

# CAL

**The better boat.**



## Cal 20

The Cal 20 is the ideal first boat for any family. She's loaded with features and she's fast, stiff, and with her built-in, self-righting characteristics, she's very safe.

The high ballast-to-displacement ratio means easy handling in any blow. Four bunks and marine head give four people lots of elbowroom during a sail. Maintenance is reduced to an occasional hosing down. Active class over 2000 boats.

L.O.A.	20'	Draft	3'4"
L.W.L.	18'	S.A.	196 sq. ft.
Beam	7'	Displ.	1950 lb.
		Ballast	900 lb.

## Cal 25

Spacious, private, and comfortable, the Cal 25 is the ideal family cruising boat. She's also fast and has collected lots of silver to prove her ability as a racer. A 20-foot waterline gives sprightly performance and a spade rudder gives sure and positive control under all conditions of wind and sea. The huge cockpit is self-bailing, fully scuppered. A full galley, dinette, and four full-length foam berths make her seem larger than she is. Active class over 1800.

L.O.A.	25'	Draft	4'
L.W.L.	20'	S.A.	286 sq. ft.
Beam	8'	Displ.	4000 lb.
		Ballast	1700 lb.



## Cal 2-27

The Cal 2-27 is a lot more boat for no more money. With the best use of space of any 27 footer. Roomy and comfortable, yet sturdy and fast.

She will race exceptionally well under MORC and CA rules. Her underbody profile with a short keel reflects Bill Lapworth's current design thinking and explains why she's such a good performer.

Below, every inch counts. Two large windows and four ports let in lots of light. And for comfort in hotter climates, four opening ports are optional. With full headroom throughout and 6'4" bunks, she's ideal for the tallest sailors. A twin pilot berth option replaces the quarter berths in the main cabin. She can sleep six without eliminating valuable under-cockpit stowage. Both head and aft galley are unusually spacious. She has lots of deck and cockpit room, with a bridge deck normally found on large boats.

Plus she has as standard features, expensive items that other manufacturers charge extra for. Halyard and sheet winches, complete electrical system with running lights, custom bunk pads, carpeting throughout.



L.O.A.	26'7"
L.W.L.	22'1"
Beam	9'3"
Ballast	3100 lb.
CCA	24.1
Draft	4'3"
S.A.	371 sq. ft.
Displ.	6700 lb.
MORC	21.6
IOR	½T Rule





### Cal 2-34

The Cal 2-34 is a boat that delivers both performance and comfortable, luxurious cruising weekends. She has all the characteristics of a great performer. Long waterline, light displacement hull, good beam for stiffness in a blow, counterbalanced spade rudder for positive tracking and perfect control under all points of sail, and an easy-to-handle masthead rig with a large foretriangle for a wide choice of headsails.

Below deck she's roomy and comfortable. Two separated cabins give privacy. With headroom throughout. The main cabin fills with light and air. There are two quarter berths aft. A complete galley.

The forward cabin has a double berth, spacious hanging locker and built-in dresser. The head is separate from either cabin and contains a dressing table and hanging locker. And there's plenty of stowage space for sails and other gear.

She comes with many features that others list as extras. A 24 HP diesel, wheel with brake and controls, 4" foam cushions with deluxe fabric, carpet and curtains, pressurized shower, double life lines with gate, electric and manual bilge pump, four Barient winches, emergency steering, mid-cabin hatch, etc.



L.O.A.	33'3"
L.W.L.	26'
Beam	10'
Draft	5'
S.A.	515 sq. ft.
Displ.	9500 lb.
Ballast	3750 lb.

575  
434  
81



### Cal 3-30

This Lapworth 3/4 ton design combines the best of everything - full headroom, good speed, easy handling in all weather, more sailplan, and other features you'd see on much larger boats. She's really a 34 footer built in 30 feet. She's fast. Combined with her fine entry, she does particularly well to weather and downwind.

She's comfortable. Her main and forward cabins sleep six with standing headroom and 6'4" bunks for the tallest sailors.

L.O.A.	30'1 1/2"	Draft	5'6"
L.W.L.	26'4 1/2"	S.A.	474 sq. ft.
Beam	10'2"	Displ.	10,500 lb.
IOR	24.5	L.O.A. MORC	29'11 1/2"
		Ballast	5000 lb.

### Cal 29 and cruising Cal 2-29

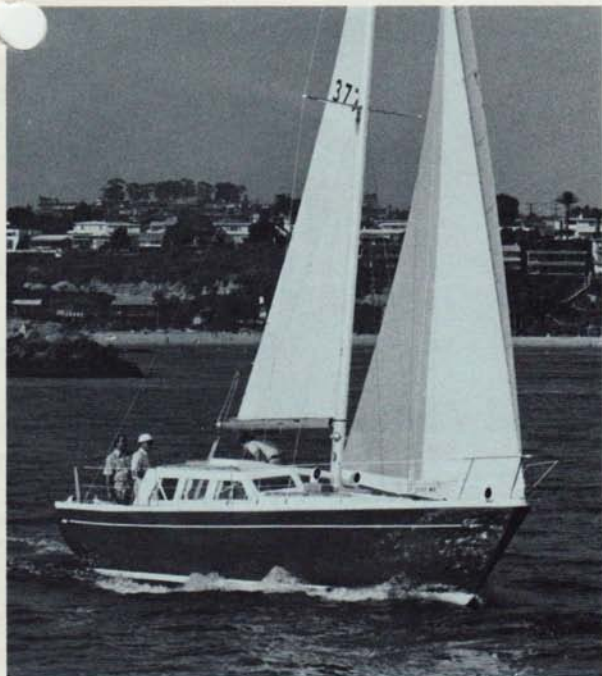
Here's the famous Lapworth winner that's been so successful around the country. Her underbody features a fine entry for closer windward sailing, a shortened keel for a minimum wetted surface and a unique ventral fin for improved off-the-wind control. Active class of over 800 boats.

The cruising Cal 2-29 boasts a new interior concept. Sleeping six, there's full standing headroom in the two cabins and 14 feet of dinette seating room. Pressurized shower, diesel, and pedestal steering are standard.

L.O.A.	29'	Draft	4'6"
L.W.L.	24'	S.A.	434 sq. ft.
Beam	9'3"	Displ.	8000 lb.
		Ballast	3350 lb.







## Cal 35

The Cal 35 takes her place as one of the world's finest cruisers. She was designed for just that. Not as another racer converted to include some frills.

She's safe. She's comfortable. Luxurious.

And fast. The long waterline, sleek hull lines, and large sail area see to that. You'll get where you're going in a hurry. On any point of sail.

She's easy to handle. The big modern spade rudder offers greater maneuverability and easier wheel steering control. The shoal draft lets you into the shallowest inlets. And the easy-to-get-at Perkins diesel gives you an 800-mile cruising range on power alone at 7½ knots.

For privacy, the luxurious main salon is separated from the forward cabin (containing a 7-foot double berth, a hanging locker, and a bureau). A large oil skin locker aft isolates the quarter berth. Nine large windows give a port, starboard, aft and forward view. The chart table is a chart table with a full navigation console and cabinetry for electronics and full instrumentation. The galley's completely equipped. And all mechanical and electrical equipment is easy to get to. Repair and maintenance are a cinch.



L.O.A.	35' 1"
L.W.L.	28' 9"
Beam	11'
Draft	4' 8"
S.A.	546 sq. ft.
Displ.	15,000 lb.
Ballast	5000 lb.



## Cal 2-46

This cruising yacht is the ultimate in a boat designed from scratch for luxurious worldwide cruising. She compares favorably with custom designs at twice her price.

The long keel gives directional stability and ease of motion. The shoal draft gives entry into some of the world's finest cruising grounds. The big modern spade rudder offers greater maneuverability and easier steering control. And the great waterline increases her speed and expands the interior space.

With privacy for three couples, the cabin interior design gives real meaning to the words comfort, luxury, and privacy. The raised main salon has nine large windows for all-around visibility.

The owner's stateroom aft, with five opening ports and a large hatch, is reached by a full-headroom connecting walkway and is fully equipped. The main salon includes a complete galley and complete sit-down navigator's station with chart table, cabinetry for electronics, and full instrumentation.

A Perkins diesel cruises at a steady 8.6 knots. And the engine room's walk-in.



L.O.A.	45' 6"
L.W.L.	37' 6"
Beam	12' 6"
Draft	5'
S.A.	784 sq. ft. (sloop)
	864 sq. ft. (ketch)
Displ.	15 tons
Ballast	8000 lb.





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## **Cal. The better boat.**

Feature for feature, foot for foot, and dollar for dollar, you just can't beat Cal boats.

They're better because they're built better. Of the finest materials available. The fiberglass hull is laid up by hand, not with a chopper gun. Layer upon layer of woven roving is cut, laid down, poured, brushed, and squeegeed by experienced craftsmen. It costs more, but a lighter, stronger hull is the result.

The keel ballast is installed to give maximum sailing stability. The rudder is made of the highest quality urethane foam and fiberglass. The stainless steel rudder post is larger and sturdier than normal.

Many other structural differences distinguish a Cal boat. Corners are never cut with the excuse of saving a few dollars. Decks are solidly reinforced—cleats don't pull under stress. The hull and deck joint not only incorporates fasteners, but is bonded with a fiberglass strip all around.

Interior details reflect the same painstaking, superior craftsmanship. The deck liner is easily removed, making it easy to install deck hardware and instrument wiring. Berths fit the tallest sailors. Backrests are at comfortable angles. And there's plenty of padding where it counts.

No wonder Cal boats traditionally have the highest resale value of any production yacht.

Drop into your local Cal showroom and see for yourself. Or send for one of our complete, free color brochures on the boat or boats of your choice.

## **CAL-BOATS**



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