

THE CAL 31.



In boats as in life, it isn't what's promised that counts, it's what's delivered. And it's a fair bet that you are considering buying a Cal 31 today because of the kind of boats Cal has delivered over the past twenty-two years.



The Cal 31 is Bill Lapworth's and Cal's thirteenth boat between 27 and 34 feet – and experience counts in our business, just the way it counts in yours. The 31 is designed on the same hull principles Bill has been evolving since the days of the great Cal 40 – moderately light displacement, longish

waterline, high efficiency fin keel and balanced spade rudder. And it is built with the same painstaking construction techniques that have allowed the Cal 40's to survive 20 years of hard racing – a hand layup of hull and deck in which the resin is squeezed into the cloth and the excess squeezed out, producing the strongest, lightest fiberglass laminate possible.

There are two ways to look at a Cal 31 – from the helm or from another boat. And while we'd much prefer you to do most of your admiring from the perspective of a skipper and owner, in fact you can learn a lot about the 31 from watching one sail on by.

A subjective description would include words like "confident," "aggressive," "pleasing," and "classic." But for now let's stick to the indisputable facts. The cockpit contains skipper, crew and guests, surrounding them with coamings and lifelines for comfort and security. The deck is built for the hands and feet that work the sails – molded-in footrails, teak handrails, cleats, winches and gear are located where experience has directed. The rig is tall and powerful, a statement about Bill Lapworth's commitment to light air performance.

Enough long-distance dreaming. Step into the cockpit, past the wheel and peer down below. Astonished at the sight and scent of so much teak? The rich finish is only an indication of what you'll find when you begin to poke around. Because it isn't just teak for teak's sake – it's teak cabinetry positioned where storage is needed, teak shelving to hold both the essentials and the essential junk, a teak and leaded glass locker for the essences that warm the inner sailor, teak handrails for safe passages below decks, and teak bulkheads for easy-maintenance surfaces that will only grow more beautiful with age.

In a sense, though, it's too bad you can't see your Cal before all the furniture is in place. Because as impressed as you are with the cosmetics, you'd be astonished at the scrupulousness with which seacocks,

wiring, plumbing and gear are installed. Deck fittings, rails, stanchions and pulpits are through-bolted. The engine can be inspected and serviced from all sides. The hull-to-deck joint is bonded in solid fiberglass to give unibody construction, and every internal component is individually glass bonded to the hull.

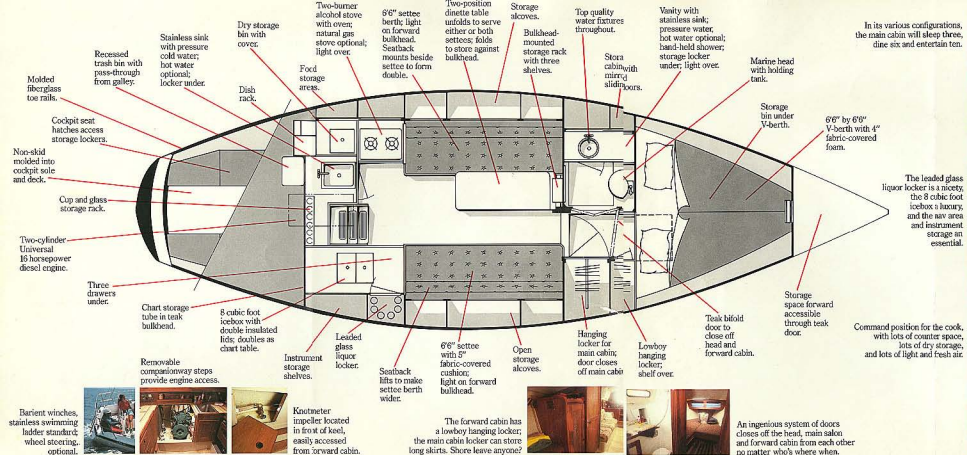
In talking about the early days at Cal, Bill Lapworth said this: "In 1957 when Jack Jensen was laying up the very first Cals himself, I remember him saying that he was planning to be in this business a long time. A lot of what he and I put into those boats weren't features a customer could see or a salesman could sell. You only have to look at all the Cal 40's still being sailed today to see that it was worth it. Compared to our new models, they may seem pretty stark, but performance-wise and construction-wise, those old boats are right there."

The new Cal 31's are "right there," too.

L.O.A.	31'6"
L.W.L.	25'8"
Beam	10'0"
Draft	5'0"
Sail area	490 sq. ft.
Displacement	9,170 lbs.
Ballast	3,600 lbs.
Mast above water	45'5"







In its various configurations, the main cabin will sleep three, dine six and entertain ten.



The leaded glass liquor locker is a nicety, the 8 cubic foot icebox a luxury, and the nav area and instrument storage an essential.



Command position for the cook, with lots of counter space, lots of dry storage, and lots of light and fresh air.

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.

THE CAL 31

17'
16'
15'
14'
13'
12'
11'
10'
9'
8'
7'
6'
5'
4'
3'
2'
1'Inches 0'

1980 Standard Boat Description.

Hull

- One-piece hand laminated fiberglass hull and keel laminate in a combination of mat and roving with extra laminate in the keel area.
- Internal lead ballast bonded in place.
- Fiberglass covered high density foam rubber with stainless steel shaft and reinforcements.
- Below waterline thru-hulls are bronze with appropriate shutoffs.
- Hull to deck joint is bonded and covered with a vinyl general guard.
- Hull and stripe colors are molded in.

Deck

- Hand laid fiberglass deck with plywood and foam coreing. Two-tone deck with colors and non-skid molded in.
- Flush anchor locker in foredeck with overboard drain.
- Stainless steel chimeplates.
- Stainless steel stem fitting with anchor roller and tack pin.
- Stainless steel double rail bow and stern pulpit; stanchions with single lifelines with turnbuckle forward and pelican hooks aft. Stern pulpit has integral fold-down swim ladder.
- Moulded fiberglass toe rails.
- 20" x 20" aluminum framed translucent hatch mounted on foredeck.
- 20" x 20" aluminum framed translucent hatch mounted over main cabin.
- Fiberglass sliding main companionway hatch with solid teak perboards.
- 2 Fixed deck ports mounted in cabin base to provide entry light in head and passageway.

2 Opening ports forward in cabin house.

4 Fixed ports in main cabin.

2 Bow mooring cleats.

2 Stern mooring cleats.

Teak handrails on cabin top.

2 Companionway skirt tracks with blocks.

Roller bearing non-skid traveller with controls.

2 Binnacle #21 chrome gunns trawler with cleats.

1 10" fluorescent w/ich handle.

Moulded wood filler with chrome bristles over head fitting.

2 Large, lockable cockpit seat benches open to storage lockers.

Mast, Boom & Rigging

- Aluminum mast and boom with integral haly and knot groove; painted white.
- Single spreaders, double lower stays, split backstay, masthead stepped eye.
- Aluminum aerial spreaders.

Masthead anchor light and mast running light.

Wire halyards spliced to rope tails.

1 Barient #18 chrome winch for genoa halyard.

1 Barient #19 chrome winch for main halyard.

Cleat for halyards and cunningham.

Stowaway rigging is 1 x 19 stainless steel cable with swaged terminals; stainless steel and chrome bronze turnbuckles.

Beaded dacron running rigging.

Boom topping lift with adjustment on boom.

2 Sets of reef gear; internal boxes.

2 1/2 in. mast outhaul.

2 1/2 Masthead tackle with cam cleat.

Boom vang package.

Flower Box

- Fiberglass floor pan extends throughout interior cabin; bonded to hull for added strength; moulded non-skid on sole.

Forward Cabin

- Teak bulkhead in forepeak with hinged teak door which opens to storage space.
- Fiberglass headliner.
- Large V-berth with 4" fabric covered, foam cushions.
- V-berth inset cushion can be lowered to form a seat, or removed to allow easier access forward.

- Foam backed fabric bulk head liner for insulation and sound absorption.
- Teak fixed storage bins forward over V-berth.
- Moulded fiberglass, vented sailbin under V-berth.
- Storage space under forward portion of V-berth.
- Instrument transducer well located in floor stringer under V-berth. A flat spot in the hull allows easy installation of 2 instrument thru-hulls.
- Bilged teak door separates forward cabin from passageway and main cabin.
- Lowboy hanging locker to starboard aft of V-berth; shelf over locker.
- 100V AC electric outlet.
- Headroom - 5'7".

Head

- Head compartment located amidships to port.
- Entire compartment is finished in fiberglass and laminated surfaces with teak tops for easy maintenance.
- Marine head discharges to a deck discharge holding tank.
- Vanity with stainless steel sink, pressure cold water, hand-held shower and storage locker under. Cabin light mounted over vanity.
- Storage cabinet over vanity with mirror of plexiglass sliding doors.
- 100V AC electric outlet.
- Towel ring, glass holder, toilet tissue holder and mirror.
- Teak bilged door, hinged to close off forward cabin from head and aft cabin, or to close off head, allowing use of the head and clear passage to forward cabin from main cabin.
- Large hanging locker across from head. The locker has a teak door which, when open, closes the head and forward cabin from the main cabin.
- Headroom - 6'.

Main Cabin

- Teak bulkheads and trim.
- Parchment vinyl headliner.
- Port and starboard settees are 60" with 3" fabric covered foam cushions and padded seat backs.
- Port settee seatback removes and mounts next to settee to form a large double berth.
- Starboard settee seatback swings up to increase berth sleeping space.
- Teak framed alcove and locker above settee.
- Bilged, bulkhead mounted dinette table with laminate surfaces and teak trim; folds up to cover storage rack on main bulkhead.
- Teak overhead grab rails.
- Teak compound swing grab rails.
- 2 Cabin lights mounted on bulkheads.
- 100V AC electric outlet.
- Curtains on ports.
- Carpet on cabin sole.
- Headroom - 6'7".

Galley

- Large "U" shaped galley located aft of entrance.
- Teak joinery and trim meet butcher block formica counter.
- 2 Burner alcohol stove with oven.
- Dry storage bin with cabinet.
- Dish rack built into bulkhead aft of galley.
- Cap/glass storage rack mounted on galley counter.
- Storage locker onboard to port with sliding plexiglass doors; shelf over locker.
- Pass-through-to-trash-pail mounted in aft locker.
- Deep stainless steel sink with pressure cold water.
- 8-Cubic-foot icebox to starboard with double, insulated lid; icebox drains to bilge; large counter over icebox serves as convenient stand-up chart table.
- 2 Drawers and 1 locker in galley.
- Liqueur locker with loaded glass door.
- Space for instruments aft of liquor locker.
- Teak aft bulkhead with chart storage tube.
- 2 Bulkhead mounted lights over galley.
- 100V AC electric outlet.
- Removable companionway steps provide engine access.

Mechanical, Electrical & Plumbing

- Universal 16, fresh-water cooled 16 hp outboard, 2-cylinder diesel engine with 2:1 reduction gear, 1" bronze shaft and 2-blade propeller.
- Engine man line with sound absorbing location.
- 20 Gallon fuel tank with fuel gauge.
- 2 85 Amp-hour marine batteries.
- Master electronic control panel, 12 Volt system includes: battery selector/disconnect switch, circuit breakers and battery condition voltmeter. 100V system includes: master circuit breaker, branch line circuit breakers, reverse-polarity indicator and 20 power cord.
- 30 Gallon freshwater capacity in 2 deck-fitted tanks; tank selector valves located at pressure pump, water galley.
- Electric self-priming pressure water pump.
- Electric bilge pump.
- Gusher 5 manual bilge pump.
- International running lights.
- Lightning ground system.

Description of 1980 Options.

- **Compass - Bulkhead Mount** - Ritchie SPB-60 or equivalent installed in cabin aft bulkhead.
- **Compass - Pedestal Mount** - Ritchie SPF-41 mounted in steering pedestal (available with wheel steering only).
- **Cradle** - Heavy wood storage/shipping cradle specifically designed for the Cal Si.
- **Double Lifeline** - Second set of lifeline wires installed at mid-station height.
- **Fabric - Premium Quality** - See dealer's Decor Book for fabric selection.
- **Wolomere's Seat** - Fiberglass filler seat designed to fit in the aft end of the cockpit. Provides an ideal spot for the helmsman when the boat is equipped with pedestal steering.
- **Hot Water System** - Hot water system includes 6 gallon hot water heater with separate circuit breaker. Water heater operates off 100V AC system and/or engine heat exchanger.
- **Lifeline Gate, Port or Starboard** - Addition of two reinforced and braced stanchions just forward of the cockpit and a split in the lifelines with pelican hooks.
- **Marine Head with Holding Tank, Deck and Overboard Discharge** - Marine head mated to a flexible bladder type holding tank. Tank may be discharged overboard in unconfined waters or discharged on-deck with the aid of a starboard pumpout station. (Held with holding tank and deck discharge is standard.)
- **Pedestal Guard** - Stainless steel grab rail helps reduce steering pedestal and gives additional hand hold while moving around the deck (may only be ordered with pedestal wheel steering option).
- **Race Water Separator for Engine** - Raw water separator placed between through-hull and engine will prevent cooling systems of engine from foreign particles that may be sucked in by water pump.
- **Self Water-Galley Pump** - Self-priming manual pump, mounted at the galley sink. Through-hull pickup is equipped with flush bracke fitting and gate valve.
- **Sea Hood** - Fiberglass sun hood is custom molded to provide additional protection from spray for the companionway hatch. Sea hood has moulded-in non-skid surface.
- **Special Haly Cakes** - Refer to gelcoat color chart for available colors.
- **Two-Burner CNG Stove with Oven** - Gas systems, or equivalent, stove tank. CNG stove systems offer the safest method of cooking onboard due to the fact that natural gas rises, rather than sinking to the bilge. Stove unit comes complete with fuel tank, regulator and shut-off valve.
- **Two-Burner Propane Stove with Oven** - High-quality, marine propane stove complete with tank, regulator, high-pressure hose and safety shut-off valve. Fuel tank is mounted in a separate fiberglass tank equipped with sealed lid and overboard drain.
- **Wheel Steering** - Rich Specialties pedestal wheel steering system with 20" wheel. Pedestal comes complete with engine controls and brake.



BANGOR
PLUNKA
MARINE

P.O. Box 991, Fall River, MA 02722 (603) 678-5291

SAIL BOATS, INC.
2000 SO. RIVER ROAD
MILLSBORO, DE. 19966