

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.

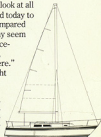
In a sense, though, it's too bad you can't see your Cal before all the furniture is in place. Because as impressed as you are with the cosmetics, you'd be astonished at the scrupulousness with which seacocks,

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.

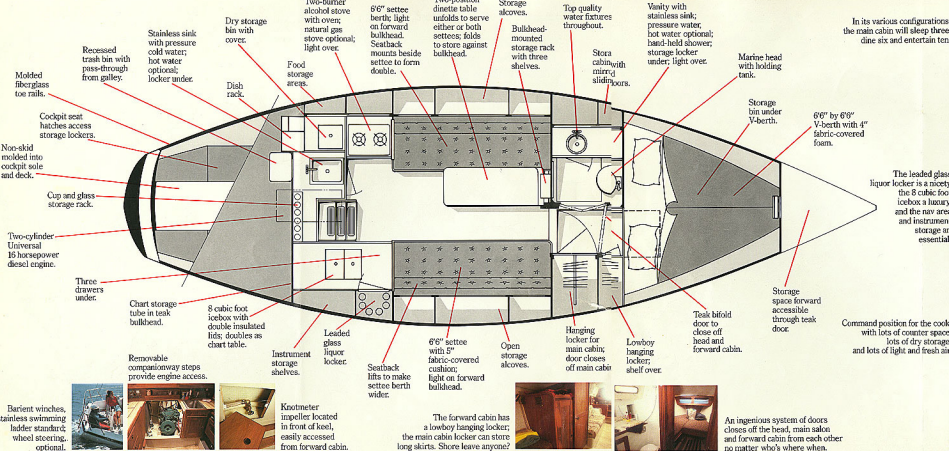
In talking about the early days at Cal, Bill Lapworth said this: "In 1957 when Jack Jensen was laying up the very first Cals himself, I remember him saying that he was planning to be in this business a long time. A lot of what he and I put into those boats weren't features a customer could see or a salesman 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.	31'0"
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.

Barient winches, stainless swimming ladder standard; wheel steering, optional.



Knotmeter impeller located in front of keel, easily accessed from forward cabin.

The forward cabin has a lowboy hanging locker; the main cabin locker can store long skirts. Shore leave anyone?



An ingenious system of doors closes off the head, main salon and forward cabin from each other no matter who's where when.

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

1980 Standard Boat Description.

Hull

- One-piece hand laminated fiberglass hull and keel laminate in a combination of rot and bonding with extra laminate in the load area.
- Internal lead ballast bonded in place.
- Fiberglass covered high density foam rubber with stainless steel skid and undercarriage.

- Below waterline thru-hulls are bronze with appropriate shafts.
- Hull to deck joint is bonded and covered with a vinyl grommet panel.
- Hull and stripe colors are matched 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 seaweed drain.
- Stainless steel chainplates.
- Stainless steel stem fitting with anchor roller and tank pin.
- Stainless steel double mid bow and stern pulpit; stanchions with single lifelines with stainless braid forward and pulpit hooks aft. Stern pulpit has integral, fold-down swim ladder.
- Molded fiberglass toe rails.

- Large 24" x 36" aluminum framed transom hatch mounted on foredeck.
- 20" x 20" aluminum framed transom hatch mounted over main cabin.
- Fiberglass sliding main companionway hatch with solid teak penboards.
- Fixed deck ports mounted in cabin house to provide extra 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 Cammy/36 track with blocks.
- Roller bearing mainmast traveler with controls.
- 2 Binnacle #21 chrome gunwale windows with cleats.
- 1 Binnacle #21 chrome with binnacle.

- Laminated wood filler with chrome bronze filler heat fitting.
- 2 Large, lockable cockpit seat benches open to storage lockers.
- 2 Bow, Locking & Rigid

Mast, Boom & Rigging

- Aluminum mast and boom with integral led and led groove; polished white.
- Single spreaders, double lower side stays, split halyards, stainless sleep rig.
- Aluminum aerial spreaders.
- Masthead anchor light and mast running light.
- Wire halyards spliced to rope tails.

- 1 Binnacle #18 chrome stanch for genoa halyard.
- 1 Binnacle #18 chrome stanch for main halyard.
- Cleat for halyards and Cunningham.
- Standing rigging in 1 x 12 stainless steel cable with swaged terminals; stainless steel and chromed bronze turnbuckles.
- Redeflect decktop running rigging.
- Boom topping lift with adjustment on boom.
- 2 Sets of reef gear; internal in boom.
- 21.10.0000 outhaul.
- 5-1 Masthead tackle with cam cleat.
- Boom roop package.

Floor Pan

- Fiberglass floor pan extends throughout interior cabin; bonded to hull for added strength; molded 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 inport cushion can be loosened to form a seat, or removed to allow easier access forward.

- Foam-bonded fabric hull liner for insulation and sound absorption.
- Teak faced storage bin forward over V-berth.
- Molded fiberglass, veeled cabin 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.
- Billed tank door separates forward cabin from passageway and main cabin.
- Lowkey hanging locker to stowboard aft of V-berth; shelf over locker.
- 110V AC electric outlet.
- Headroom—3'3".

Head

- Head compartment located amidships to port.
- Basin compartment is finished in fiberglass and laminated surfaces with teak trim for easy maintenance.
- Marine head discharges to a deck discharge holding tank.
- Varies with stainless steel sink, pressure cold water, hand-held shower and storage locker under. Cabin light mounted over vanity.
- Storage cabinet over vanity with mirrored fiberglass sliding doors.
- 110V AC electric outlet.
- Travel ring, glass holder, toilet tissue holder and mirror.
- Teak bilge door, hinged to close off forward cabin from head and aft cabin, or to close off head, allowing use of the head or direct 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.

Main Cabin

- Teak bulkheads and trim.
- Parquet vinyl headliner.
- Port and starboard settees are 6'0" with 2" fabric covered foam cushions and padded seat backs.
- Port settee seatback swivels 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 lockers above each settee.
- Billed, bulkhead mounted dinette table with laminate surfaces and teak trim; folds up to cover storage rack on main bulkhead.
- Teak overhead grab rails.
- Teak companionway grab rails.
- 2 Cabin lights mounted on bulkheads.
- 110V AC electric outlet.
- Carpet on cabin sole.
- Headroom—3'3".

Galley

- Large "U" shaped galley located aft of mainmast.
- Teak primary and trim accent butcher block laminate counter.
- 2-Burner alcohol stove with oven.
- Dry storage bin with cover.
- Teak rack built into bulkhead aft of galley.
- Cup/glass storage rack mounted on galley engine.
- Storage locker outboard to port with sliding plexiglass doors; shelf over locker.
- Pass-through to trash port mounted in seat locker.
- Deep stainless steel sink with pressure cold water.
- Cable-toe lockers to stowboard with double, insulated lid; lockers drains to bilge; large counter over lockers serves as conventional stand-up chart table.
- 1 Drain and 1 locker in galley.
- Liqueur locker with louvered glass door.
- Space for instruments aft of liquor locker.
- Teak aft bulkhead with chart storage tube.
- 2 Bulkhead mounted lights over galley.
- 110V AC electric outlet.
- Removable companionway steps provide engine access.

- Mechanical, Electrical & Plumbing
- Universal B6, fresh-water pump 18 horsepower, 2-cylinder diesel engine with 2:1 reduction gear, 1" bronze shaft and 2-blade propeller.
- Engine room lined with sound absorbing insulation.
- 20 Gallon fuel tank with fuel gauge.
- 2 65 Amp/hour marine batteries.
- Master electronic control panel. If Volt system includes: battery selector/disconnect switch, circuit breakers and battery condition voltmeter. 110V system includes master circuit breaker, bench bus circuit breakers, reverse polarity indicator and 50 power cut.
- 36 Gallon freshwater capacity in 2 deck filled tanks; tank selector valves located at pressure pump, water galley.
- Electric self-priming pressure water pump.
- Electric bilge pump.
- Gasbar 8 manual bilge pump.
- International mooring lights.
- Lighting ground system.

Description of 1980 Options.

- **Compass—Ballhead Mount—Biscite SFB-60** or equivalent located in cabin aft bulkhead.
- **Compass—Podiatr Mount—Biscite SMF-94** mounted in steering pedestal (available with wheel steering option only).
- **Cradle—Heavy woe storage/shipping cradle** specifically designed for the CAL31.
- **Dovetail Lifelines—**Several set of lifeline wires installed at mid-stanchion height.
- **Fabrica—Premium Quality—**See Dealer's Decor Book for fabric selection.
- **Mastwin's Swat—**Fiberglass filter seat designed to fit in the aft end of the cockpit. Provides an ideal spot for the helm when the boat is equipped with pedestal steering.
- **Hot Water Shower—**Hot water system includes 6 gallon hot water heater with separate circuit breaker. Water heater operates off 110V AC system and/or engine hot exchanger.
- **Lifeline Gate, Port or Starboard—**Addition of two reinforced and brooked stanchions just forward of the cockpit and a split in the lifelines with pulpit 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 uncontrolled waters or discharged to deck with the aid of a shore-side pumpout station. (Head with holding tank and deck discharge is standard.)
- **Podiatr Guard—**Stainless steel grab rail helps reinforce pedestal and gives additional hand-hold while moving around the deck (may only be ordered with pedestal wheel steering option).
- **Race Water Strainer for Engine—**Race water strainer placed between through-hull and engine will protect cooling system of engine from foreign particles that may be sucked into water pump.
- **Salt Water Galley Pump—**Self-priming manual pump, mounted at the galley sink. Through-hull pickup is equipped with 1/2 inch bronze fitting and gate valve.
- **Sea Mast—**Fiberglass sea hood is custom molded to provide additional protection from spray for the companionway hatch. Sea hood has molded-in non-skid surface.
- **Special Wall Calves—**Refer to grommet chart for available colors.
- **Two-Burner CNG Stove with Oven—**Gas systems, or equivalent, stove with CNG stove system allow the safest method of cooking onboard due to the fact that natural gas flows rather than striking 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, hot pressure hose and safety shut-off valve. Fuel tank is mounted in a separate fiberglass locker equipped with sealed lid and overboard drain.
- **Wheel Steering—**Yacht Specialties pedestal wheel steering system with 28" wheel. Pedestal comes complete with engine controls and helm.



BANGOR PUNTA MARINE

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