

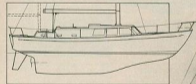
Cal 2-46: Because doesn't have to sail

Too many of today's deep-water cruisers look—and handle—like boats designed in the 1870's. Heavy displacement double-enders. Deep keeled sloops and ketches with low and massive rigs. Boats that disorganize almost everything that yacht designers have learned from modern ocean racing.

But now there's an offshore cruising sailboat that takes advantage of a century of design: A light-displacement passagemaker. The Cal 2-46.

The Safety of Light Displacement

The Cal 2-46 weighs 15 tons. Hefty for a coastwise cruiser. But light for an offshore boat. So she rises over massive ocean rollers like a modern ocean racer. Instead of wallowing in the troughs. Rides with a breaking storm wave. In-



Bill Lapworth gave the 2-46 a 37 1/2-foot waterline and a long shallow keel for exceptional speed and an easy motion at sea.

stead of stopping dead in its path.

Hand layed-up fiber-glass construction, generous structural bulkheads make her sinewy and tough. And Bill Lapworth's seakindly design makes her fast enough to run before a storm.

The keel is extraordinarily long. To help her track. And it only draws five feet. Which is unusual for a 46-footer. A balanced spade rudder helps her answer surely to her helm.

Two Easy To Handle Rigs

The sail plans were designed for a couple to manage at sea. The sloop rig is tall for a blue water cruiser. But massively stayed for strength. With a big foretriangle and tall main for drive to weather.

She also comes as a ketch. For easy balance with any combination of sails. In any wind. And everything is inboard, too. So

sails don't have to be handled from a pitching bowsprit.

A Livaboard Cruiser

Her beamy hull and substantial deckhouse give the Cal 2-46 remarkable room below. Even for a 46-footer. Not just room for guests (though she comfortably sleeps

an offshore cruiser like an antique



Rich teak paneling and handcrafted cabinetry add warmth to the roving main cabin.

seven, in three private cabins), but space for an engine room you can walk around in; an enormous lazarette. Space for a chart table, two heads with showers, and a workbench. Space to stow the gear, supplies, and tools that make a cruiser into a self-sufficient passagemaker.

Practical Luxury

The only thing old-fashioned about the Cal 2-46 is the standard of her finish and her joinery. But most of her woodwork is kept sensibly below. Protected from the elements. She's not festooned with bogus wooden railings and scroll boards. And she doesn't need a professional crew to keep her up.

Ocean Crossing Potential

The Cal 2-46 was built for distance. An 85hp Perkins diesel and tanks for 135 gallons of fuel provide a steady 8-knot cruising speed. A

cruising range of 1,200 miles under power alone. The Cal 2-46 will also cruise at an honest 8 knots under sail. In fact, the Class Association tells us five 2-46's are already on their way around the world.

Cal Information Center
P.O. Box 930-Y476-46
Elmsford, N.Y. 10523

Please send me complete information on the Cal 2-46.

Name

Address

City

State Zip

CAL-BOATS

Marlboro, N.J. • Costa Mesa, Cal.

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Bill Lapworth and Jack Jensen agreed their New 46' Motor Sailer had to be a winner

C 46 Designing ocean racing winners is all in a day's work for Bill Lapworth, designer of the incredibly successful Cal 40.

When Jack Jensen of Jensen Marine and Bill Lapworth talked about a motor sailer they agreed that she had to be a winner, too, although a somewhat different kind of winner.

The new motor sailer had to be large and comfortable enough to take her owner and guests anywhere in the world, yet small enough for a couple to handle. She had to have a sea kindly hull and a gentle motion at sea—and a shallow draft to cruise the Bahamas. And good speed under sail to take advantage of favorable winds. And good speed under diesel power to shorten those weather passages.

She had to be a real home afloat for prolonged cruises for the yachtsman, his family and their guests with plenty of deck space for sail handling, dinghy storage and sunny sailing. Below deck she had to be spacious and luxurious—with a huge salon, dressing room, shower, two heads, private forward cabin, large galley, and dinette. She had to have an enclosed pilot house to keep the

helmsman warm and dry in any weather.

Finally, she had to give her skipper more in boating pleasure, adventure and discovery and take less in maintenance—haulouts, painting and varnishing. So she had to be all fiberglass.

How well have they succeeded in blending all these requirements into this motor sailer? We would like you to take a look at the new Cal Cruising 46 soon, and judge for yourself. The first production Cal Cruising 46's will be available this fall. In the meantime, may we send you the plans, facts and figures on our new Cal Cruising 46? Please write.

9,000 miles of shake-down cruising—up the Pacific Coast from So. Calif. to British Columbia—have proved the new Cal Cruising 46 a winner in every respect.



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