

# THE CAL 35.





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After twenty-two years and thirty-two such introductions, we have learned with certitude that each new model must succeed on its own merits, yet remain true to the long-standing concept which makes a Cal a Cal.



If you're at all familiar with earlier Cals, you may already have a good grasp of the design principles on

which Cal is founded—moderately light displacement, waterline on the longish side, fin keel, high efficiency rudder. These characteristics produce a hull which is simultaneously fast and volumetrically large. In the sixties, racing sailors' tongues clucked at the adventuresomeness of typical Cal lines. Today's young lions would think these lines conservative. In fact Cal's intent, then and now, has been to produce boats capable of sensational sailing—which means racing for some, high performance cruising for others. In all candor, however, the new Cal 35 is weighted towards the latter—real sailors' cruising with the implied expectation of achieving good finishes in club races or longer distance events.

From all this you can correctly gather that there's nothing trendy about the Cal 35, nothing that will mark it "1980" as surely as hemlines or

tie widths. "Athletic" is a nice word to describe it, or perhaps "classic"—but without the extremist implications of being "the hot setup" or, conversely, "an historical bathtub." The Cal 35's looks will wear well. Its layout will never be functionally out of style. Its cockpit will always accommodate the whole crew comfortably. Its gear and equipment will continue to reward your confidence.

Bill Lapworth took special pains to ensure that the Cal 35 could be sailed shorthanded. The deck is clean and unobstructed—easy to work, spacious for sunning. Gear is accessible and strong. The steering is balanced and light, a characteristic you'll only appreciate after a long watch in a worked up seaway.

The pleasantness of today's Cals below decks is a secret kept all too well. Few prospective owners will be prepared for accommodations so inviting, spacious, warm and luxurious. At first glance, you'll think that the entire interior is teak. At closer inspection you'll find you were right. Nothing but nothing has the patina, the warm glow or the friendliness of natural wood, and so we use it unsparingly.

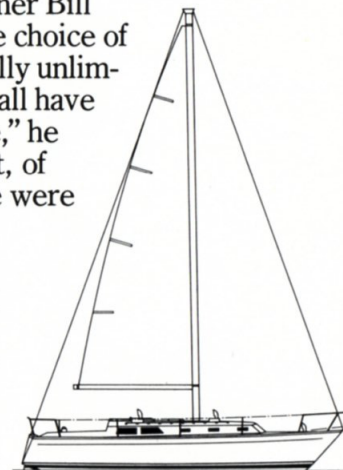
Although the central area is visually open and continuous from cockpit to main bulkhead, it is organized so that its aft section serves ship's operations, and its forward section, crew relaxation.

At the foot of the companionway steps, there's a private head (more a cabin than a closet) as handy for the deck watch as the off watch, and doubling as a wetlocker when passage-making. The galley is opposite, an extraordinary expanse of services and countertop which will rightfully engender great culinary expectations. Ask the cooks who are used to three burners and twin sinks if they will ever go to sea with less again.

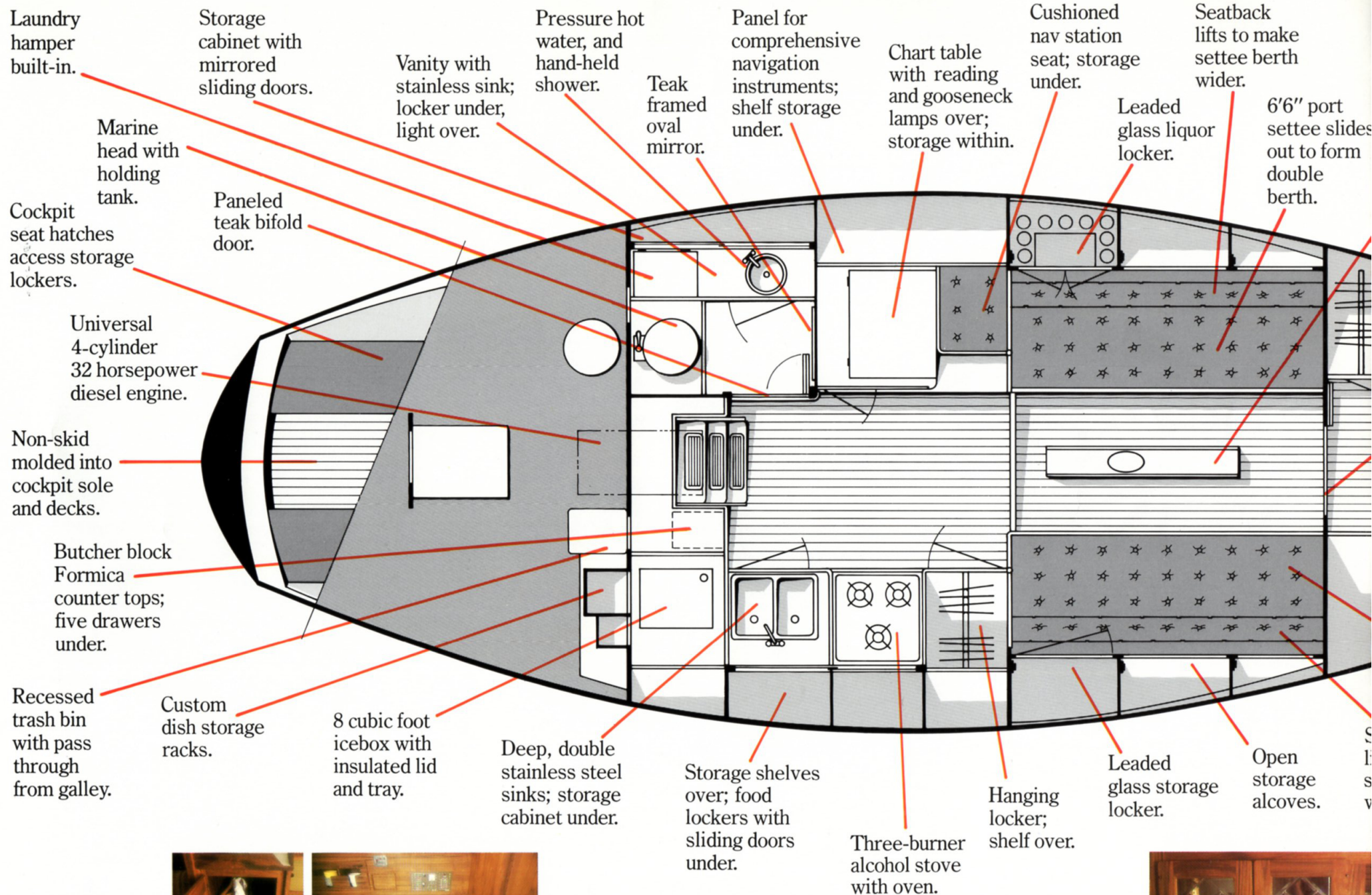
A navigational command center is situated to port with easy access to the cockpit, but separated from crew relaxing or sleeping on the main cabin berths. The living area is forward—splendid double and single bunks, a hanging locker for each cabin, personal stowage alcoves, a family-sized dining table and the elegant touch of a leaded glass liquor locker. The old sailors' adage applies: a place for everything and everything in its place.

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L. O. A.	35'0"
L. W. L.	28'9"
Beam	11'3"
Draft	6'0"
Sail area	607 sq. ft.
Displacement	13,000 lbs.
Ballast	5,200 lbs.
Mast above water	52'6"







Keep storm or party clothing ready for instant access in the main cabin hanging locker.



Engine access is comprehensive to reduce the frustration and upside down hours servicing the machinery.

Fine spirits are worthy of a leaded glass locker, and vice versa.





White Formica center line drop leaf table with teak trim and fiddles; storage inside.

Hanging locker with shelf over.

Open storage alcoves.

6'6" by 7' V-berth with 4" fabric-covered foam; insert converts two singles to a double; two lights on aft bulkhead.

Paneled teak doors close off forward cabin.

Storage space forward.

Storage shelves.

6'6" settee with 5" fabric-covered cushion; light on forward bulkhead.

Bureau with four large drawers and one drop door; shelf over.

Each deep bureau drawer holds a sensible vacation wardrobe. There are four here in the forward cabin.

Navigation is serious business, and deserves a well organized nav station with plenty of instrument mounting and storage areas.

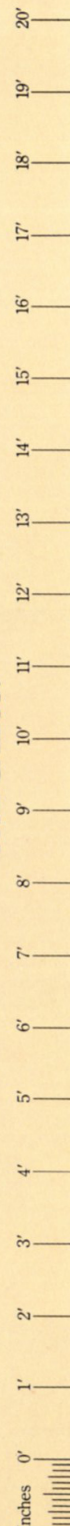
Cook up a storm (just kidding) in a galley which puts a three-burner stove, double sinks, cold storage, food lockers, condiment shelves, custom plate racks and lots of counter space within reach of a long arm.

The view from the forepeak demonstrates the width of the V-double with the insert, and the detailing on the paneled teak forward cabin door.



Since it's not possible to provide dimensions for each component, we're giving you a way to check out the size of just about anything! The edge of this page is marked off in the same scale as the large accommodation plan. Cut off the measuring strip and use it to see for yourself how spacious and accommodating this Cal really is.

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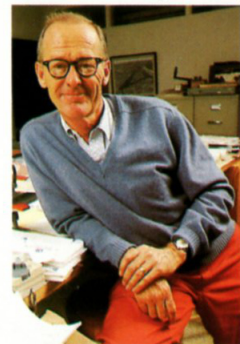






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