

# PRODUCT KNOWLEDGE INFORMATION SHEETS



# ***SEAWORTHY FEATURES***



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**Question:** What are the Safety Features of the *Seaworthy Boarding Platform*?

**Answer:** A man-overboard can be recovered, unassisted, using the platform. A flat stable platform allows boarding a dinghy easier and safer. The strength of the closed designed transom is tremendous, protecting against following seas. Support bulkheads are bonded to the transom.

## Seaworthy Boarding Platform

### Key Safety Features

1. Safe, quick, and easy recovery of Man Overboard. Also designed to be Self-Rescuing.
2. Flat stable platform from which to board dinghy. Located at the proper height to step directly into dinghy safely.
3. Swimming, showering, or scuba diving is both safe and convenient.
4. Strength of transom is tremendous to protect against following seas.



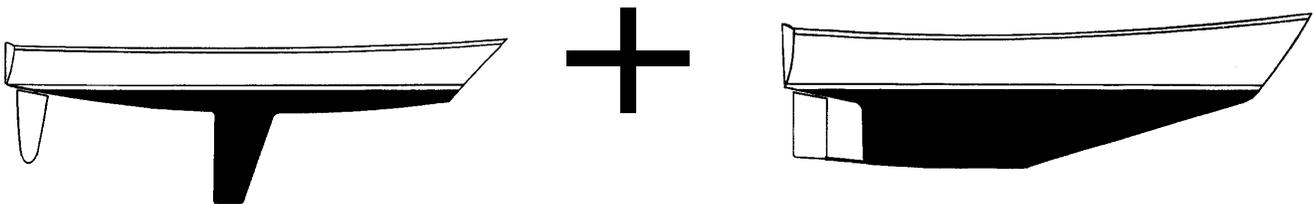
**Question:** How can you combine both performance and seaworthiness into the same hull design?

**Answer:** The *Caliber Performance Cruising Underbody™* does just that. It is a blending of two types of extreme designs creating a proven hull design that is safe, strong, and seaworthy.

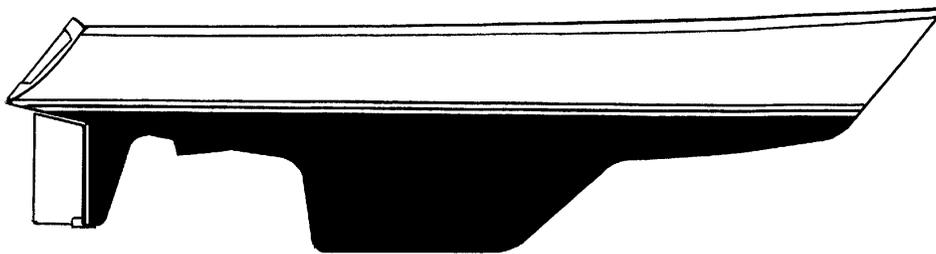
## Combining the Best Characteristics

High performance underbody results in speed but with an uneasy motion, lack of directional stability, quick, and uncomfortable motions offshore.

Full Keel adds control but at the sacrifice of performance, windward pointing ability, and maneuverability.



**Equals**



Proven combination of the two extreme types creates a hull that have these characteristics: high pointing ability, excellent directional stability, easy tacking (light wind), and high mobility during docking situations.

**Question:** Why is the *Rudder/Skeg Combination* an important element of a steering system?

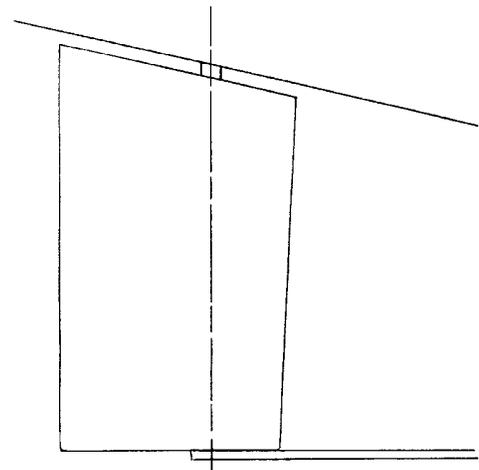
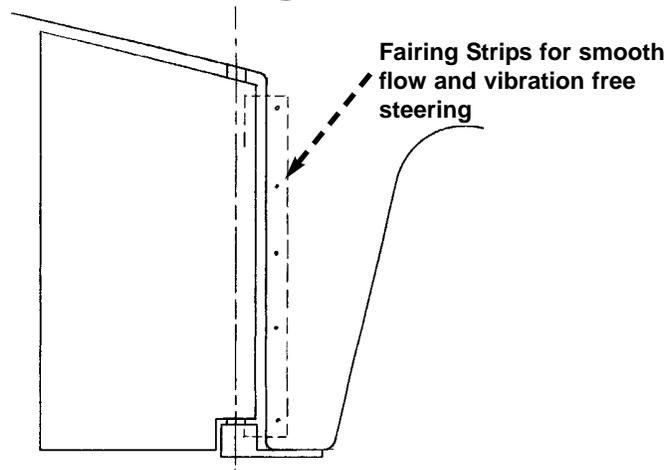
**Answer:** With a full length structural Skeg located directly in front of the rudder, the stall angle of the rudder is substantially raised. During times when it is needed most, in heavy seas or docking maneuvers, powerful turning moments can be generated by a rudder/skeg combination.

## Rudder/Skeg Combination

Rudder/Skeg Combination

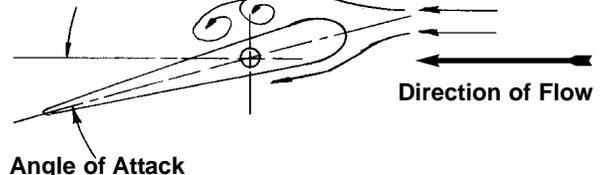
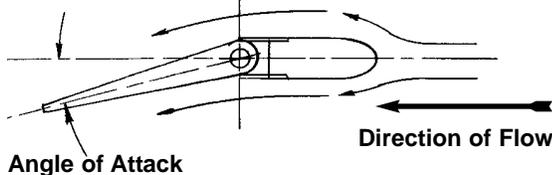
Vs.

Spade Type Rudder



Smooth Laminar Flow  
(Strong Turning Moments)

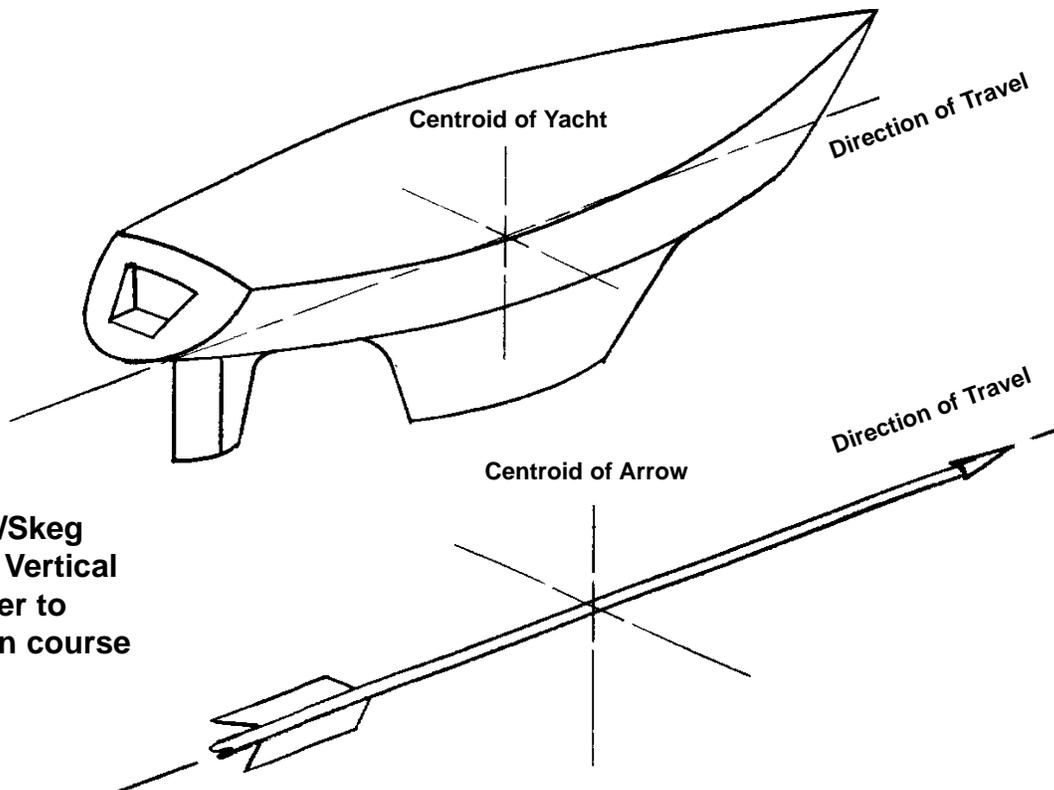
Stalled Turbulent Flow  
(Low Turning Moments)



**Question:** How does the *Rudder/Skeg Combination* help with directional stability?

**Answer:** A large full length structural skeg directly attached to the hull act in an analogous manner as feathers on an arrow. The skeg acts as a stabilizer to help maintain a consistent and true course through the water.

## Rudder/Skeg Combination Creates Strong Directional Stability



**Question:** What is meant by *Seaworthy Stability Characteristics*?

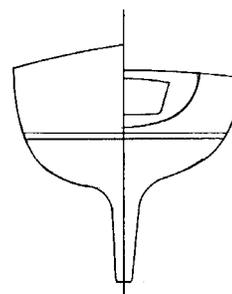
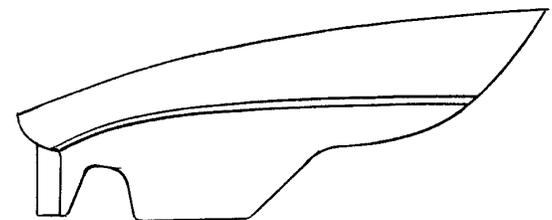
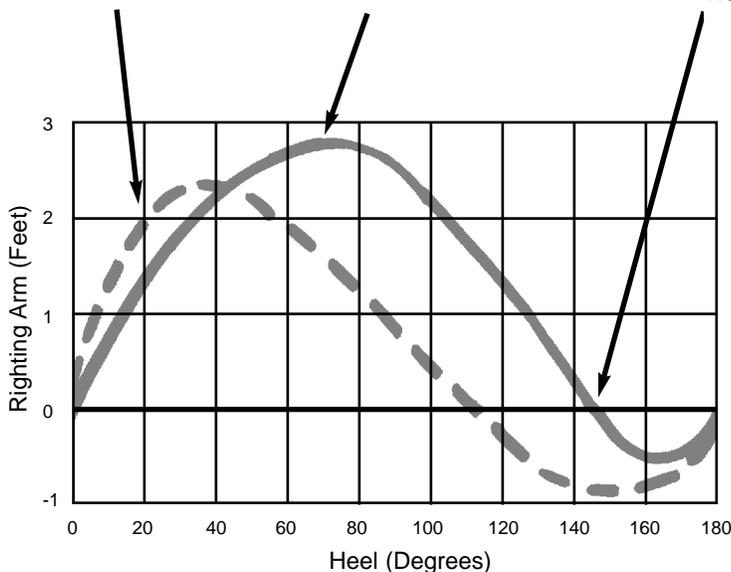
**Answer:** Stability characteristics created by proper hull design combined with moderate displacements results in a comfortable motion at sea and high ultimate stability for safety..

## Seaworthy Stability Characteristics

High initial stability in flat bottom light displacement hull design, means a snappy, quick, and uncomfortable motion in offshore conditions.

Increased righting arm in offshore designs means a greater righting moment because of moderate displacement. Design is "Stiff".

High ultimate stability common to all Caliber LRC's due to moderate freeboard, large cabin house, high coamings and ballast located low in modified shoal fin keel.



**Moderate displacement, moderate draft and moderate beam. A safe, comfortable, offshore cruising type hull design.**