



Cal-Cruising 36

JENSEN marine



CAL-CRUIISING 36

all-fiberglass sailing yacht
for deep water cruising
with big diesel power

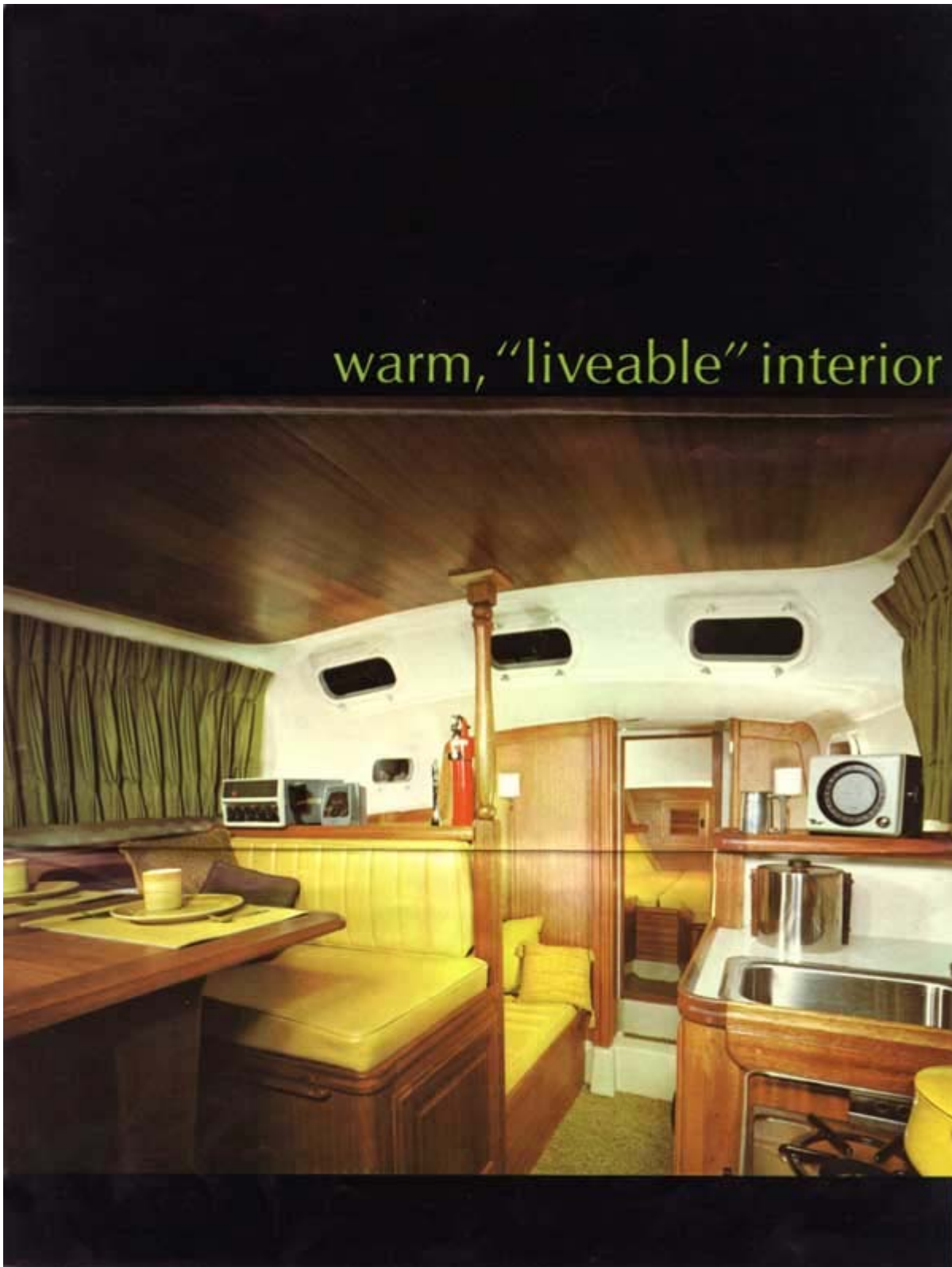


From the drawing board of William Lapworth comes the new Cal-Cruising 36, a yacht which combines the race-proven speed of the Cal 36 hull with a great new design for cruising comfort and safety. The result is a new breed of cruising boat, a fast seaworthy sailer with roominess and appointments that previously could be obtained only in power boats and some motor-sailers.

With the Cal-Cruising 36 the whole oceanic world is yours to experience. She sails on the wind or on a reach with the agility of a true racing boat, and she can power 650 miles on her diesel engine with an ordinary tank of fuel. She's outfitted to accommodate seven in comfort on an extended cruise. Her high-aspect-ratio sailplan, with small main and large headsail capacity, gives her great sailing efficiency with a variety of headsails without overpowering her or her skipper. As a result she is easily handled by a couple.

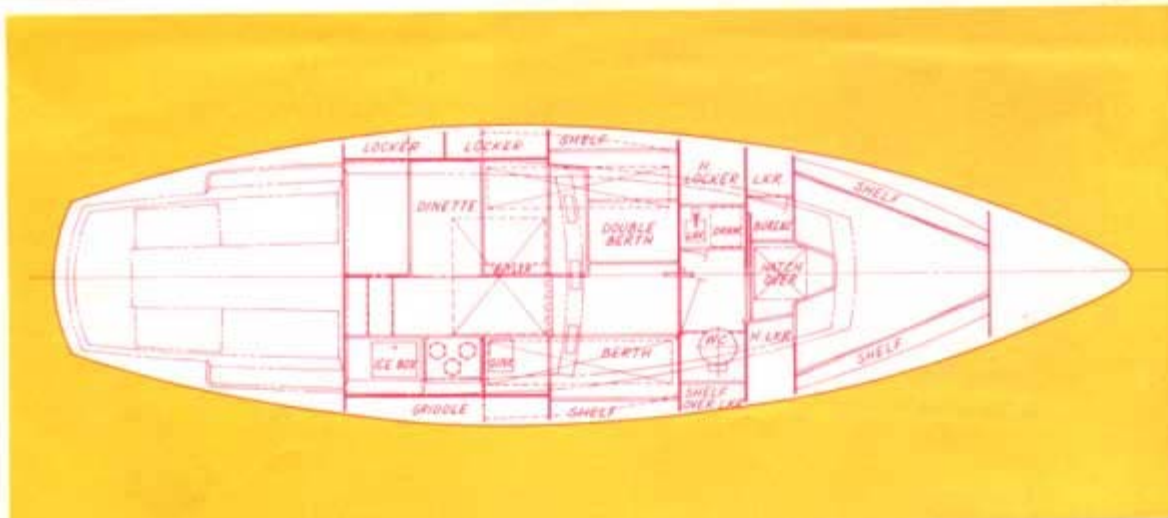
Like the Cal 36 she features a fin keel (available at either 4'11" or 5'8"), spade rudder, and long waterline. She's all-fiberglass, built to Jensen Marine standards for structural integrity, impact resistance, durability, and maintenance-free upkeep. The Cal-Cruising 36 is a yacht, in the best sense of the word, a pleasure to sail, the focus of attention and respect in any port in the world.

warm, "liveable" interior



Lavish with natural mahogany, bright with large windows and ports, colorful with carpeting and tasteful appointments, the interior of the Cal-Cruising 36 is a delight to those who sail aboard her. Her bi-level main salon provides two separate areas for living and sleeping versatility. An expansive view of the outside is afforded from the dinette in the upper level, which is enclosed by the raised cabin doghouse for full standing headroom. Opposite the dinette is an unusually large galley, with large counter space, stove enclosure, ice box, sink, and storage cabinets. The large lower level provides lounging room, storage areas and berths. Sleeping accommodations include five in the main salon and two in the forward cabin, all on deep foam rubber.

Between the two cabins is an enclosed head with washstand, mirror, towel rack, paper holder, hanging locker, and optional hot water shower, together with cabinet and drawers. An additional bureau and locker space is provided in a separate compartment forward of the head. Full standing headroom runs through the entire boat.



POWERFUL MASTHEAD SAILPLAN

Although the sailplan is identical to that of the Cal 36—with a relatively small mainsail and large headsail capacity—the mast itself is extra-heavy-duty, actually the same weight and aluminum alloy extrusion normally supplied on the Cal 40. The boom is also aluminum alloy, and all standing rigging, turnbuckles, fittings, and cleats are stainless steel or bronze. Chainplates are stainless, all fittings are swaged, and running rigging is dacron and stainless, complete for all types of sailing and sails. It is this combination of driving sailplan and extra-strong rigging that gives the Cal-Cruising 36 “go” power, easy handling, and the ability to handle the heaviest winds.



ROOMY COCKPIT, EFFICIENT DECK LAYOUT

Self-bailing and fully scuppered, the cockpit is large enough to seat eight persons easily, yet allow the helmsman ample room to steer and handle sheets. The helm is controlled by tiller, although wheel steering and automatic pilot can be installed as options. Fairleads, tracks, blocks and winches are located for sailing efficiency and clean, open, deck space. For extra strength and rigidity, the reinforced deck, trunk cabin and cockpit are all molded in one piece. Color and nonskid surfaces are molded in, and exterior trim—grab rails, hatches, cockpit coaming, cap rails—are natural teak to reduce maintenance to a minimum.

BIG DIESEL AUXILIARY

Power to cruise at 7 knots is supplied by a Perkins 4-107 diesel engine, with fresh water cooling and heat exchanger, standard. A deluxe instrument panel is mounted in the cockpit, and the built-in 85-gallon fuel tank provides a 650-mile cruising range. The electrical system is 12 volts, operating from an alternator and battery with a switch and fuse panel. The system includes stern light, port and starboard lights, mast light, and interior lights, all controlled from a deluxe electrical panel.