

CALIBER 47LRC 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.

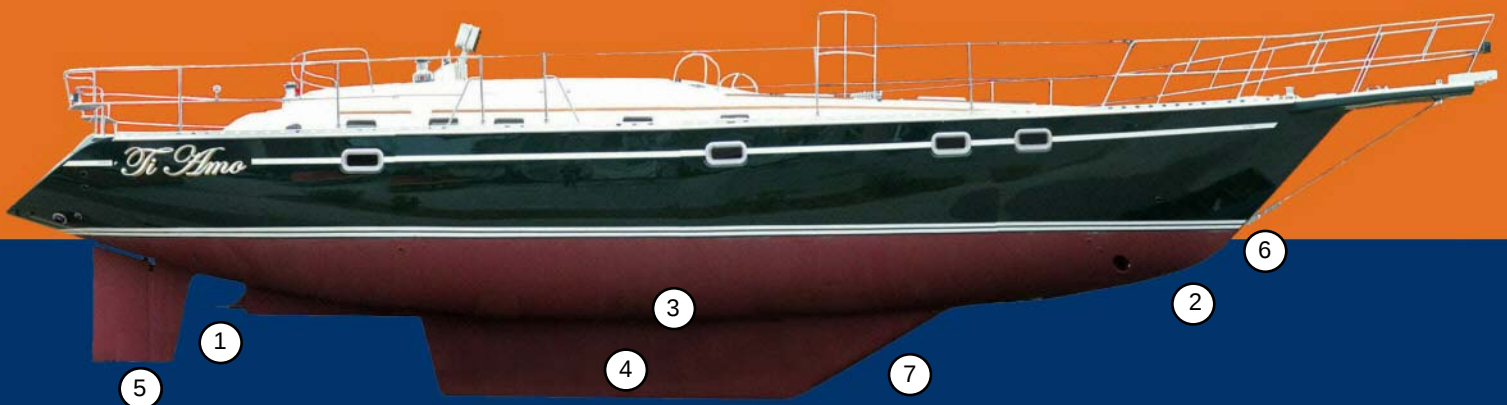
A modified fin keel with skeg-hung rudder makes a Caliber exceptionally responsive and quick. And she has outstanding directional stability, which enables her to keep a true course, even through pounding seas. Together, these characteristics add up to cruising performance unmatched by a racing fin or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

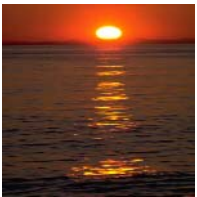


1. Skeg/Rudder combination designed to maximize both maneuverability and strength.
2. Impact Resistant Zones for added protection.
3. Long Range Tanks, under the cabin sole, dramatically increase your cruising distances. Tanks create a double bottom safety effect, and more room for useable storage above sole.

4. High Ballast / Displacement Ratio for stability, higher positive stability moment for increased safety.
5. Bottom of Skeg/Rudder located higher than keel for grounding protection.
6. Watertight Collision Bulkhead for added protection against striking submerged objects.
7. The best of fin and full keel designs merge to create the Caliber performance cruising keel.



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 at sea.

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

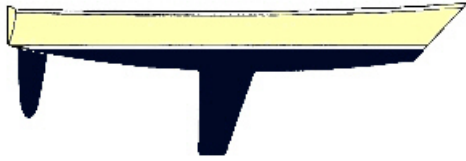
only of a one piece integral construction, but it's also double-sealed for an added layer against grounding damage.

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. Yet does have high load carry capability.

Equals...



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



HORIZONTAL PROPELLER THRUST-- EFFICIENT POWER FOR LONG RANGE POWERING.

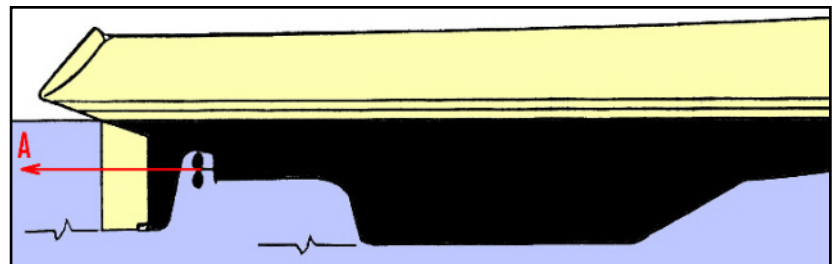


There is an inherent design advantage in the design of the propulsion system of the 47LRC Series yacht. The alignment of both the engine and propeller shaft is perfectly horizontal.

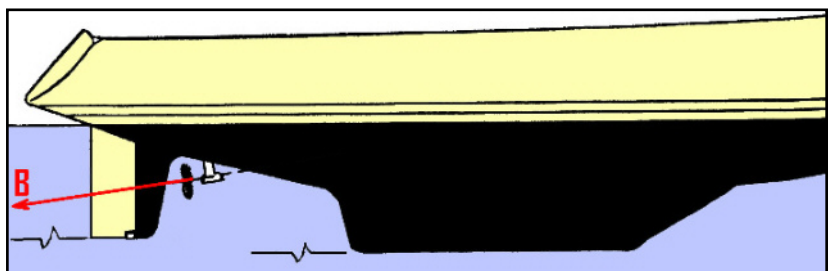
By having a horizontal engine to shaft connection means there is no wasted mechanical energy in a gearbox that has to redirect the angle of power. Horizontal engine shaft power is converted directly to horizontal shaft power without any friction losses associated with an angled gearbox.

Furthermore, when the shaft is horizontal, the thrust from the propeller is also horizontal. This means there is no wasted vertical component of thrust. In other words, no thrust is directed downward. All the thrust of the propeller is used to drive the hull forward through the water resulting in a more fuel efficient setup. Perfect for long range cruising under power.

Horizontal Propeller Shaft Advantage



HORIZONTAL PROPELLER SHAFT IS FASTER
With the exact same diesel power engine, the horizontal component of engine thrust A is greater than B (below) because there is no wasted vertical thrust component.



ANGLED PROPELLER SHAFT IS SLOWER
When power is not directed in a perfectly horizontal direction, there is wasted energy in the vertical direction. Therefore, forward thrust B is less than A above.



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.

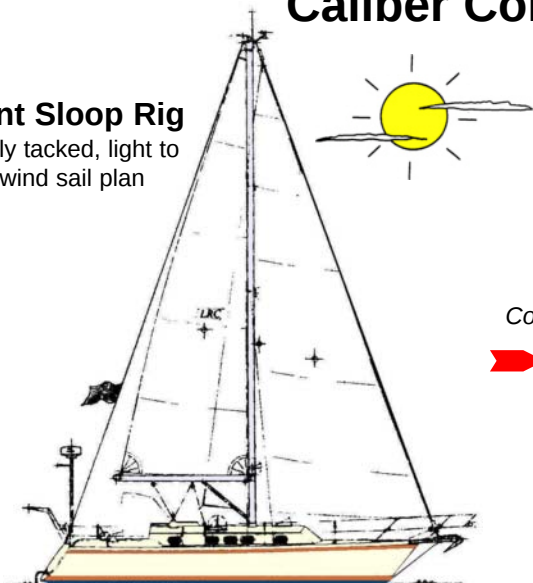
What's more, when the weather turns really nasty, you have the option of sailing with a fully self-tacking, all inboard rig that is very strong. Strong because all the sail loads add to the support column of the mast.

Furthermore, since it's an all inboard rig and high off the deck, this eliminates the need for any foredeck work out on a pitching bow and waves are allowed to wash freely under the staysail.

Caliber Convertible Cutter Rig™

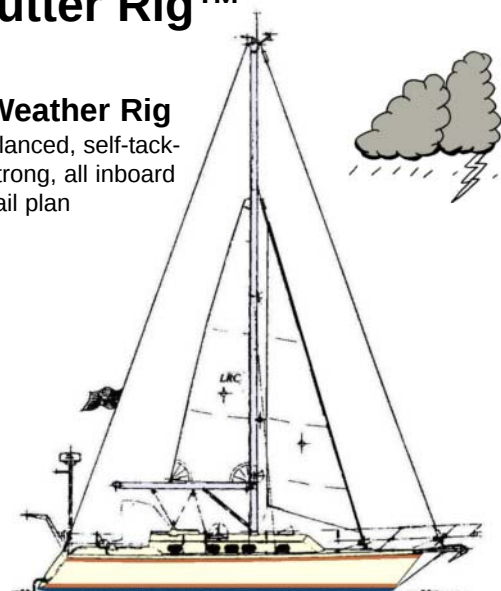
Convenient Sloop Rig

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...



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

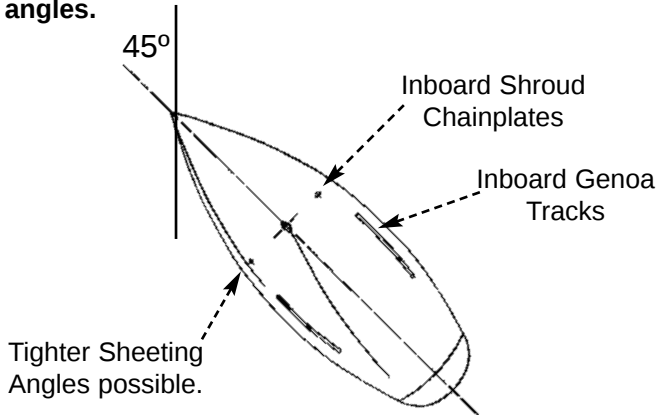
At Caliber, we believe that a true offshore cruiser should be expected to have good windward performance. So we have taken the extra steps required to get the headsail sheeted in properly

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

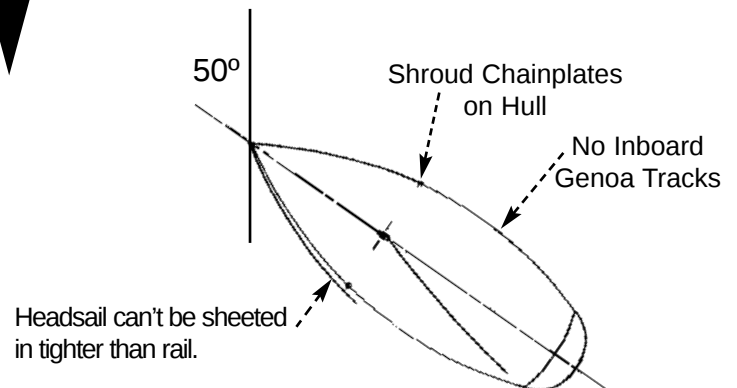
With

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

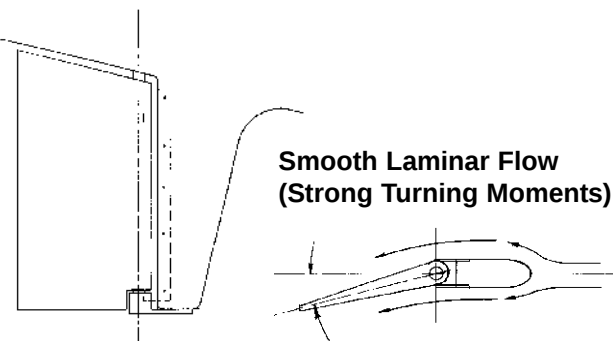
generated because a skeg will increase the stall angle of the rudder substantially which results in higher turning moments.

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.

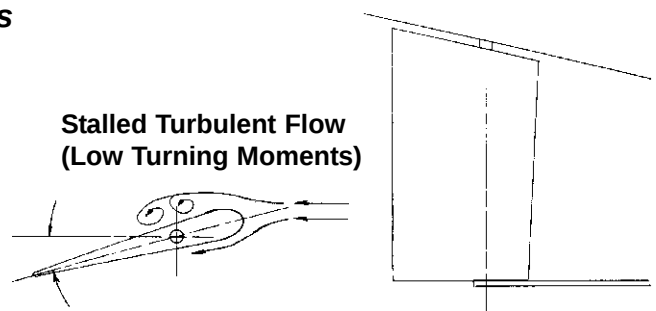
Rudder/Skeg Combination

Rudder/Skeg Combination



versus

Spade Type Rudder



ON DECK



SAFETY AND CONVENIENCE ON DECK.

With generous 6-by-8-foot dimensions, the Caliber 47LRC SE's center cockpit is very spacious. Her cockpit is more comfortable than most as high back supports are built into the seats. And for extra security both the bow and stern pulpits are extra long-- completely wrapping the aft and forward decks.

A swim ladder and boarding platform built into the transom make it easy to board a dinghy or take a swim. The platform has its own hand-held shower so that a swimmer can rinse off before coming on deck. What's more, the ladder is specially designed so a swimmer in the water can deploy the ladder unassisted by anyone on deck. A valuable safety feature should the need arise.

Deck layout maximizing control.

The cockpit is arranged to provide the captain complete control with ease and efficiency for short-handed sailing. The innovative steering pedestal, designed with housings for a VHF radio, depth meter, GPS, and other optional electronics, allows important navigational aids to be mounted handily near the helm. Accessibility to these items is unsurpassed, as the spokes of the wheel are mounted on the forward face of the uniquely designed pedestal.

All sail control lines and halyards are led aft to the cockpit for instant access. All winches are self-tailing for

*Dual Anchor
Rode Locker*

Port Storage Locker

Starboard Storage Locker

one-handed use. Compartments built into the coaming accommodate jib sheets and halyards so that coils of line won't clutter the cockpit.

Deck storage-- Abundant on a Caliber.

Deck stowage space is a rare commodity on many center-cockpit boats, yet it is abundant on the Caliber 47LRC SE. Two large deck lockers forward and two aft can accommodate items as large as an outboard motor or an uninflated dinghy. In addition, a sizable anchor well at the bow features separate tackle compartments for two anchors.

Going to great lengths insures 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™



Caliber Seaworthy Boarding Platform and Cockpit

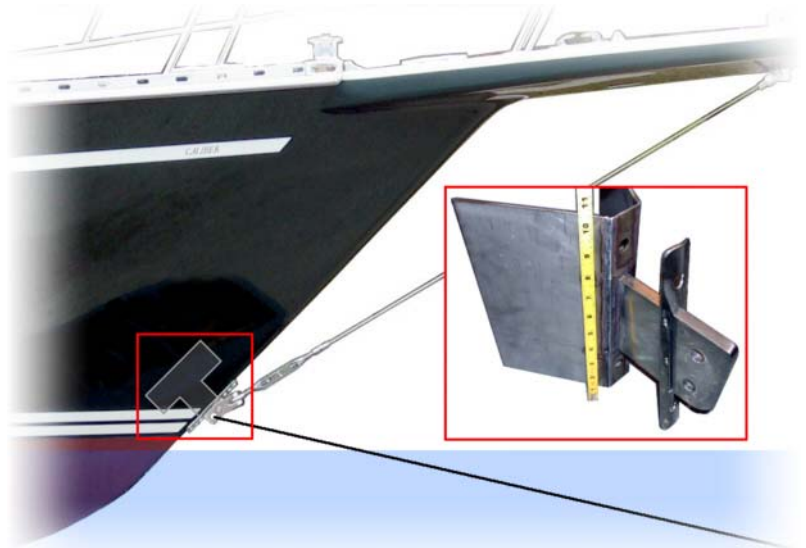
1. Hand held shower mounted on transom can be used without splashing deck or cockpit.
2. Swim ladder is designed to be self-deployable by swimmer for safe, quick, and easy recovery of man overboard.
3. Extra wide coaming seat tops for sitting comfort.
4. Full length cockpit seats to stretch out on.
5. Unique wheel/pedestal allows installation of full electronics for easy access.
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. Halyard and coaming boxes to store excess line and sheets.
10. Platform designed with faceted angles for strength against following seas. Plus rudder supports are bonded to inside of transom for tremendous strength.
11. Twin (not split) backstays for backup reliability, plus this makes platform easier to use.
12. Main sheet winch within easy reach of helmsman.
13. Primary jib sheet winches within easy reach of helmsman.
14. Unique pedestal creates room in front of pedestal.
15. Flush mounted and plexiglass protected engine instrument console near the helmsman.
16. Port and starboard step-ups for easy access to cockpit.
17. Ergonomic designed seats for comfort.
18. Cockpit storage box.
19. Inboard genoa tracks for more efficient windward performance.
20. Lazzarette deck lockers both port and starboard.





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

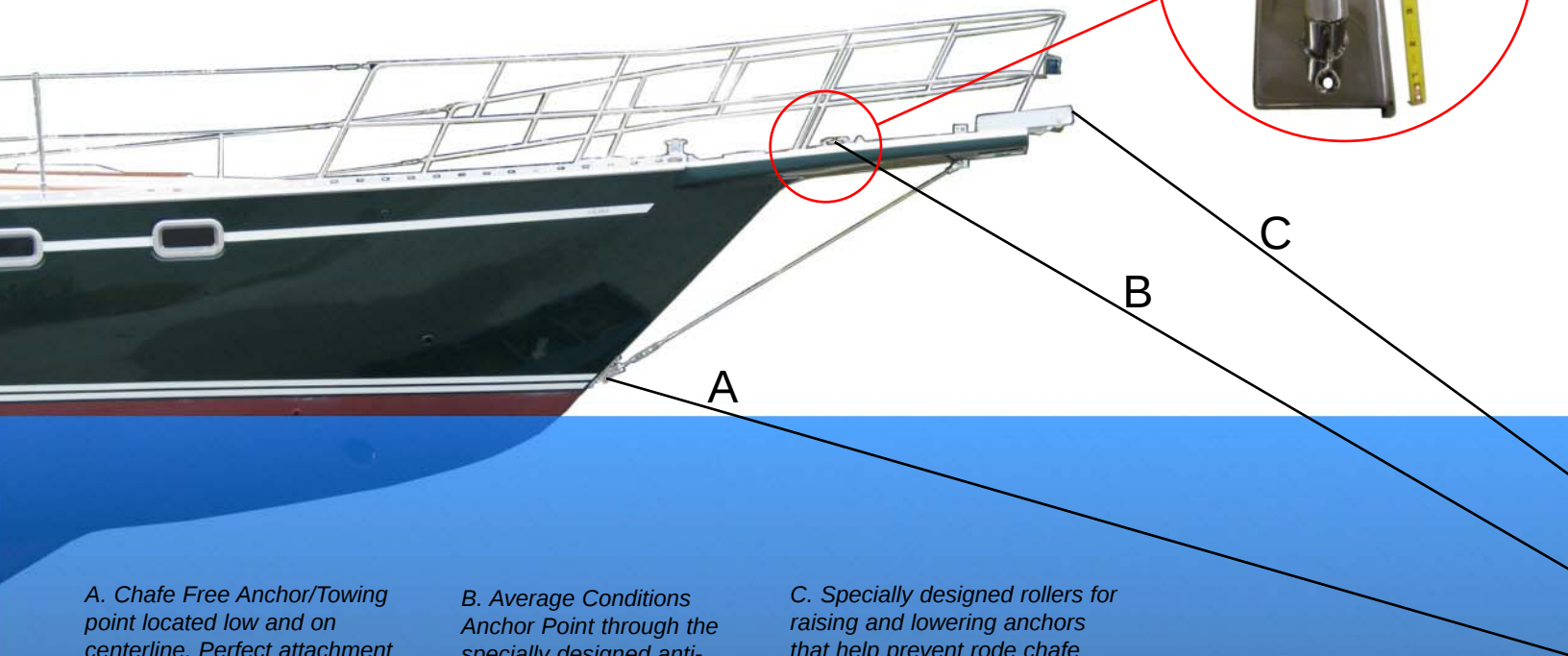
Caliber owners are serious sailors. And part of serious sailing is having a serious anchoring system. We know that security on the hook results in securing a good night's sleep. You can rest assured with the Caliber Smart Anchoring System™. A system that will help provide you with everything you need 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."



Super secure anti-chafe attachment point. Can be used as an emergency towing point, sea anchor attachment point, as well as a storm anchor attachment point. All 100% chafe free. Securing low on centerline also keeps anchor tacking to a minimum.

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.



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

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

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

- ✓ Anchors stay out on platform, keeping mud off deck and anchors away from hull to help prevent damage.
- ✓ Replaceable stainless steel chain runners protect chain from scratching deck.
- ✓ Chain locker specially designed to help prevent chain pile up
- ✓ Large specially designed UHMW (Ultra High Molecular Weight Polyethylene) rollers prevent rode from jumping and chafing.
- ✓ Extra heavy duty mounting pad for windlass.
- ✓ Heavy chain locks to hold anchors securely in stowed away positions.
- ✓ Large chain lockers make washing rodes easy.
- ✓ Security bails to keep anchor and rode on rollers.
- ✓ Custom made closed chock system prevents rode jumping.
- ✓ Extra strong water level anchoring/towing/sea anchor attachment point eliminates chafe and makes for less tacking at anchor.
- ✓ Extra strong bitter end anchor rode attachment point.
- ✓ Dual heavy stainless steel reinforced anchor roller holders.



Heavy-duty stainless dual anchor rollers and chain scratch protectors. Designed for ease of launching and retrieving serious anchors used by serious cruising sailors. This extended platform keeps the anchor off the deck and away from accidentally impacting the hull.



A Steering System with a smaller footprint-- Means more foot room for you.

The Reflex pedestal (standard equipment on the 47LRC Series model) has a unique wheel which is mounted on the forward face of the pedestal. This allows unparalleled access to the pedestal mounted instrumentation and controls. Mounting areas are available for a compass, 4 industry standard instruments, plus a single lever engine control and more.

In addition, because the steering wheel wraps back around the pedestal, the wheel and the pedestal share the same space instead of each needing valuable space. This allows the pedestal to be positioned further aft, taking up less room in the forward end of the cockpit. A major benefit in a center cockpit sailing yacht.

Since there are no wheel spokes to reach thru or around, this allows unimpeded access to throttle and shift controls, plus continual access to the bow thruster for micro adjustments during tight docking situations.

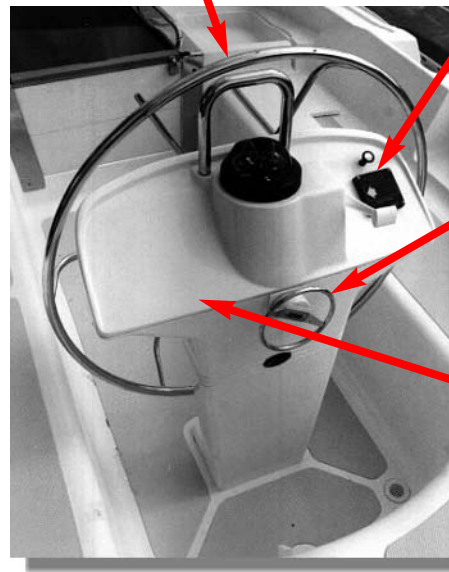
Reflex Pedestal Steering System™

Unique front mounted steering wheel that creates more space in the cockpit.

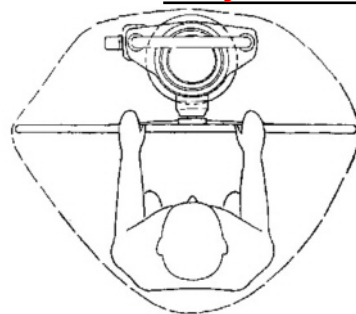
No spokes to reach thru when accessing throttle and shift controls. Especially important during docking maneuvers.

Large, easy to control wheel brake.

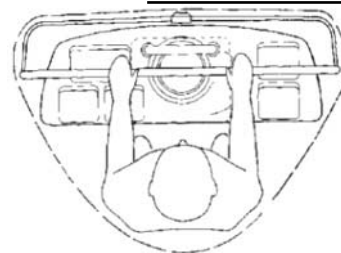
Instruments/Compass can be viewed without wheel spokes obstructing vision.



Standard System



Reflex System



Extra room in Cockpit

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

Ventilation on the Caliber 47LRC Series yacht is simply outstanding. There is an extraordinary number of air flow options. She has twenty portholes-- ten on the cabin sides, eight ocean portholes on the hull sides at interior eye level, and two extra portholes in the cockpit sidewall. And, there are four overhead hatches, two large ones positioned in the forward cabin and main salon, and two more positioned in the aft cabin. Finally, two deck cowls provide ventilation even when she is battened

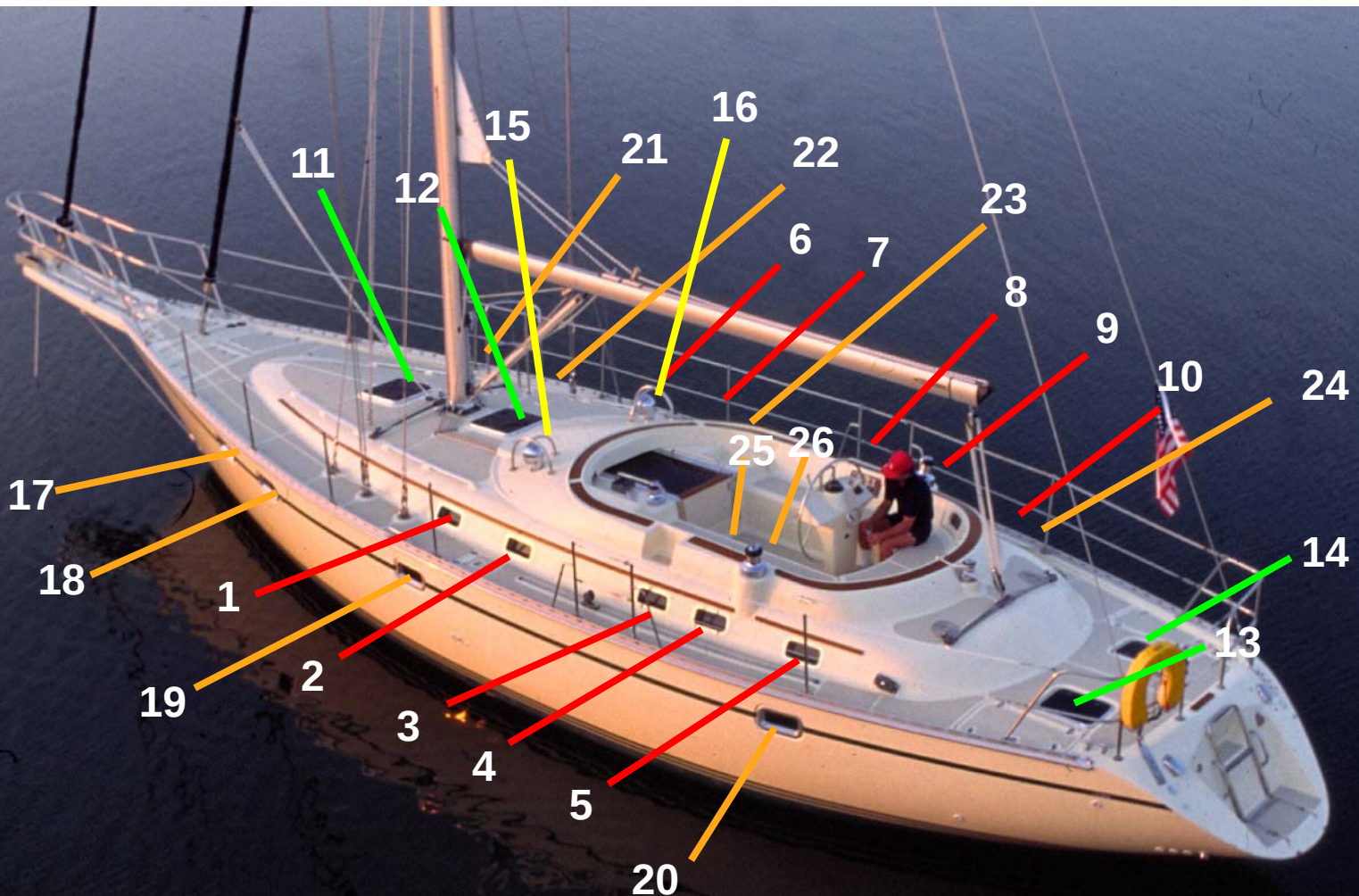
down.

The reason for so many options for air flow is the fact that air needs a method of traveling in-and-out for ventilation to be most effective. This is the very definition of cross ventilation. Openings 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™, a truly functional ventilation system.

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-six 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. On the following pages are some of the construction product features that set the Caliber apart from other yachts.

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. Yet it saves not only weight, but labor and material costs for the builder. Now at Caliber, we stick with the heavy, strong, labor and material intensive, solid hand-laminated 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 with your fist. Compare it to others. Common sense will tell you what you want to be aboard at sea.

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 and 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 or glass components. All our bulkheads are individually taped in place top to bottom, bow to stern, throughout the entire

Solid Fiberglass Laminates



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.

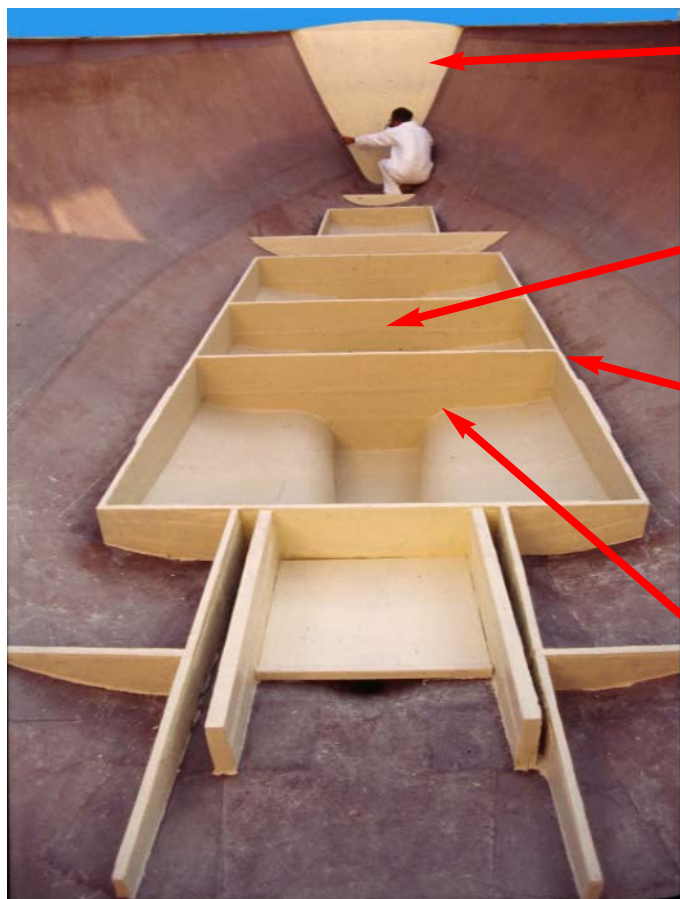
Multi-Bulkhead Bonding System™



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



Integral Strength-Grid System™



Extra heavily bonded Watertight Collision Bulkhead.

Integral Tanks for double bottom safety effect.

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

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

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 entire grid structure.
- ✓ Integral tank structure enhances the hull's strength, and serves as a double bottom that can prevent flooding if the hull is holed.

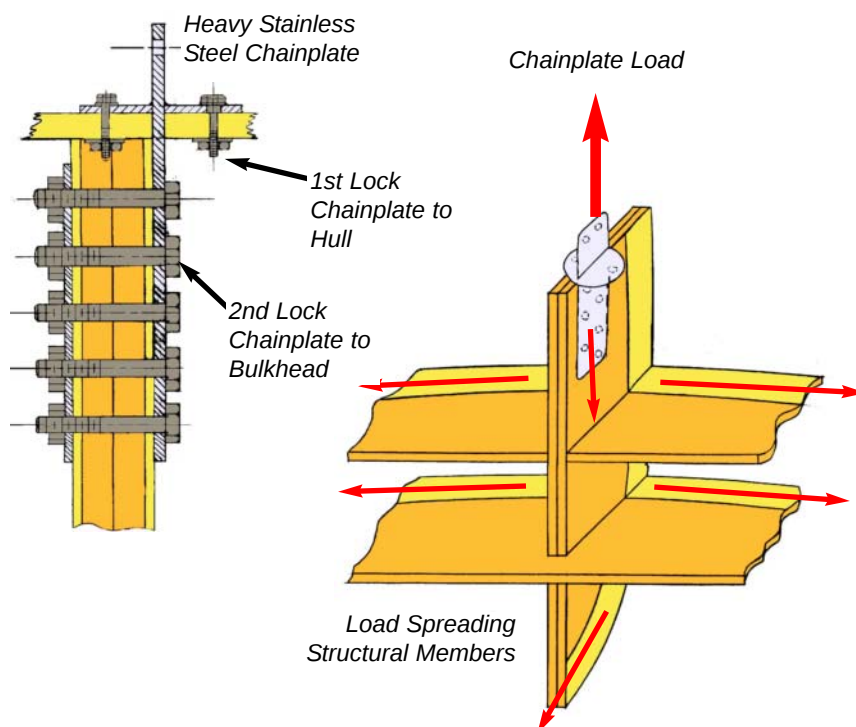
How our Chainplate System shares a heavy load.

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™

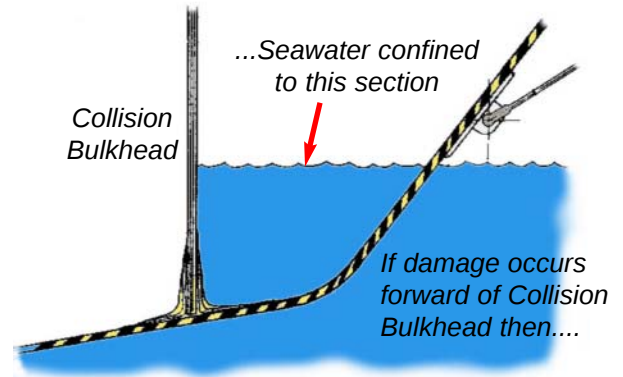




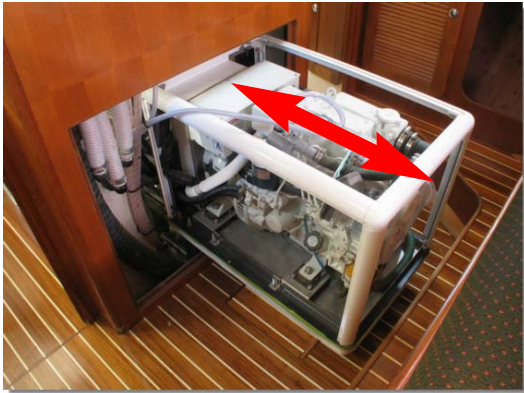
For extra protection in case of collision, nothing beats this bulkhead.

Although not a common occurrence, collisions with submerged or floating objects have happened. Caliber believes that any serious offshore yacht should have additional protection in case of this event. A Water Tight Collision Bulkhead is heavily taped in place in the bow sections of the hull. In case of damage to this area, the bulkhead may help keep seawater confined to the area forward of this partition. It's one of the most significant features that make a Caliber ready for serious offshore cruising.

Water Tight Collision Bulkhead



Smart Slide Out Generator



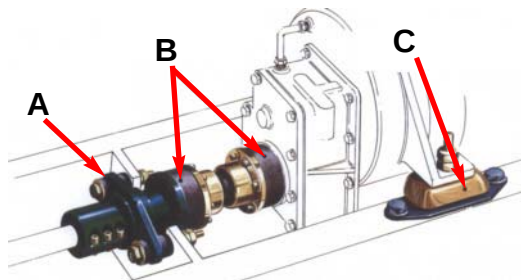
Easy generator maintenance-- No longer an oxymoron.

A common problem with any generator is the lack of access for maintenance. Caliber has responded to this problem with a unique solution-- A custom designed, slide out generator. Heavy duty stainless steel tracks allow the generator to be fully exposed for incredible all around access. Once maintenance is complete, simply slide it back and lock it into place.

An additional benefit of this slide out generator is the increase in accessibility when the generator is in the out position. This frees up a lot of space for more elbow room when doing the routine maintenance on other engine room components.

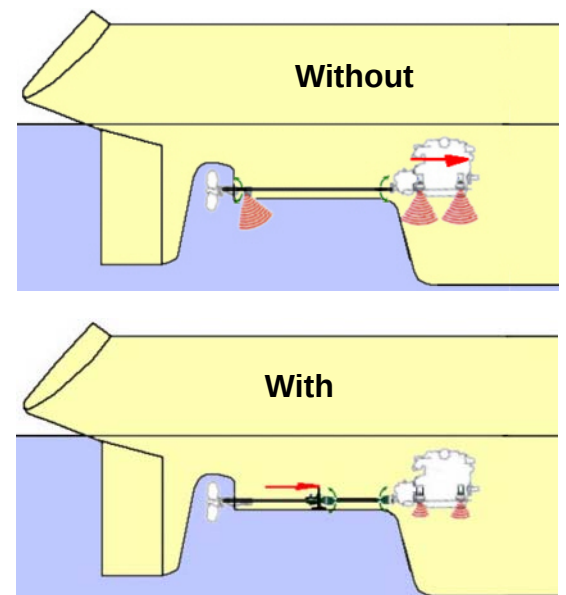
A propulsion system that bears the load, so you don't have to.

The power to drive your yacht through the sea also can contribute to driving you crazy. We designed the 47LRC Series propulsion system to help minimize vibration and noise. With the 47LRC Series design, we take the power of the thrust, and stop it before it reaches the engine and engine mounts for a proven softer and quieter ride.



- A.** A hefty thrust bearing attaches to a stainless bracket. Mighty bearings take the thrust straight to the hull, not the engine.
- B.** Constant velocity joints allow the engine to vibrate freely, thus permitting even softer engine mounts. Automatically engine misalignment so the engine and shaft always matched.
- C.** With no forward thrust on the mounts, engine mounts dedicated to vibration reduction.

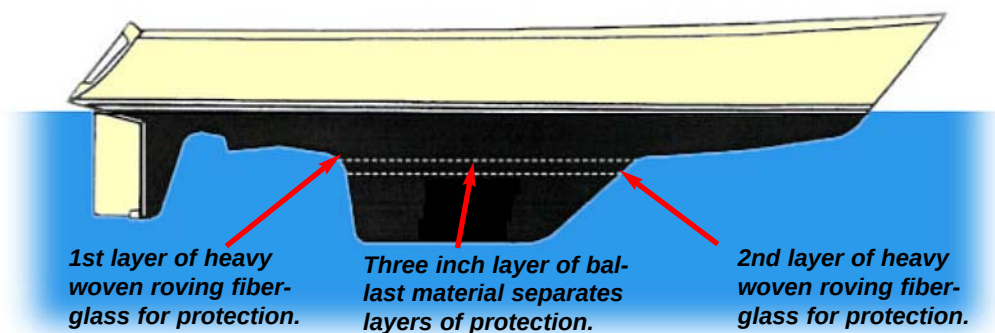
Anti-Vibration System™



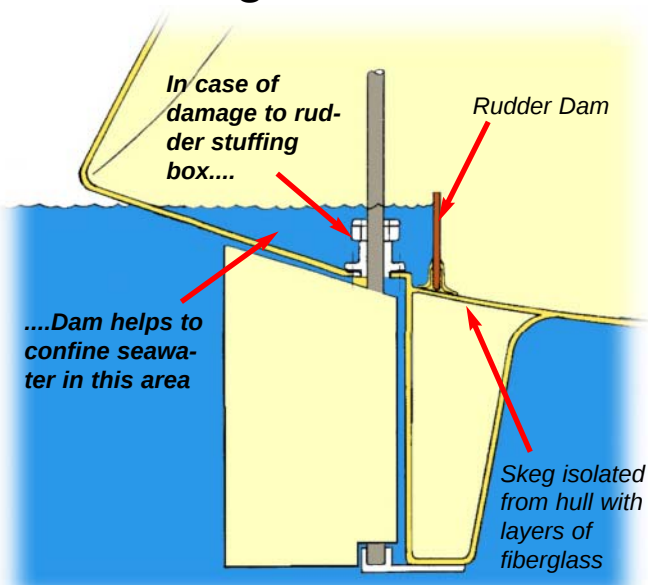
For the serious sailor, two is always better than one.

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.

Caliber Safety Sea Chest™

A clear case of when less is more.

A single point thru-hull, easily accessible within the engine room, replaces ten individual thru-hulls-- In effect, increasing reliability ten-fold. And, with the clear plexiglass cover, finally it's possible to see if the intake flow is proper instead of just guessing. What's more, any debris obstructing flow can now be cleared from within the hull, eliminating the need to dive overboard. In case of any emergency, the sea chest can be quickly shut off to allow for repairs.

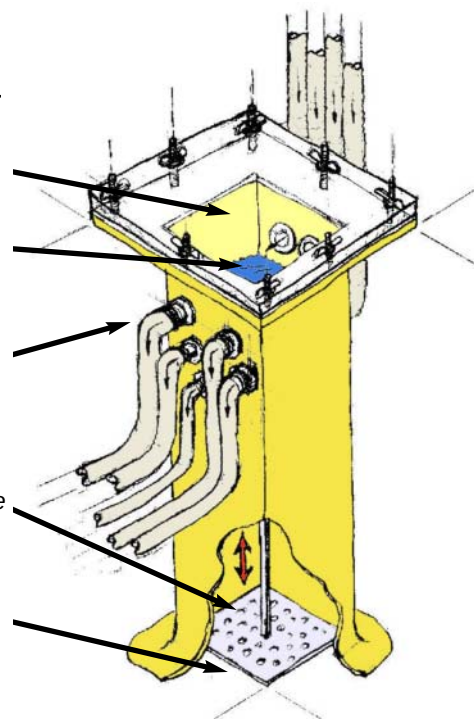
Clear cover allows inspection of water flow while underway.

Cover is above load waterline so removal is possible while underway.

All below water thru-hulls in central location for quick inspection.

Removable strainer allows you to clear debris from inside the engine room.

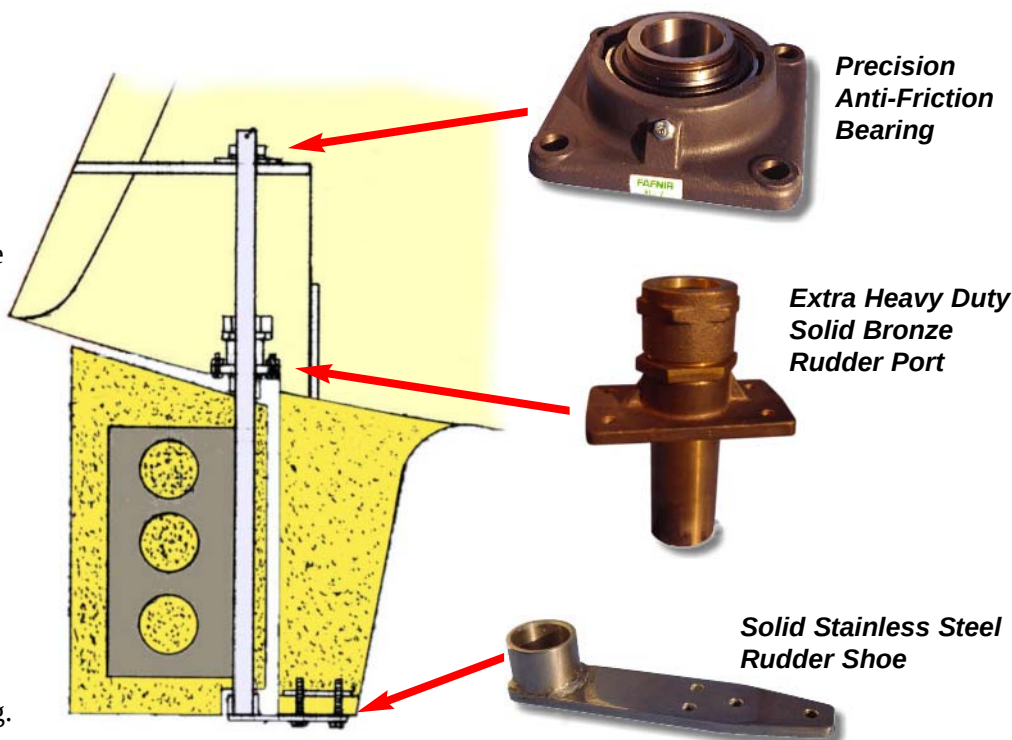
Sea chest can be shut off from inside the hull in case of emergency.



Triple-Support Rudder System™

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

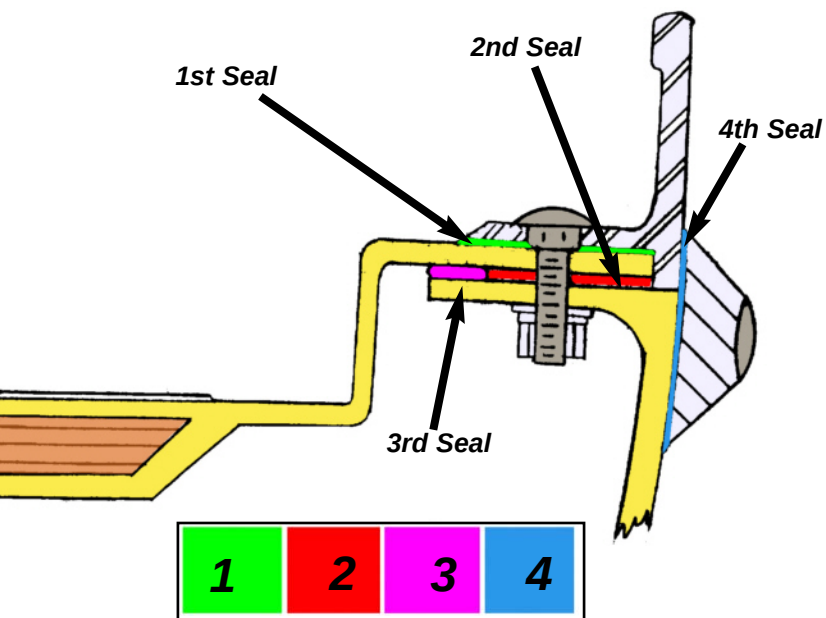
The rudder is the most vulnerable appendage on any boat's hull. At Caliber, extra measures are taken so that rudder systems are strong and well-protected. The rudder's steel core is welded to a shaft of solid 2" diameter stainless steel. The Triple-Support Rudder System™ shares the rudder's load among 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.



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:



A Cut-away Cross Section of Deck to Hull Joint

- ☆ 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.



Spacious Alternate Passageways Aft

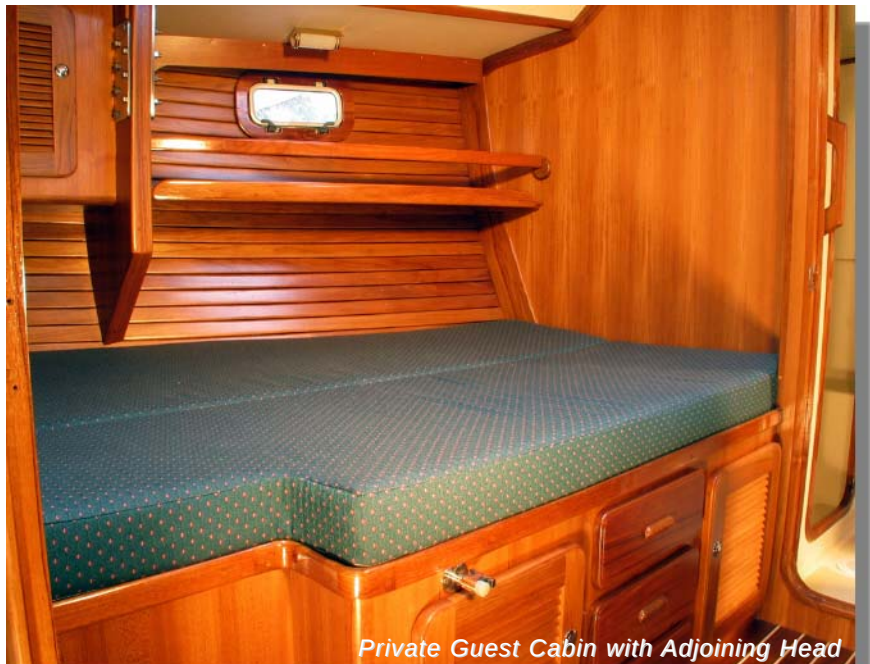
INTERIOR

SIMPLE ELEGANCE--SPACIOUS ACCOMMODATIONS GRACIOUSLY APPOINTED WITH 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 teak that completely surrounds you. Furthermore, the same attention to design that made the Caliber 47LRC so enjoyable topsides, makes her eminently livable below.



Private Guest Cabin with Adjoining Head



Extraordinarily Expansive Galley with Ten Foot Long Countertop.



Easy Access Refrigerator/Freezer

Gourmet Galley-- Pure luxury in teak with loads of storage and counter space.



A gourmet cook will appreciate this galley. A four-burner LPG stove with oven, built-in microwave, a 4.3 cu.ft. dual loading refrigerator box, a 3.5 cu.ft top loading freezer, large premium stainless steel double sink, lots of storage for food and utensils, and a counter that's a full 10 feet long. These are just some of the features of this expansive galley.

There are numerous ventilation portholes and even some extra ones for even more light from the cockpit side. And, unlike some galleys, this one has flow-through ventilation. From the main salon to the aft cabin, air is not confined. Additionally, there is an alternate passage to the aft cabin so the cook does not have to be disturbed by anyone wanting to pass by.

Every conceivable spot is used for storage so no volume is wasted. The icebox and refrigerator are super-heavily insulated with premium two-part expandable foam that fills all voids. A super energy efficient process.



Roomy Main Salon



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

The Main Salon takes full advantage of extra high 6' 6" plus ceiling, and the wide beam to provide an expansive main living area. The optional captain's chairs provide a nice place to sit, have a drink, watch TV, or read a book. The fold-up bulkhead table (wine and magazine rack behind) creates the perfect area for either dining with a large group, or once folded, for entertaining your guests. Eye-level portholes, located port and starboard, are perfect for viewing what's outside.



Optional Captain's Chairs



Owner's Cabin

Pure Luxury-- Two large private sleeping cabins, both with their own heads and separate shower stalls.



Center cockpit cruisers offer the considerable advantages of extra space below decks and the ability for two private suites with heads. The Caliber 47LRC Series takes full advantage of this. Her two sleeping quarters are true staterooms, expansive and private.

The aft cabin, well separated from the main salon, offers an easily accessible queen-sized island berth, two cedar-lined hanging lockers, and two storage dressers. For additional storage, there are lockers located both under and behind the berth.

Forward, instead of a confining V-berth, there's a generous offset queen-sized pullman berth. Storage is again quite abundant in the forward cabin. There are two cedar hanging lockers, lockers both under and above the vanity. And even storage under the vanity lid. Under the berth are drawers, lockers, and drop-in bin storage.

And no more showering over the sink and water closet, as both the forward and aft heads have individual separate shower stalls enclosed by plexiglass doors. A rarity for both heads to have this feature on a yacht under 50 foot. Both heads wc/basin area are roomy and feature abundant storage lockers.



Queen Size Berth



Not one, but Two-- Independent Shower Stalls in Both Heads.

Not common for a yacht of this size, is having separate shower stalls in both heads.

Both shower stalls are independent of the basin/toilet area which is further protected by large plexiglass shower doors. And each shower stall incorporates a shower seat. So, not only does the owner have these luxuries, but so do their guests.

Both heads feature large basin/toilet areas too. There is plenty of elbow room and plenty of storage, above and below the sink. To make cleaning easy, these are the only areas that are built using fiberglass components.

Premium quality hoses, and solid PVC piping help reduce the mildew odor usually associated with marine toilets. Plus the large holding tank for both WCs is located well forward in the bow of the yacht where it is completely isolated.

Offshore Wet Locker- As easy as ABC.

The aft head shower stall, which is adjacent to the companionway, additionally serves as a large, well-ventilated walk-in wet locker. There is even room for multiple pairs of sea boots.

In port, when its no longer needed, it easily converts back to a walk-in shower stall.





Dedicated Forward Facing Navigation Station



A Dedicated Nav Station-- For the SERious navigator.

The dedicated, *forward facing* navigator's station gives the navigator a better feel for the boat's actual position while charting courses.

There is plenty of cabinet space to accommodate a full range of electronic navigation equipment. Even an aft facing radar display is possible among the three mounting plates designed for optional electronics.

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.

As in other areas of the 47LRC Series yacht, storage is paramount. There are two storage bins outboard, storage under the nav seat, under the table lid, and in the pedestal for the chart table too. Every available cubic inch is turned into useable storage.





Main Salon Looking Aft



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 as there are over 35 individual lights in total. 16 dome lights are placed throughout the interior for general purpose white lighting. When needed, these are capable of red illumination for night running. There are 6 under deck lights with variable lighting power. There are 8 specialty spot lights located specifically for reading. A chart table light and 4 courtesy night lights round out this amazing combination.

During the day, a multitude of openings are located in every cabin that lets in an abundance of natural light (See page 10 for details). What's more, the overhead hatches come with a quick way to adjust them depending upon what the conditions outside are. They have custom installed Skyscreens in each one. This allows quick adjustment of not only a built-in sun and privacy shade, but also the insect screen which 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



Red Light

White Light

Incredible Storage Capacity-- With the Caliber LRC SERIES, you can take it with you.

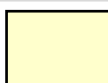
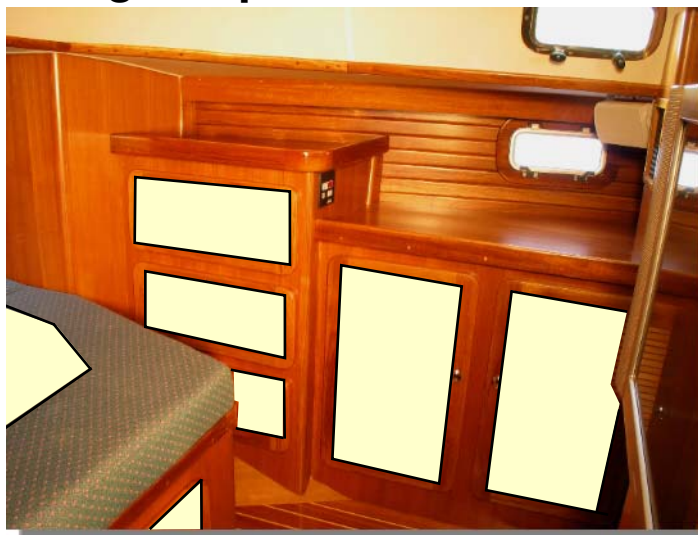
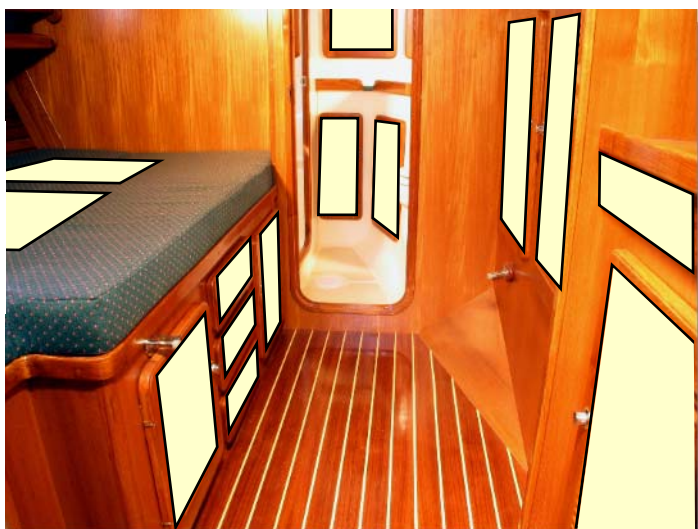
Whether your voyages last a week or months at a time, storage space on a boat is at a premium. So at Caliber, we put a lot of thought into equipping our LRC Series yachts with extraordinary storage capabilities. And because our integral tanks are built under the sub-sole and into the ends of the hull, this frees up a huge amount of volume where it's converted into usable accessible storage space.

Of course, there are numerous lockers, drawers, and

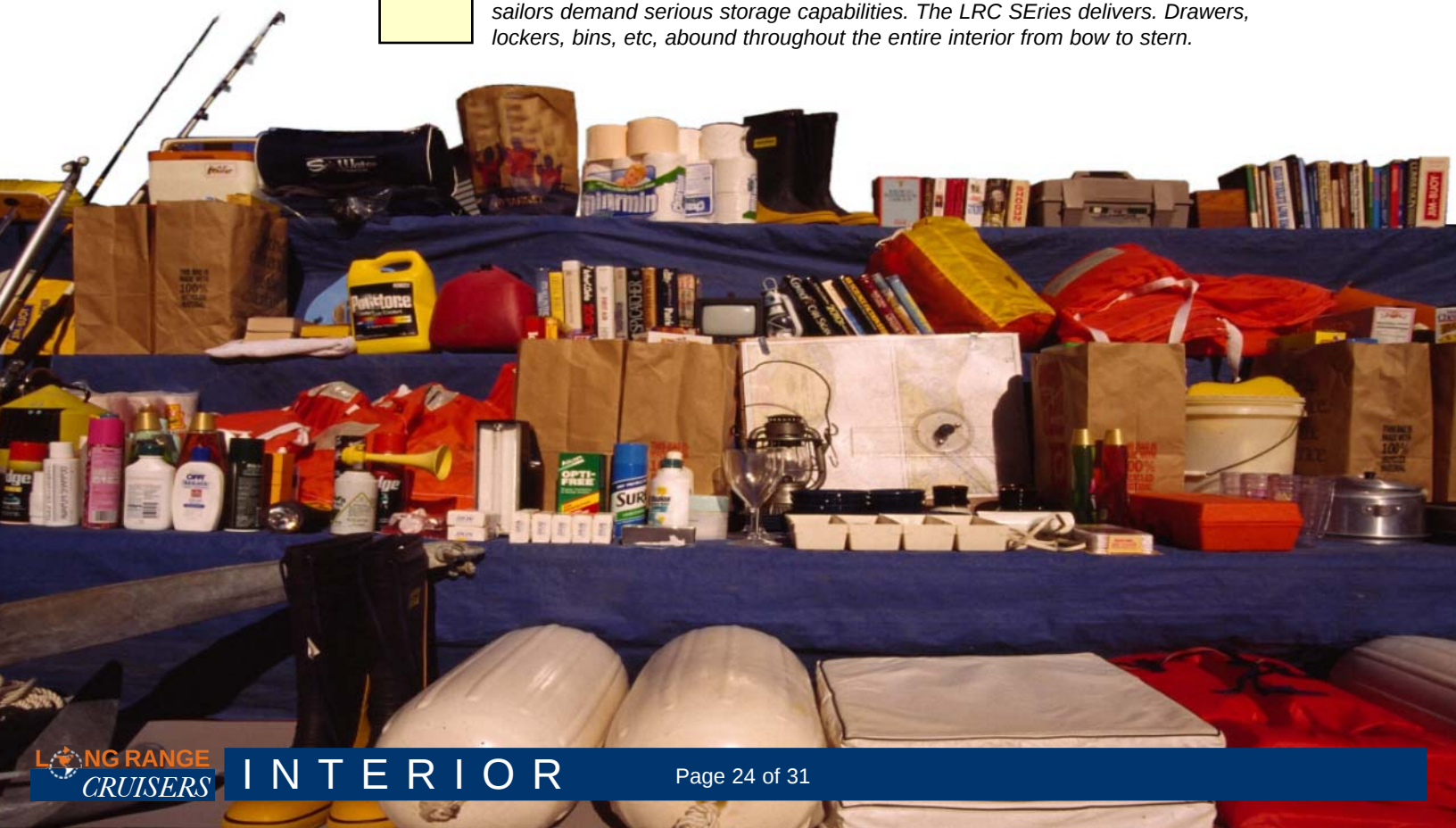
shelves throughout the interior. But where space is squandered on other boats-- under counters, above counters, under settees, behind settees, and under berths-- it is all designed to be useable storage on a Caliber. This lets you carry ample supplies so that they're out of the way, yet easy to access when needed.

Furthermore, with the moderate displacement Caliber Performance Cruising Underbody™, the extra stores won't bog down performance. The hull is designed for load carrying capability, with the ability to still perform when fully loaded for an offshore voyage.

Caliber Long Range Storage Capacities



Every available cubic inch is used for storage because Caliber knows that serious sailors demand serious storage capabilities. The LRC Series delivers. Drawers, lockers, bins, etc, abound throughout the entire interior from bow to stern.



Sturdy double anchor roller platform forms the basis of the Caliber Smart Anchoring System™. See page 8.

Double deck Storage lockers for fenders, mooring lines, and loads of gear.

Private, fully enclosed shower stall, shower seat, and Plexiglass door to keep shower water within.

Forward Stateroom features an easily accessible offset berth, with loads of storage options above and below the berth. Above berth is a cabinet locker plus a book-shelf with book bar to keep books secure.

Dedicated anchor rode storage designed for dual rode storage and non-binding chain-fall.

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.

Roomy private forward head has lots of storage places and loads of room for moving about.

Large, efficient L-shaped Galley offers abundant storage and room to prepare sumptuous meals. With dual passageways aft, so the chef never has to move for traffic.

A double cedar-lined hanging locker, multiple storage lockers, with stand up vanity and storage under, are just a few features in this private forward cabin.

All serious offshore cruisers need a dedicated, well engineered engine and equipment room. All major equipment is easily accessible in this one area. By having a dedicated engine room, more storage is available in the rest of the interior.

Main salon takes full advantage of the maximum beam and headroom by creating an extra roomy space for living. Optional captain's chairs shown with liquor locker between.

Dedicated navigation station for the SErious navigator. Forward facing station can accommodate an array of electronics, charts, instruments, and books as storage and equipment space abounds.

Dual access aft head with convenient access to the cockpit and private access from the aft cabin. A separate shower stall with plexiglass shower door keeps the basin and WC area dry.

Private, aft stateroom accommodates a couple in true comfort. Dual passageways aft, multiple portholes at eye-level and deck level, plus the addition of two overhead hatches, insure great airflow, light, and spaciousness.

Port and starboard lazarette storage lockers for extra deck storage not normally available on center cockpit yachts.

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 47LRC Series yacht hauls an amazing 225 gallons of water and 277 gallons of fuel. With capacities like



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

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 277 gallons, this extends her motoring range many hundreds of miles beyond other boats in her class. When becalmed, or when a storm is threatening, the 47LRC Series yacht can motor vast distances to reach more favorable conditions for sailing.

Caliber Long Range Tank Capacity



Few 47 footers can rival the LRC SE's tank capacities-- An amazing 277 gallons of diesel fuel and 225 gallons of fresh drinking water.

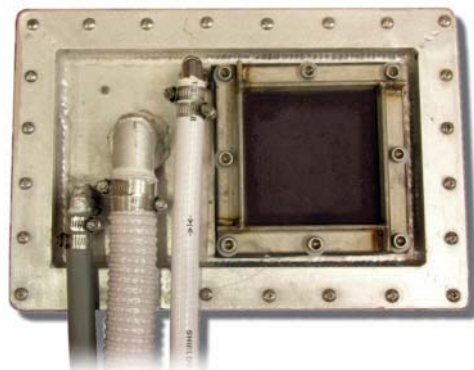
As further assurance against trouble, the LRC Series is equipped with dual tanks and dual filters for both fuel and water systems. What's more, a feature of the new Caliber Smart Fuel System™, is an intelligent auto-routing of the fuel allowing the switching of fuel delivery systems with a simple flip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



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

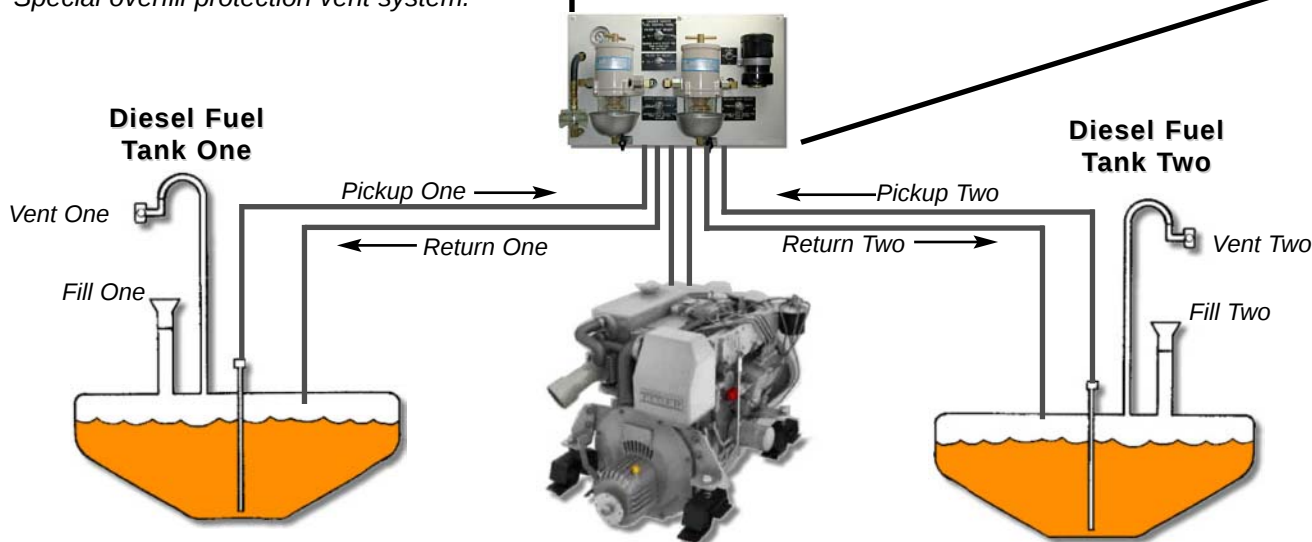
the LRC Series of yachts, Caliber has incorporated clear plexiglass viewing ports so you can do just that-- View your tanks. Not only can you get an approximation of the level



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.

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.



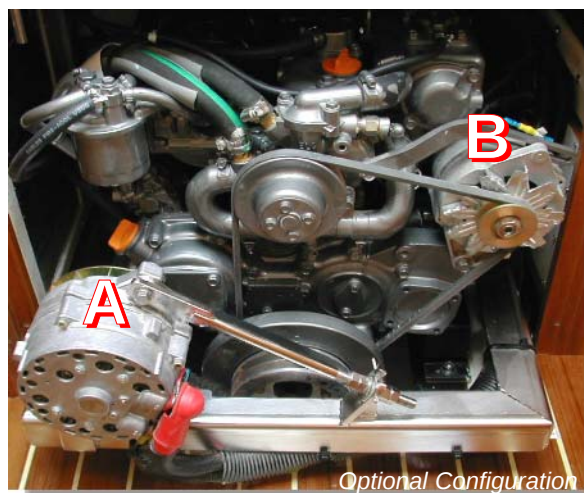


Need extra power and extra reliability? The answer--Caliber Smart Electrical System™

Today's sailor-- who can have a plethora of navigational electronics and convenience appliances, which makes cruising safer and more pleasurable--Needs a lot of power. To address this issue we've designed the Caliber Smart Electrical System™. A valuable feature on a yacht that depends upon reliable electrical power. 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 battery 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 even marine engines and replacing it with a high-output, small frame alternator. This alternator is capable of producing 110 amps of charging power. To take advantage of this increased alternator power, three very large, high acceptance deep-cycle 200 amp AGM (Absorbed Glass



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

Mat) marine batteries are now a standard in the Caliber Smart Electrical System™ for the 47LRC Series model. These batteries are carefully located for great accessibility. Even more convenient, adding an extra optional battery is possible.

Now, to make the high output alternator work efficiently and safely with these deep-cycle batteries, there is a specialized "smart regulator" in the system. This regulator can



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

be considered as the communicator between the batteries and the alternator. It controls 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 which is also part of this smart regulator.

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 for this purpose.

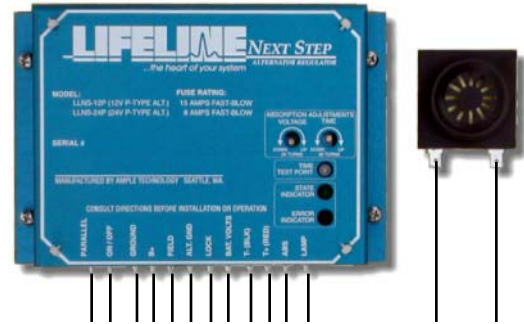
As an additional safety feature, the starting battery is isolated from the house batteries so no switching ever has to be remembered to start the engine or to charge all batteries. And it's not possible to accidentally drain the starting battery while using appliances. Even in the unlikely event that 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.



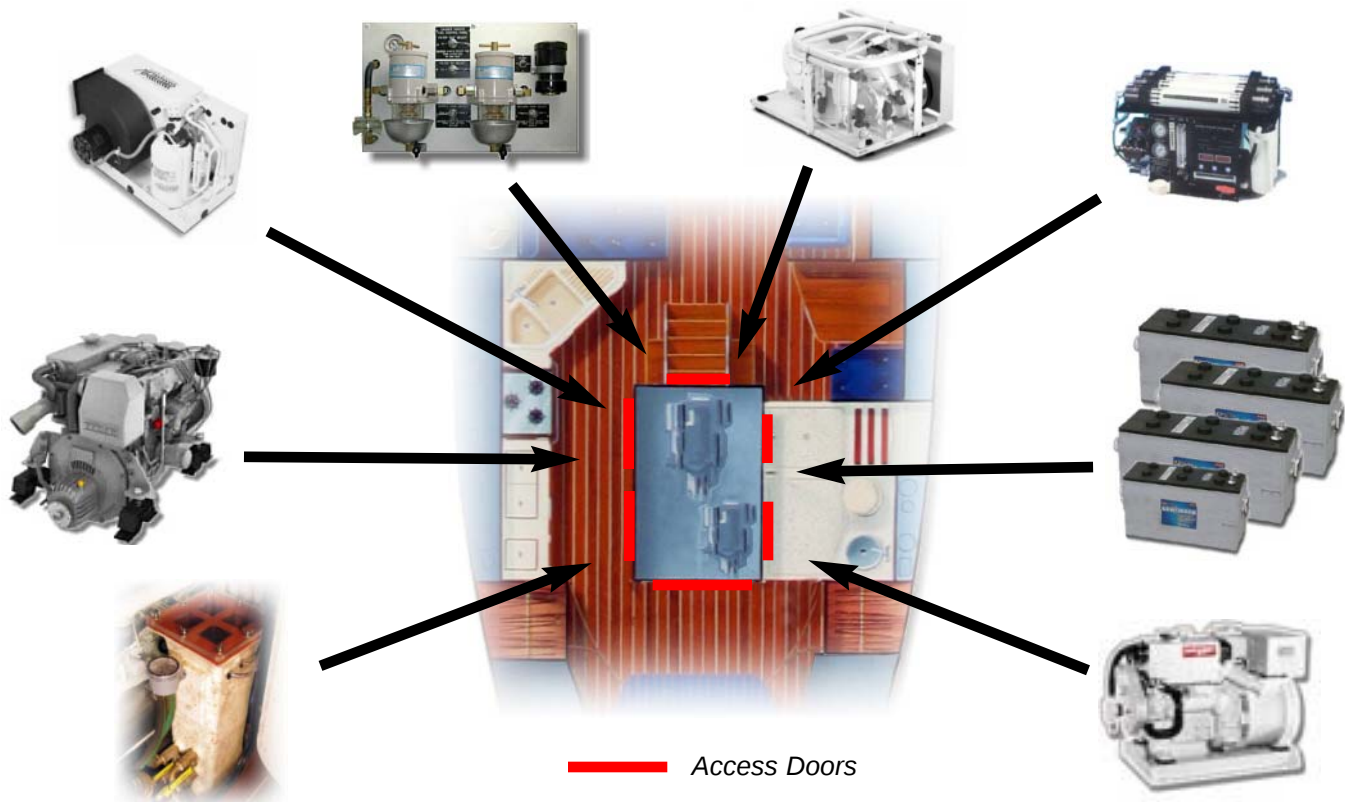
A smart regulator. Just one part of a well-engineered electrical system.

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

The engine room, so often neglected in other cruising yachts is considered the heart of an LRC Series yacht, and given the attention it deserves. It is designed with the utmost planning and attention to detail. Where other yachts place major system components under sinks, buried in lockers, and under berths, in the LRC Series yacht major system components are 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 extremely good access to all this equipment-- Including the diesel engine which is accessible 360 degrees around. The marine batteries, fresh water manifolds, Fuel Control Panel, and Safety Sea Chest™ are all within easy reach. Even the generator, which is normally an access nightmare on most yachts, is given top priority in this engine room. The generator has custom made brackets to allow it to literally slide out for complete accessibility.

Dedicated Engine Room





LOA	52' 11"	Ballast	13,000 Lbs.
LOH	48' 7"	Sail Area	1,014 S.F.
LWL	39' 6"	Water Capacity	225 Gallons
Beam	13' 2"	Fuel Capacity	277 Gallons
Standard Draft	5' 2"	Auxiliary Power	75 H.P. Diesel
Headroom	6' 6"	Estimated Cruising Range	1,400 Nautical Miles
Displacement	33,000 Lbs.	Designed by	Michael McCreary, N.A.

Use Arrow Keys or Page Up / Page Down Keys to Turn Pages
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. Join the many hundreds of 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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