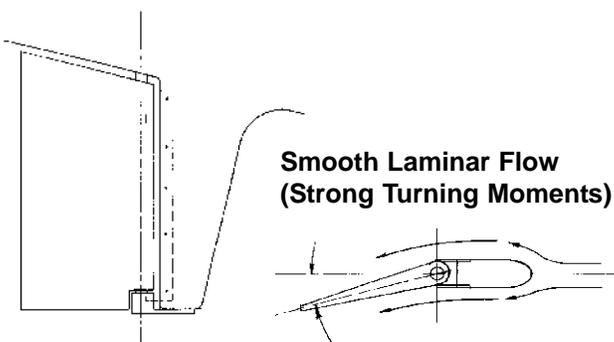
generated because a skeg will increase the stall angle of the rudder substantially which results in higher turning moments.

The skeg also gives additional protection to the rudder. Adding a third, structural bearing at the lower end, which also helps reduce vibration.

A skeg allows the water to sweep past across the rudder in a more gentle fashion. This not only increases the stall angle, but also helps reduce that annoying rudder flutter feedback that transfer to the helmsman.

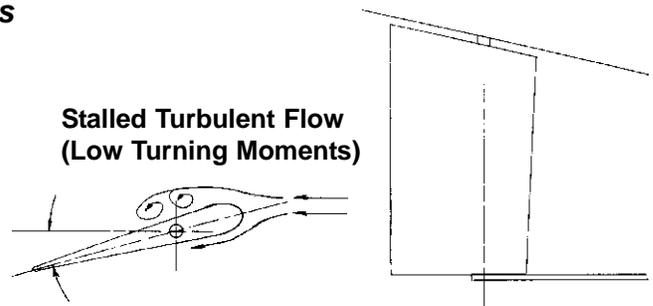
Rudder/Skeg Combination

Rudder/Skeg Combination



versus

Spade Type Rudder





ON DECK



SAFETY, COMFORT, AND CONVENIENCE ON DECK.

The cockpit design maximizes safety.

The roomy cockpit is designed for safety, comfort, and efficiency. High back supports are built into the seats plus the cockpit's coaming tops are extra wide creating nice seats too. For extra security both the bow

and stern pulpits are extra long completely enveloping the cockpit and the foredeck.

At the stern, a boarding platform makes it simple to board a dinghy or take a swim. The platform's folding ladder can be deployed from the water, allowing safe, quick access, even for an unassisted swimmer. A hand-held shower provides a rinse-off right on the platform without getting the deck wet.

The transom is a closed designed to not only protect the cockpit from following

seas, but it's specifically designed with angles to give the entire surface extra strength. Immediately forward of the transom are the heavily glassed in timbers of the Triple-Support Rudder System™ making the entire transom extremely strong.

The deck layout maximizes control.

For short-handed, or single-handed sailing, all sail control lines are led aft to the cockpit. All winches are self-tailing for one-handed use. Even mainsail reefing, an awkward chore on many boats, is quick and easy on the 40LRC, thanks to our single-line auto-reefing system with cockpit controls. The primary genoa winches are specifically placed so they are easily reached by the helmsman or crew.

The T-shaped cockpit accommodates an extra-large diameter wheel, to allow the helmsman to sit off to the side for a clear view of the sails. With the cockpit's generous proportions, there is room for the tallest sailor to relax. An insulated cockpit icebox keeps cold food and drinks within

easy reach.

At the forward end of the deck, is a large foredeck locker which is not only able to contain the anchor rode, but there is additional room for storage such as fenders and docking lines.

Completely surrounding the entire foredeck is the an extra tall and extra long bow pulpit. This helps to make working the foredeck more secure.

Going to great lengths to insure your security on the foredeck and in the cockpit.

At Caliber, we take the issue of security seriously. And to help you feel extra secure, whether it be in the cockpit or working the foredeck, we have extended the bow and stern rails far beyond what is standard for the industry. The Caliber Safety Sea Rails™ wrap the cockpit and the foredeck, so you can be wrapped in safety.

Caliber Safety Sea Rails™



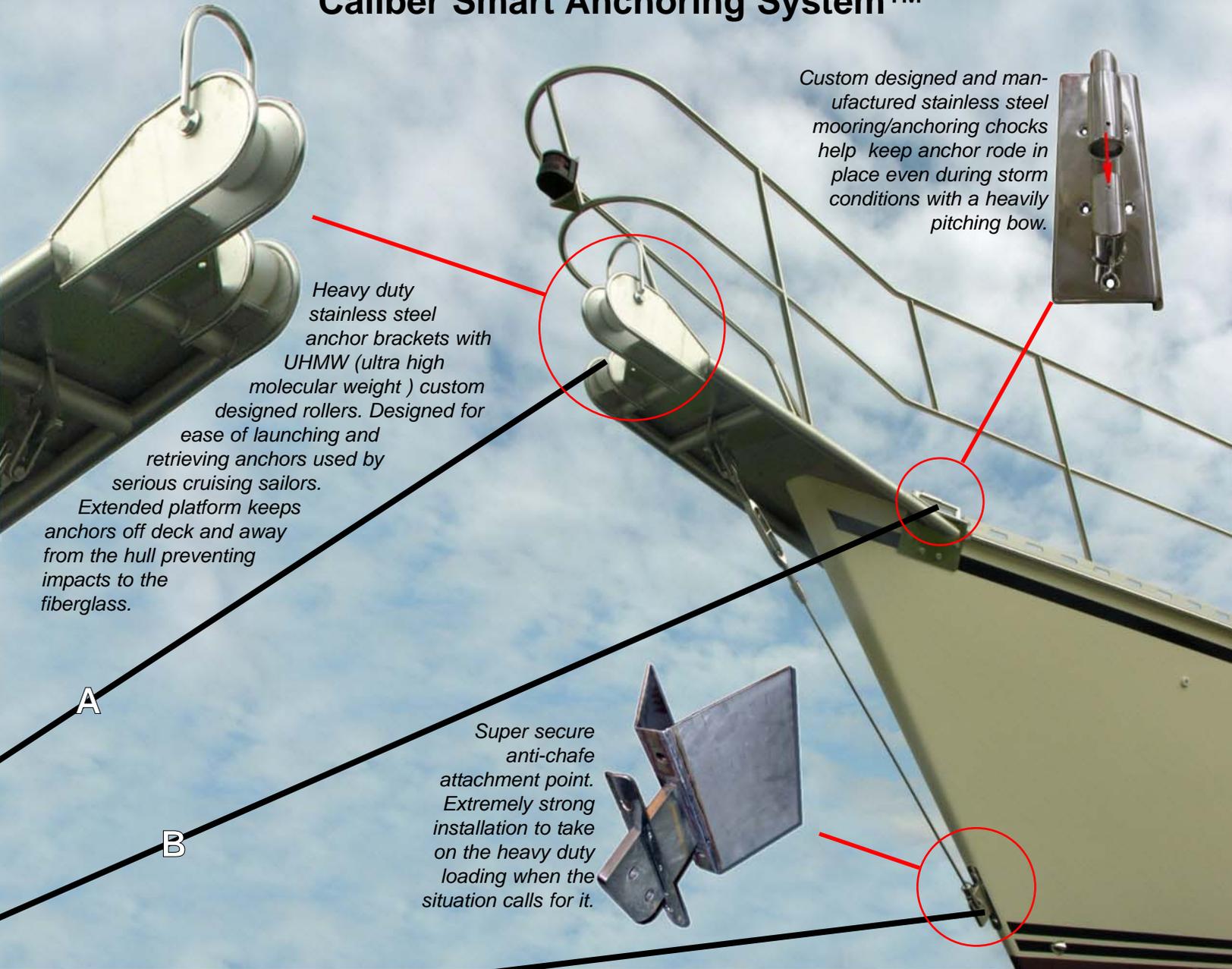


Smart Anchoring System™..
Rest assured, we took care of the details. All you have to do is to get a restful night's sleep.

Caliber owners are serious sailors. And part of serious sailing is having a serious anchoring system. We know that security on the hook

results in securing a good night's sleep. You can rest assured with the Caliber Smart Anchoring System™. A system that will help provide you with everything you need to stay securely in place even during the worst storm conditions. There is an unique anti-chafe anchoring point, perfect for when the conditions warrant. A point of attachment that is low on the hull, and on center, to help reduce the effects of "anchor tacking."

Caliber Smart Anchoring System™



Custom designed and manufactured stainless steel mooring/anchoring chocks help keep anchor rode in place even during storm conditions with a heavily pitching bow.

Heavy duty stainless steel anchor brackets with UHMW (ultra high molecular weight) custom designed rollers. Designed for ease of launching and retrieving anchors used by serious cruising sailors.

Extended platform keeps anchors off deck and away from the hull preventing impacts to the fiberglass.

Super secure anti-chafe attachment point. Extremely strong installation to take on the heavy duty loading when the situation calls for it.

A. Specially design rollers for raising and lowering anchors that help prevent rode chafe and anchor line jumping.

B. Average Conditions Anchor Point through the specially designed anti-jump chocks.

C. Chafe Free Anchor/Towing point located low and on centerline. Perfect attachment point for storm anchor conditions, sea anchor , and emergency tow point.

Caliber Seaworthy Boarding Platform and Cockpit

1. Hand held shower mounted on transom can be used without splashing deck or cockpit.
2. Swim ladder is designed to be self-deployable by swimmer for safe, quick, and easy recovery of man overboard.
3. Extra wide coaming seat tops for sitting comfort.
4. Full length cockpit seats to stretch out on.
5. Port and starboard boarding gates with secure locking pelican hooks.
6. All halyards and sheets lead aft for safe sailing from the cockpit
7. Caliber Safety Sea Rails™(not shown) are extra tall and extra long for security in the cockpit or on the foredeck.
8. Flat stable platform at the proper height from which to board a dingy.
9. Line hangers to store store excess halyards, sheets and lines.
10. Platform designed with faceted angles for strength against following seas. Additionally rudder supports are bonded to inside of transom for tremendous strength.
11. Twin (not split) backstays for backup reliability, plus makes accessing platform easier.
12. Large comfortable stern rail seats unobstructed by backstays.
13. Primary jib sheet winches within easy reach of helmsman.
14. Cockpit icebox for convenience.
15. Flush mounted and plexiglass protected engine instrument console near the helmsman.
16. Stainless steel dorades and guards are standard equipment.
17. Ergonomic designed seats for comfort.
18. Gas-assisted lift hatch for engine room access.
19. Inboard genoa tracks for more efficient windward performance.
20. Full-length slotted toerail for sheeting blocks, fenders with added extended rubrail for hull protection.



40LRC SEries Shown

Not only is *more* better, but *where* is better too.

Ventilation on the Caliber 35LRC SERIES yacht is simply outstanding. She has eleven opening portholes-- Ten on the cabin sides and an extra porthole in the cockpit for aft cabin cross-ventilation. There are five overhead hatches, and two deck cowl ventilators providing ventilation at all times. An extraordinary number of air flow openings.

Yet, quantity isn't enough. Air needs a method of traveling in-and-out for ventilation to

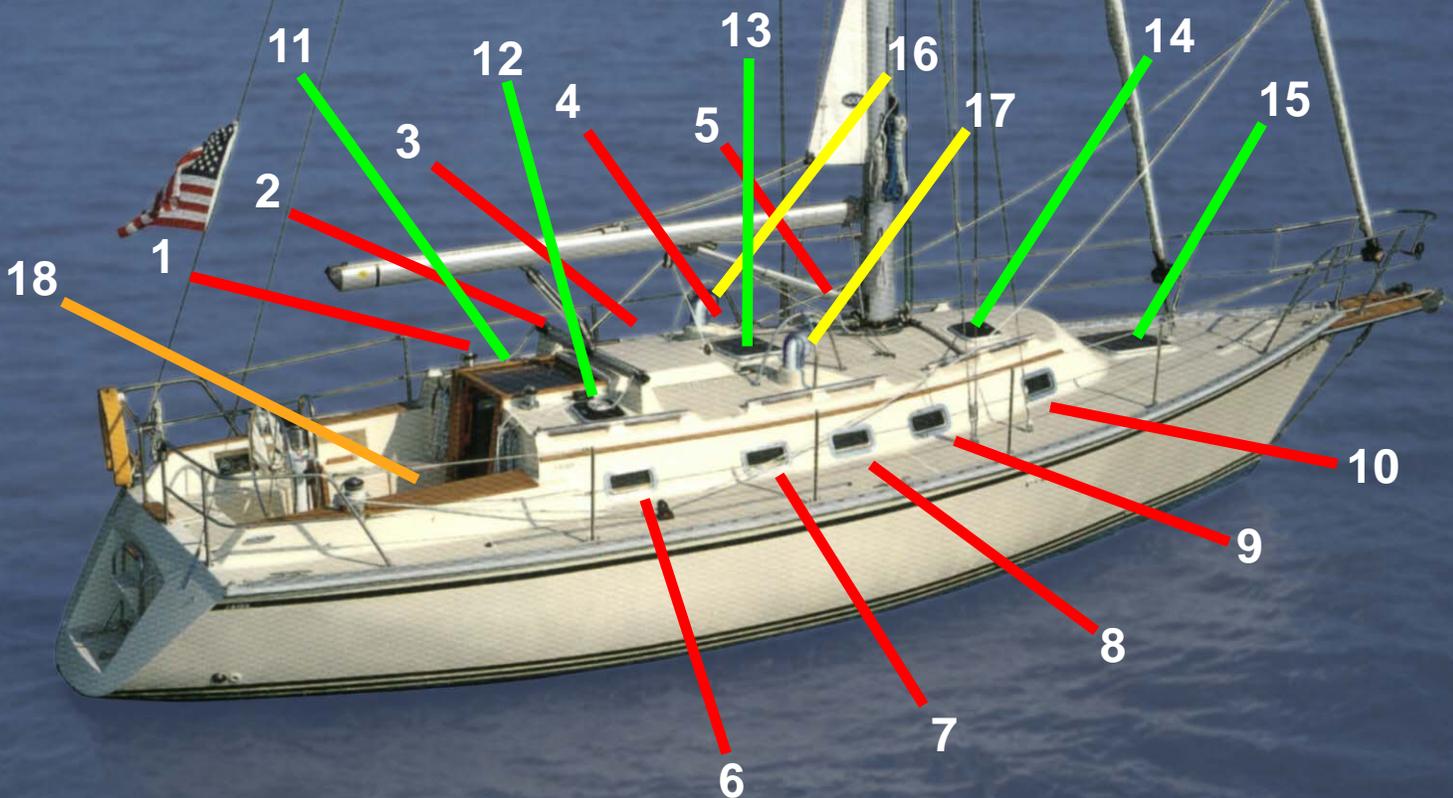
be most effective, the very definition of cross ventilation. The ability for air to flow through a cabin area requires openings which are strategically located to keep the air moving. This is true whether on the hook, under sail, or at the dock.

At Caliber, we have designed the air to flow through the yacht's interior into all of the cabins, all of the time. No air is ever trapped and left to stagnate. It's the essence of the Caliber Smart Cross-Ventilation System™.

Furthermore, these openings let light in too. This, in combination with the all teak interior, creates a remarkably livable yacht.

Caliber Smart Cross-Ventilation System™

Caliber LRC SERIES of yachts sets an industry benchmark with its careful design of a ventilation system all serious cruising sailors demand. Twenty-four carefully placed openings supply cross-ventilated airflow.



CONSTRUCTION



WHAT GOOD IS SUPERIOR YACHT DESIGN WITHOUT SUPERIOR CONSTRUCTION?

Exceptional engineering and craftsmanship make durability one more of a Caliber's impressive attributes. Following are just some of the construction product features that set the Caliber apart from other yachts.

Solid Fiberglass Laminates

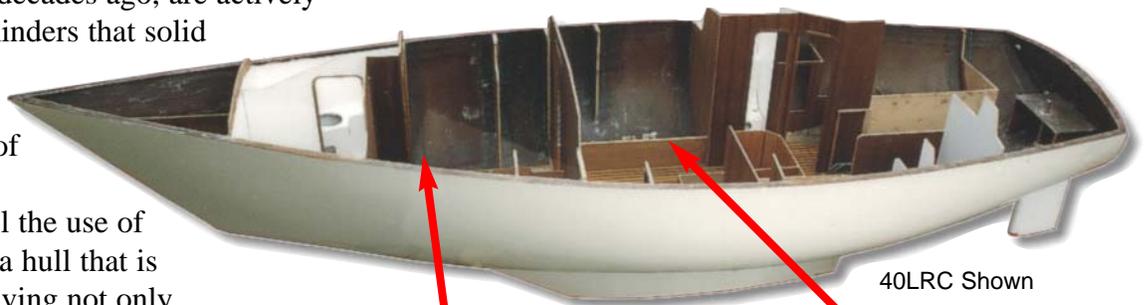


Withstanding the Test of Time -- Heavy Solid Fiberglass Hull Construction.

At Caliber, we believe serious offshore sailing passages should not be the proving ground for the latest high-tech fabrics, sandwich core, or exotic resins. We stick to a construction method as old as the creation of fiberglass with its proven track record. The first fiberglass boats built many decades ago, are actively sailing today. Constant reminders that solid fiberglass hulls, built with heavy woven roving fabrics, have stood the test of time.

Other builders may extol the use of the latest materials to build a hull that is lighter *but* just as strong. Saving not only weight, but labor and material cost too. But at Caliber, we stick with the heavy, strong, labor intensive, solid construction method that serious offshore sailing demands.

A heavy woven roving glass laminate creates a thick panel which increases strength. Just bang the hull of a LRC SERIES yacht, and compare it to others. Common sense will tell you what you want to be at sea on.



40LRC Shown



Why Calibers don't suffer from stress.

Don't look for a pre-fab fiberglass liner inside a Caliber. Instead, look at how we've integrated dozens of interior members into the hull to take on the stresses of wind and water.

The interior of a Caliber is hand-crafted for strength, not mass produced from glass liners and glass components. All our bulkheads are individually taped in place top to bottom, bow to stern, throughout the entire hull. In addition, from the floor stringers and the subsole, to berth tops and shelves, everything is solidly hand-laminated to the hull. Such thorough lamination is virtually impossible when installing large fiberglass liners or fiberglass components.



Our Multi-Bulkhead Bonding System™ is a painstaking construction method but it adds greatly to a Caliber's durability and seaworthiness. A Caliber is able to carry the load of stores for offshore voyaging, and the loads of the sea.

Multi-Bulkhead Bonding System™

Individual bulkheads being thoroughly taped, top-to-bottom using Caliber's labor intensive method of construction. It can't be beat for strength. Bulkheads, shelves, berth tops, furniture, etc. are bonded in place without obstructions. No other method of construction is better for adding strength to the hull.



40LRC "Mirador"

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

Hurricane 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. Ten foot breaking seas prevented 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



Like new, a few months after the hurricane.

to dodge other boats and reefs around me. I faced a tough decision at 5AM. Though I knew it was going to be risky, it was my best option- I decided to deliberately beach my beloved Mirador in the



Caliber Multi-Bulkhead Bonding System™

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.

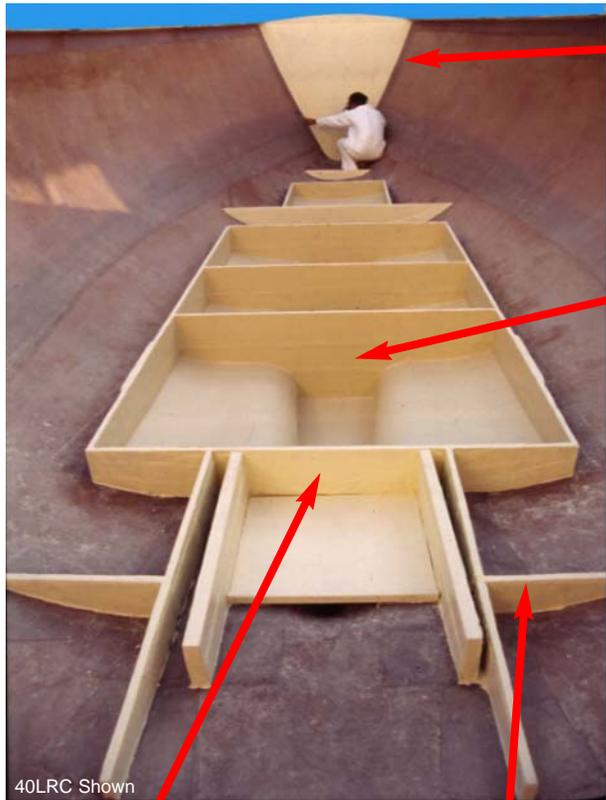
I immediately set the genoa and after 30 minutes of Mirador being lifted and violently deposited directly and squarely on her rudder and skeg, she was free. Upon anchoring Mirador I inspected the bilges, engine room, and rudder shaft.

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 and rudder system.

--Jerry King, SV Mirador



Integral Strength-Grid System™



Extra heavily bonded Watertight Collision Bulkhead.

Integral Tanks create double bottom safety effect.

40LRC Shown

Extra heavily bonded Integral Tanks add additional strength to floor stringers system.

Sub-sole to be bonded to stringers and taped around its entire perimeter to spread loads.

Our Integral Keel, Tanks, and Sub-sole enhances structural integrity.

The internal keel, tanks, and sub-sole on a Caliber are actually *integrated* as part of the hull. The keel is not just bolted on, the tanks are not just dropped in place, and the sub-sole doesn't just support furniture, . Each object is *heavily bonded* into place and tied together. We call this method our Integral Strength-Grid System™. A system where keel and primary sea loads are spread evenly over large hull surface areas. Compared to the other boats, our integrated structure offers many significant advantages:

- ✓ A deeper bilge prevents water from sloshing into lockers while the boat is heeled.
- ✓ No external keel bolts to maintain or cause leaks.
- ✓ Weight of keel and primary sea loads are evenly distributed throughout grid structure.
- ✓ Integral tank structure enhances the hull's strength. Serves as a double bottom that can prevent flooding if the hull is holed.

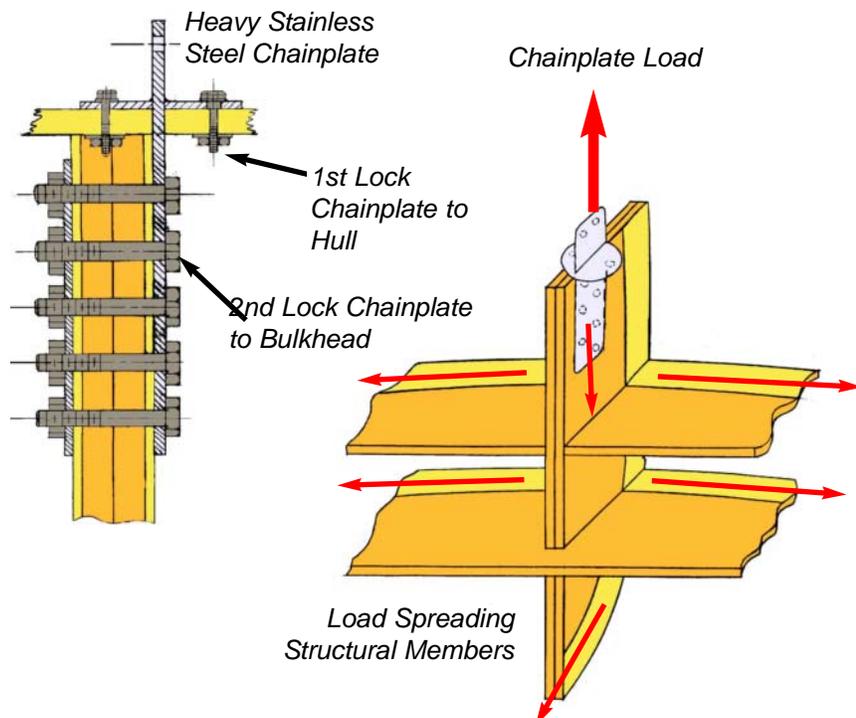
How our Chainplate System shares a heavy load.

When a boat is under sail, her stays and shrouds are under tremendous tension. On many boats, the load on these mast supports is carried by chainplates attached directly to the hull. But there's much more to the chainplate system on a Caliber.

We anchor each chainplate with stainless hex bolts to a massive thick bulkhead, which is thoroughly bonded to the hull over its entire height. We go to all this trouble so that the load on the chainplates is dispersed throughout the hull, not concentrated in small spots. And our Double-Lock Chainplate System™ strengthens the deck to the hull connection, preventing potential chainplate leaks.

We then set our chainplates inboard on the deck, to allow tighter sheeting of the genoa when close-hauled to windward for better performance, plus easier passage fore and aft on the deck.

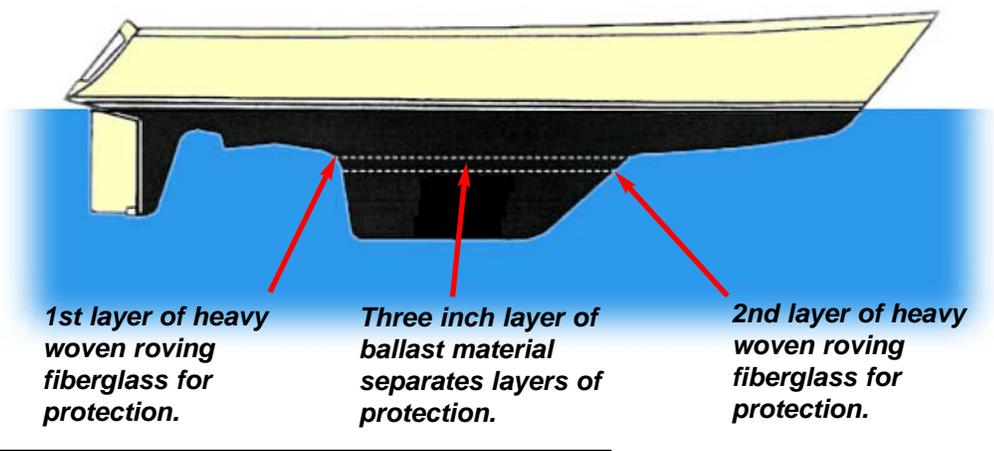
Double-Lock Chainplate System™



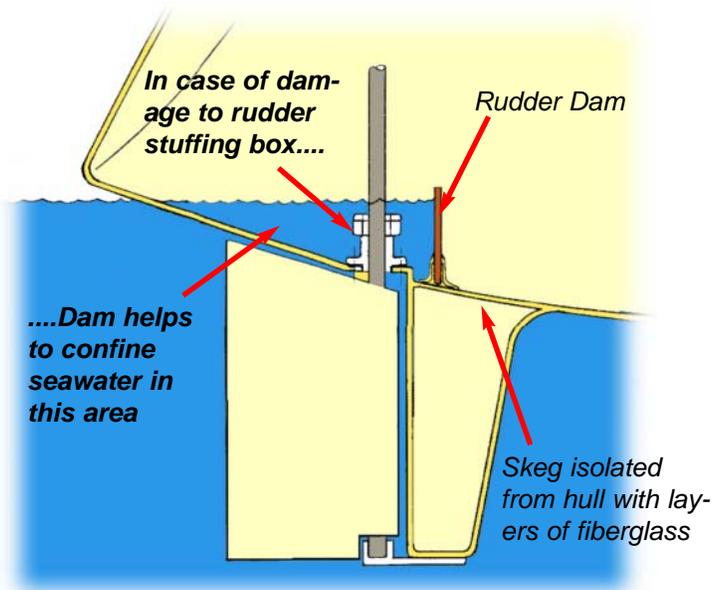
For serious reliability, two is always better than one.

The Caliber keel is not only molded into the one piece hull for added strength, but it is also double laminated on top with two independent layers of heavy woven roving, separated by a three inch layer of ballast material. If damage occurs to one layer, then the backup layer will help prevent water penetration into the hull.

Double-Seal Integral Keel™



Water-Tight Rudder Dam



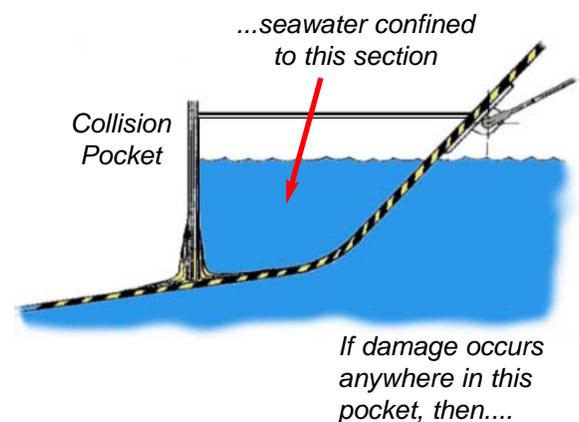
A small feature that could make a big difference.

In the unlikely case of any damage to the rudder stuffing box, we've added a protective barrier that will help to prevent flooding. It's our Water-Tight Rudder Dam. A small feature that has big potential. Temporary repairs can be made until a haulout is feasible because this dam will help to confine seawater to a volume behind the dam. Just another small detail that is part of what makes the LRC Series a serious yacht for serious sailors.

For extra protection in case of collision-- Nothing beats this pocket.

Although not a common occurrence, collisions with submerged or floating objects are possible. Caliber believes that any serious offshore yacht should have additional protection in case of this event. A Water Tight Collision Pocket is heavily taped in place in the bow sections of the hull. In case of damage to this area, this pocket may help confine the seawater. It's a significant features that makes a Caliber ready for serious offshore cruising.

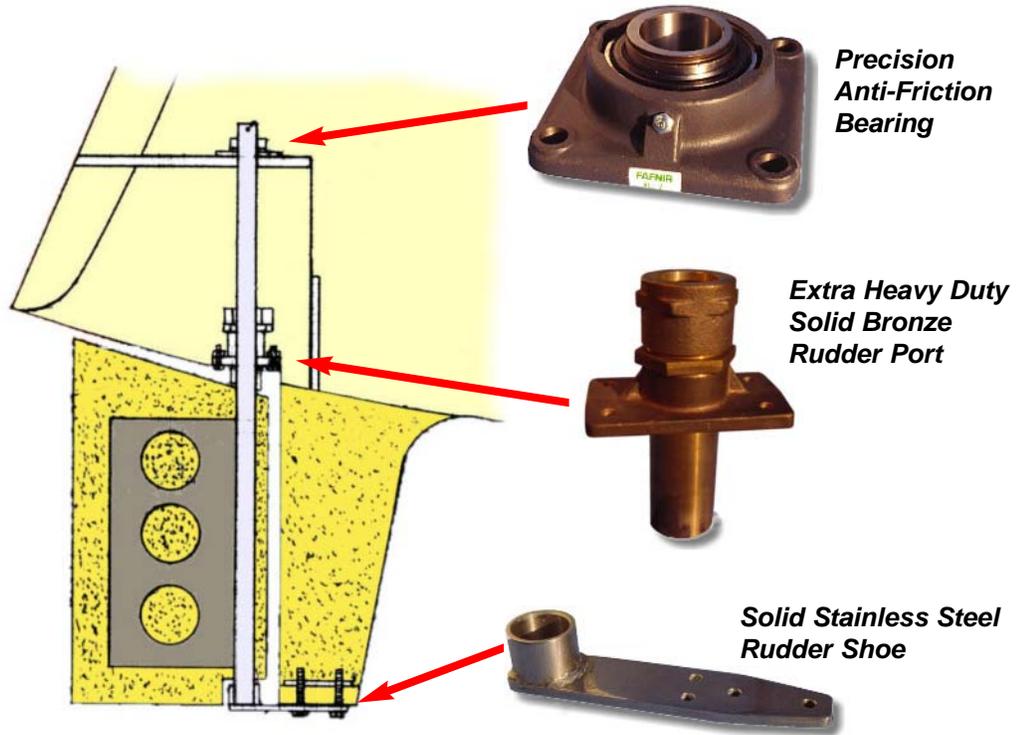
Water Tight Collision Pocket



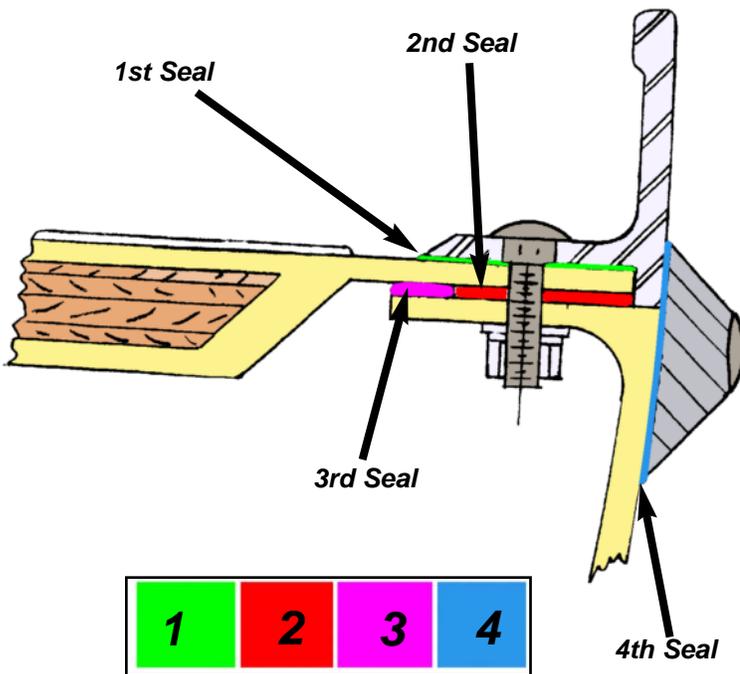
A rudder that's easy to maintain, but extremely difficult to damage.

The rudder is the most vulnerable appendage on any boat's hull. At Caliber, extra measures are taken so that rudder systems are strong and well-protected. The rudder's steel core is welded to a shaft of solid 2" diameter stainless steel. The Triple-Support Rudder System™ shares the rudder's load among three bearings -- One more than on most boats. For ease of maintenance and protection from corrosion, the upper rudder bearing, which supports most of the rudder's load, is housed inside the hull. Our structural skeg not only supports the lower end of the rudder and shaft, but helps shield the entire assembly from damage in a grounding.

Triple-Support Rudder System™



Quad-Seal Deck to Hull System™



Our four-way deck-bonding system builds in strength and shuts out water.

Like most sailors, we can't abide a weak, leaky boat. That's why we take four steps to join and seal the Caliber's hull to deck. These steps make our Quad-Seal Deck to Hull System™ extremely strong and dry:

- ☆ An aluminum toerail is bonded to the hull and deck with polyurethane and thru-bolted with 1/4" stainless steel bolts set at six-inch intervals.
- ☆ A tough, waterproof polyurethane adhesive chemically bonds the hull and deck.
- ☆ A waterproof Co-Polymer sealant ensures a watertight flange.
- ☆ A Stainless Steel striker fastened onto the rubrail provides an additional moisture seal, and protects the hull around pilings and docks.



Main Salon Looking Aft



Aft Cabin Closed for Privacy

INTERIOR



**SIMPLE ELEGANCE--SPACIOUS
ACCOMMODATIONS GRACIOUSLY
APPOINTED IN HAND-CRAFTED TEAK.**

Caliber Yachts takes the Series (Simple Elegance Series) to new levels of luxury never before found on American built yachts. Within the all teak interior, from the hand-crafted soft headliner, to the premium gloss finish of the teak and holly sole, Caliber uses no labor saving cold, hard fiberglass to disturb this truly livable yacht.

A step below deck and you'll immediately feel the warmth of the hand-selected, hand-varnished teak that completely surrounds you. Furthermore, the same attention to design that made the 35LRC SE so enjoyable topsides, makes her eminently livable below.



Looking Forward Into Main Salon



Main Salon-- Fold away bulkhead table creates space for entertaining guests or for quiet relaxation.

The Main Salon takes full advantage of the wide beam to provide an expansive main living area. With the table up, this area provides a nice place to sit and relax, have a drink, watch TV, or read a book. With the bulkhead table (wine and magazine rack behind) down, it creates the perfect area for dining with a large group when the occasion arises.

Storage in the main salon abounds. There are large storage lockers under, behind, and above both the port and starboard settees.

When extra guests arrive, the port L-



Large Dining Table in Down Position

shaped settee easily converts into a large single berth, or can be used as a small double.

Optional teak hull panels makes this even a more warm and inviting living area.



Pure Luxury-- Two private sleeping cabins, each with large double-berths.

The 35LRC Series offers two private sleeping cabins, both with private access(see page 23) to the large forward head.

The forward cabin is a true stateroom featuring an extra large V-berth. It is 6' 10" long and 6' 2" wide. This stateroom features a cedar-lined hanging locker with shelf above, three drawers below the berth, and drop-in storage also below the berth. Optional teak hull panels create a warm and cozy atmosphere.



Private Forward Cabin with Extra Large Double V-berth. Dimensions: 6' 10" Long x 6' 2" Wide.



Convertible (Open / Private) Aft Cabin with Large Double-quarterberth with dimensions of 6' 9" Long x 4' 1" Wide

The private aft cabin features a large double-berth which can also perform as a secure sea berth on long offshore passages. It is 6' 9" long and 4' 1" wide. This cabin has drop-in locker storage under the berth.

During the day this area, and in conjunction with the nav station, is part of the open main cabin living area. Yet, at night using the cleverly designed shutter and bi-fold doors, this can be turned into a private cabin for sleeping. Furthermore, access to the head is also possible without disturbing the occupants of the forward cabin.



Large and Efficient U-shaped Galley



U-Shaped Galley-- Luxury in teak with loads of practical storage.

A gourmet cook will appreciate this galley with its LPG stove with oven, a large and heavily insulated top loading refrigerator/freezer box, large premium double

stainless steel sink, lots of storage for food and utensils, and a U-shaped counter for space to prepare meals.

Ventilation was a priority in the design of the galley. Flow-through ventilation is accomplished with a dedicated overhead hatch, portholes and the location beside the large companionway opening.

As with all LRC SERIES yachts, every conceivable spot is used for storage so no volume is wasted. Even the bottom step of the companionway stairs (number 12 in photo to right) is used to store the garbage bin where it's hidden away out of sight, yet convenient to use.

The icebox/refrigerator is super-heavily insulated with a 4" layer of premium two-part mixed (not glued on panels) expandable foam that fills every void-- the best method of insulating for maximum energy efficiency.



Every available cubic inch is used for storage.



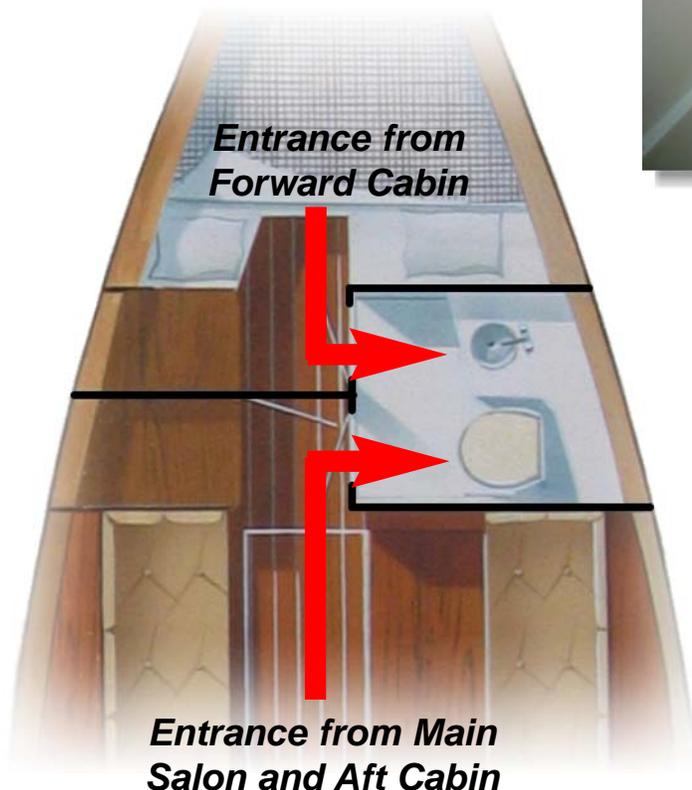
Extra large forward head with two-way accessibility.

The private enclosed head is uncommonly large and allows plenty of room for showering. A dedicated overhead hatch and opening porthole allows for cross-flow ventilation.

A unique feature of this head is dual accessibility. There are two entry doors. One for private access from the forward cabin. Another with access from the aft cabin/main salon.

There are storage cabinets above the countertop and a storage locker below.

To make cleaning and maintenance easy, these are the only interior areas that are built using fiberglass components.



Premium quality hoses, and solid PVC piping help reduce the mildew odor usually associated with marine discharge systems. Additionally, for further odor prevention, the large holding tank for the WCs is located well forward in the bow of the yacht where it is completely isolated from the rest of the yacht interior with extra fiberglass laminates.



A Dedicated Nav Station-For the SERious navigator.

The dedicated navigator's station, located aft near the companionway, gives the navigator a secure location to plot a course and to monitor the electronics.

There is extra space to accommodate a full range of electronic navigation equipment on the drop-down mounting surface designed for this purpose.

As in other areas of the 35LRC Series yacht, every available cubic inch is turned into useable storage. The working surface of the chart table is large enough to make chart reading and plotting easy. The lid raises for instrument and chart storage.



Light-- Day or night. Simply outstanding.

At night, or during the day, a serious cruising yacht needs plenty of light. The LRC Series delivers. Specialty lights are placed throughout the interior. There are 19 individual lights in total. Six dome lights, and six underdeck lights are placed throughout the interior for general purpose white lighting. When needed, the dome lights are capable of red illumination for night running. Additionally, there are six spotlights placed specifically for reading. A chart table light rounds out the combination.

During the day, a multitude of



Red Light

White Light



Dedicated Nav Station with Swing-out Seating.

openings are located in every cabin that lets in an abundance of natural light (Page 13). What's more, the overhead hatches are available with a quick way to adjust them. Depending upon what the conditions outside are, they have custom installed

Skyscreens in each one to adjust. This allows quick adjustment of not only a built-in sun and privacy shade, but also an insect screen is included.

From darkness to a completely sunny day, a Caliber LRC Series puts you in full control of how much light you desire inside.



Built-in Skyscreen™ System

Sturdy double anchor roller platform forms the basis of the Caliber Smart Anchoring System™. See page 12.

Divided locker for storage of fenders, mooring lines, and gear. Plus, second area for anchor rode which is designed for non-binding chainfall.

Forward cabin stateroom features loads of storage options above and below the berth. Above the berth is a bookshelf with book bar to keep books secure. Below berth are drop-in storage lockers and drawer storage. Large cedar-lined hanging locker rounds out the storage options.

Extra large V-berth is 6' 10" long x 6' 2" wide.

Main salon takes full advantage of the maximum beam and headroom by creating an extra roomy space for living.

Extra large head area with plenty of room to move about. Unique arrangement allows private access from both the forward cabin and main salon/aft cabin.

Large, efficient U-shaped Galley offers abundant storage and room to prepare sumptuous meals. Dedicated garbage bin built into companionway steps for out of way storage.

Large bulkhead mounted table for large dinner gatherings. It can be folded out of the way for a spacious entertaining area or for relaxing in spacious comfort.

All serious offshore cruisers should have a dedicated, well engineered engine and equipment room. All major equipment is easily accessible. Having a dedicated engine room allows more storage in the interior living spaces.

Dedicated navigator station out of the way of traffic, and next to companionway. Can accommodate an array of electronics, charts, and instruments.

Private, convertible aft stateroom accommodates a couple in comfort. During the day, cabin is open to the main salon. While at night, it can be closed off for privacy. Large drop-in storage bins are under the berth.

Safety Boarding Platform adds convenience and safety without sacrificing seaworthiness. It's extra strong with the addition of substantial structural rudder supports bonded to it inside the hull. Incorporated is a self-launching boarding ladder deployable by a person in the water.

ENGINEERING



LONG RANGE SYSTEMS-- EXTRA FEATURES FOR EXTRA PEACE OF MIND.

Cruising the open sea is one of life's great adventures. But as experienced blue-water sailors know, the fun can easily be dampened by nasty surprises. Such as violent weather. Uncooperative winds. Weak battery power. Questionable water supplies and fuel rip-offs at out of the way places. Fortunately, for the owner of a Caliber LRC Series yacht, such difficulties aren't so disheartening. That's because we've designed our systems for long range capacity and dependability. Giving you more freedom, confidence, and control at sea.

Fuel and Water--More capacity means less worry.

The 35LRC Series yacht hauls an amazing 105 gallons of water and 120 gallons of fuel. With



Newport - Bermuda	700 NM
Bermuda - Azores	2,000 NM
Azores - England	1,300 NM
Seattle - San Francisco	700 NM
San Francisco - Hawaii	2,000 NM
Hawaii - Tahiti	2,500 NM

capacities like these, a Caliber owner won't constantly have to top up at foreign ports, where the fuel and water prices may be high, and quality suspect.

Since the fuel tanks hold 120 gallons, this extends her motoring range many hundreds of miles beyond other boats in her class. When becalmed, or when a storm is threatening, this 35LRC Series yacht can motor vast distances to reach more favorable conditions for sailing.

As further assurance against trouble, the LRC Series is equipped with dual tanks and dual filters

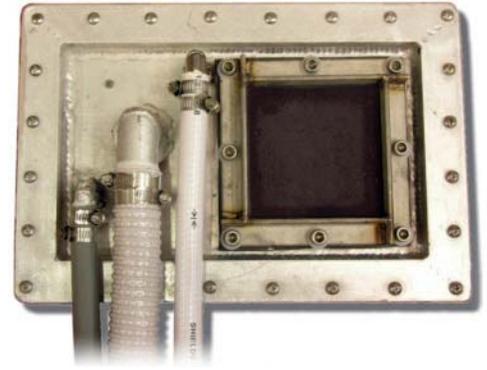
Caliber Long Range Tank Capacity



Few 35 footers can rival the LRC SE's tank capacities-- An amazing 120 gallons of diesel fuel and 105 gallons of fresh water.

for both fuel and water systems. What's more, a feature of the new Caliber Smart Fuel System™, is an intelligent auto-routing of the fuel allowing the switching of fuel delivery systems with a simple flip of levers--Even while underway. As part of the new system, extra filters and a backup electric fuel pump are standard.

Caliber has incorporated clear plexiglass viewing ports so you can do just that-- View your tanks. Not only can you get an approximation of the level remaining, but also you can look inside to make sure all is right. A factor that will reassure you that you have a reliable source for when you need it. When it comes time to annually polish your tanks, there is no better way than through the oversized inspection plate which is removable for this clean-out process.

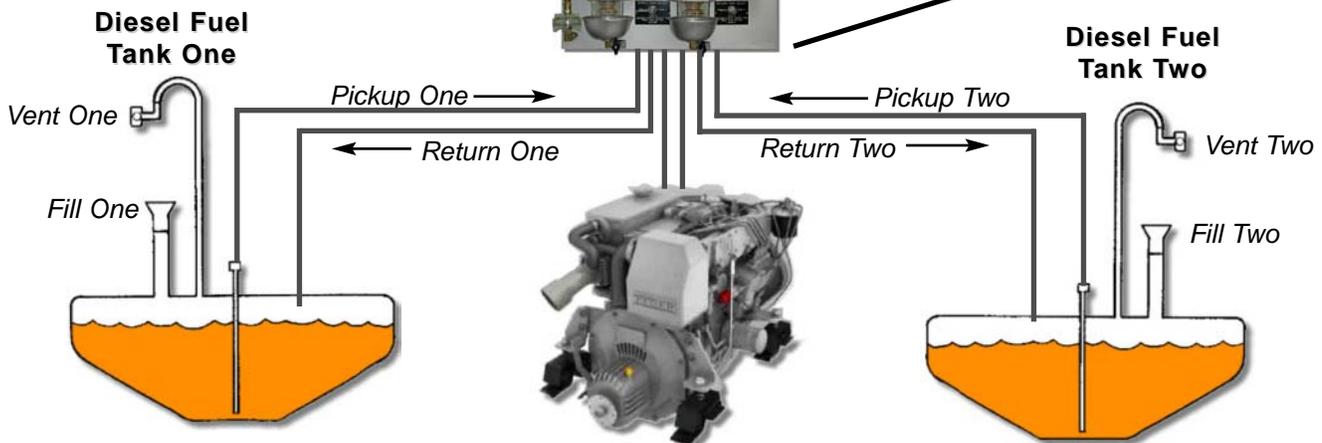


**Seeing is Believing--
Caliber Easy-View™
Tank Inspection
Plates.**

There is no more reliable gauge of the condition and level of fuel or water tanks than your eyes. With the LRC Series of yachts,

Caliber Smart Fuel System™

- ✓ Special intelligent auto-routing of fuel allowing rapid filter selection even while underway.
- ✓ Unprecedented fuel capacity with dual delivery system to multiple tanks (three tanks).
- ✓ Electric fuel pump backup safety fuel feed.
- ✓ Electric fuel pump for diesel fuel polishing (filtering).
- ✓ Vacuum gauge to monitor filter condition.
- ✓ Three coarse fuel pre-strainers.
- ✓ Two hi-capacity independent Racor 500 fuel filters.
- ✓ Dual pick-up tubes each tank for polishing and cleaning fuel.
- ✓ Easy-View tank inspection plates.
- ✓ Special overfill protection vent system.





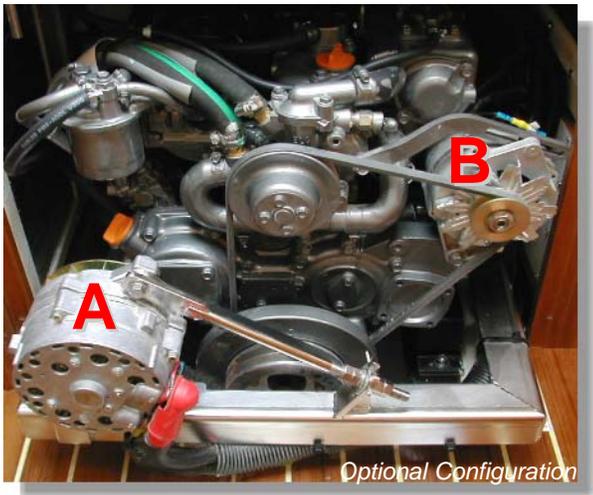
Need extra power and extra reliability? The answer--Caliber Smart Electrical System™

Today's sailor-- who can have a plethora of navigational electronics and convenience appliances-- Needs a lot of power.

Addressing this issue is the Caliber Smart Electrical System™. A valuable feature on a yacht that depends upon reliable electrical power as increased performance in a marine electrical system is not as simple as adding additional batteries. For heavy duty marine purposes, the solution starts with a power system that employs the latest in marine electronics technology.

Deep cycle marine batteries require specialized monitors and charging equipment to be able to supply their potential power reliably and safely.

A first step is the removal of the standard type automobile alternator that generally comes with marine engines. It's replaced with a high-output, small frame alternator capable of producing 110 amps of charging power. To take advantage of this increased alternator power, two very large, high acceptance deep-cycle 200 amp AGM (Absorbed Glass Mat) marine batteries are



(A) High power output large frame alternator in addition to the standard (B) high output small frame alternator.

now a standard in the Caliber Smart Electrical System™ for the 40LRC Series model. These batteries are carefully located for great accessibility. Even more convenient, adding an extra optional battery is possible.

To make the high output alternator work efficiently and safely, there is a specialized "smart regulator" in the system. This regulator can be considered as the communicator between the batteries and the alternator. It controls



All digital electrical panel with extra space for additional electronics. A standard part of the Caliber Smart Electrical System™.

the charging power to the batteries in a sophisticated step sequence regulated not only by the voltage, but temperature too. These criteria are monitored for the optimal charging sequence. Should there be a malfunction in the system, it would be indicated by an error lamp and associated audio buzzer.

Battery charging while the engine is running is fully automatic and therefore does not require any manual intervention by the owner. If one should want to know the status of the charging regime at any time, a status lamp is incorporated in the smart regulator.

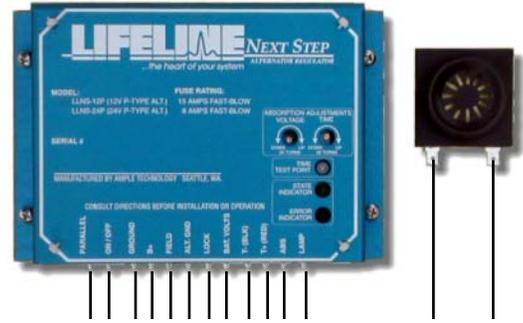
As an additional safety feature, the starting battery is isolated from the house batteries so no switching has to be remembered when starting the engine to charge all batteries. And, it's not possible to accidentally drain the starting battery while using appliances. Even in the unlikely event that the starter battery fails, there is an emergency parallel switch which makes it simple to transfer power from the house batteries to start the engine.

Furthermore, the electrical circuits are protected with a circuit protection device (CPD). Every circuit has to go through a main CPD. To help insure the protection of additional future equipment, there are additional positive and negative distribution posts creating convenient attachment points for optional electronics. For further safety, a main 450 amp manual switch is installed to shut down the entire DC house battery system quickly.

All these features, which make the electrical system safe and reliable, are incorporated as standard equipment with the Caliber Smart Electrical System™ package.

Caliber Smart Electrical System™

- ✓ Three large high capacity 4D AGM deep cycle house batteries
- ✓ One dedicated high output starter battery
- ✓ Small frame high-output alternator
- ✓ Smart engine regulator with temperature sensor
- ✓ Audio warning alarm
- ✓ Emergency cross over switch from house to starter battery
- ✓ Emergency master cutoff switch and breaker
- ✓ Auto-charging dual battery banks
- ✓ Dedicated distribution posts for additional electronics
- ✓ Special intelligent auto-routing of fuel allowing rapid filter selection even while underway.



A smart regulator. Just one part of a well-engineered electrical system.

Dedicated Engine Room-- Heart of a Serious Cruising Yacht.

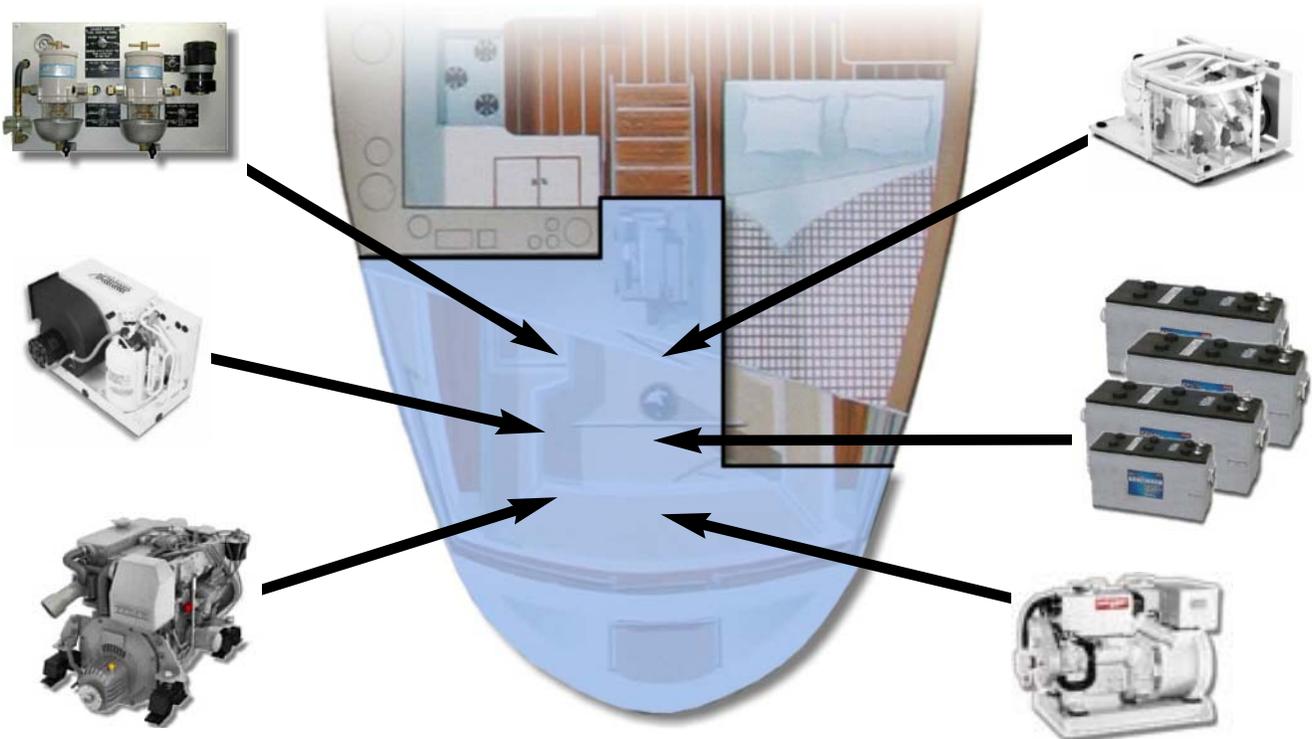
The engine room, so often neglected in other cruising yachts, is considered the heart of a LRC Series yacht. It is given the attention it deserves. It's designed with the utmost planning and attention to detail.

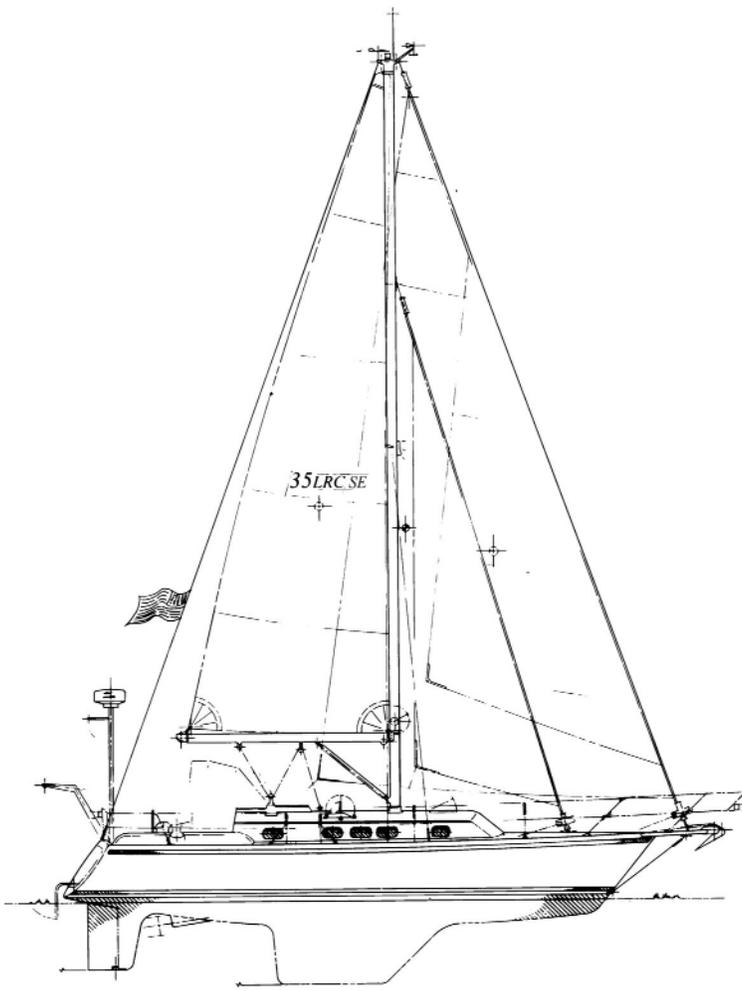
Where other yachts place major system components under sinks, buried in lockers, and under berths, taking up valuable storage space in

the living cabin areas, the LRC Series yacht major system components are primarily located in the dedicated engine room. This leaves extra room in the rest of the yacht interior for useful storage.

Within the engine room, there is space for an air conditioner, water maker, inverter, heater, etc. There is good access to all this equipment-- Including the diesel engine. The marine batteries, fresh water manifolds, Fuel Control Panel, steering system components, etc., all within easy reach. There is even room for a generator.

Dedicated Engine Room





LOA	35' 9"
LOH	33' 10"
LWL	29' 10"
Beam	11' 4"
Standard Draft	4' 6"
Headroom	6' 3"
Displacement	13,100 Lbs.
Ballast	6,100 Lbs.
Sail Area	563 S.F.
P	39.25'
E	12.00'
I	43.00'
J	15.25'
Water (Dual tanks)	105 Gallons
Fuel Capacity (Dual tanks)	120 Gallons
Auxiliary Power (Diesel)	29 H.P.
Est. Cruising Range	900 N. Miles
Designed by:	Michael McCreary, N.A.



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Hit Escape (esc) key to return to Windows view.



**WE'VE TOLD YOU
ABOUT CALIBER
QUALITY, IT'S TIME
FOR A MUCH CLOSER LOOK.**

For sailors who love a fine yacht, there's nothing quite like standing on a Caliber's solid deck, inspecting her sturdy rigging or exploring her handcrafted interior. An interior that invites you as a liveaboard or as a weekend guest. Whether going around the world, or coastal cruising, the new Caliber LRC Series of yachts are fully capable of taking you anywhere.

So join the many hundreds of discerning Caliber owners and experience a Caliber for yourself. For a closer look, please call our office or your nearest Caliber dealer for more information.



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