

PRODUCT KNOWLEDGE INFORMATION SHEETS



STRENGTH FEATURES



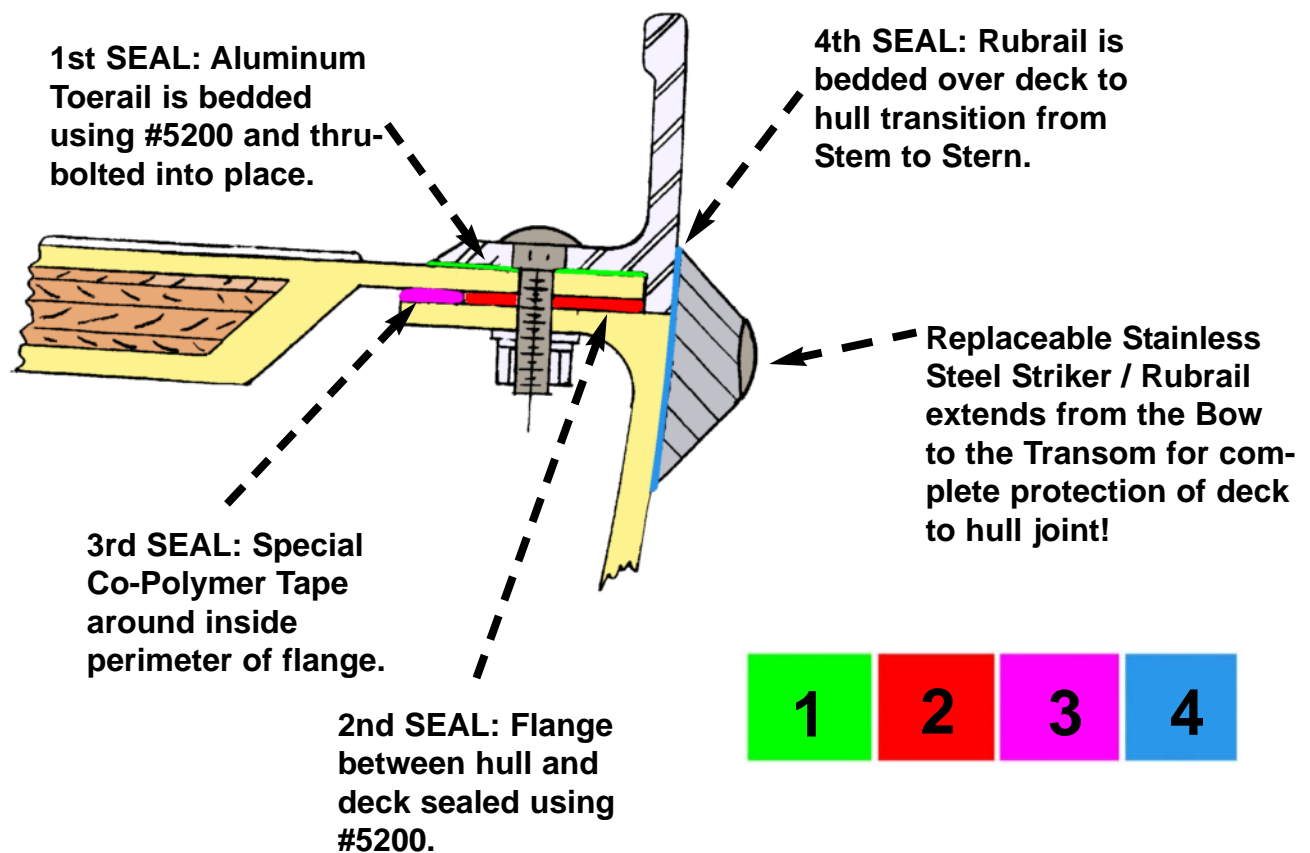
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PRODUCT KNOWLEDGE INFORMATION SHEET

Question: What is the *Quad-Seal Deck to Hull System™*?

Answer: A special deck to hull joint method that is secured using 4 distinct sealing surfaces to keep out water. It is then protected from bow to stern using a stainless steel striker plate mounted on a protective resilient rubrail.

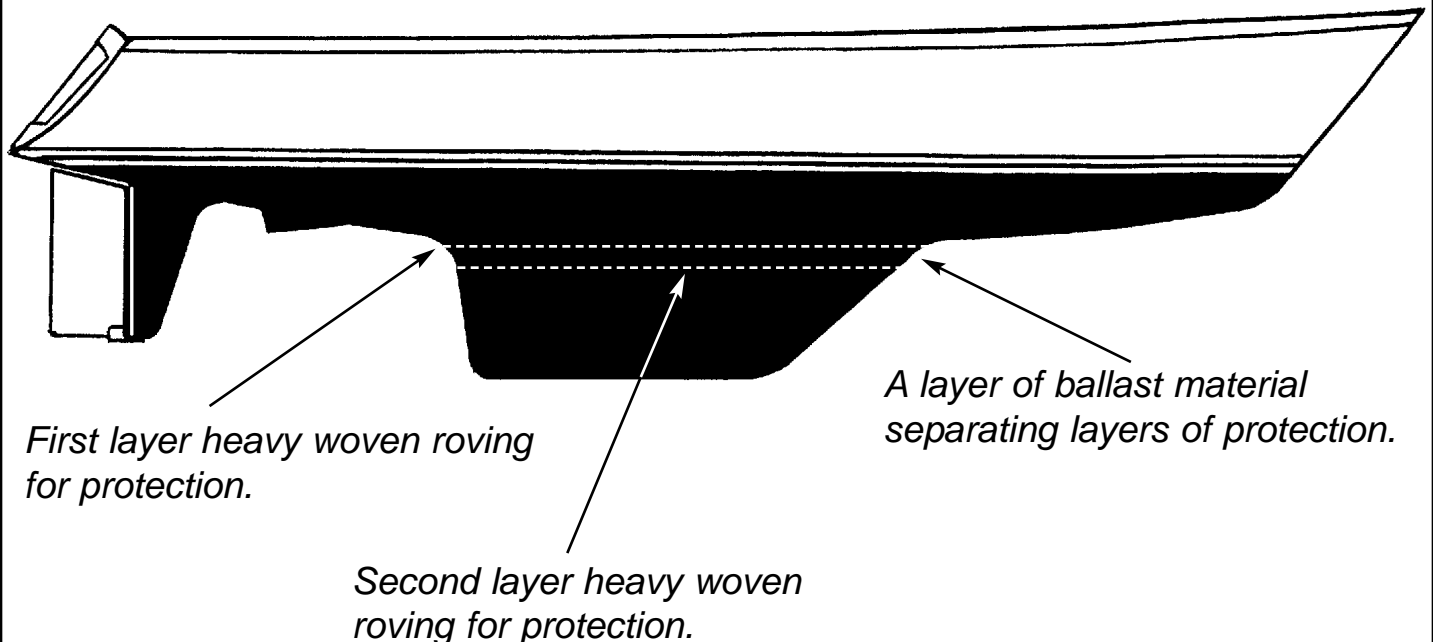
Quad-Seal Deck to Hull System™



Question: What is the *Double-Seal Integral Keel™*?

Answer: The Caliber keel is not only molded into the one piece hull for added strength, but it is also double laminated at the top with two independent layers of heavy woven roving. If damage occurs to the keel, then there are two barriers to help prevent water penetration into the hull.

Double-Seal Integral Keel™

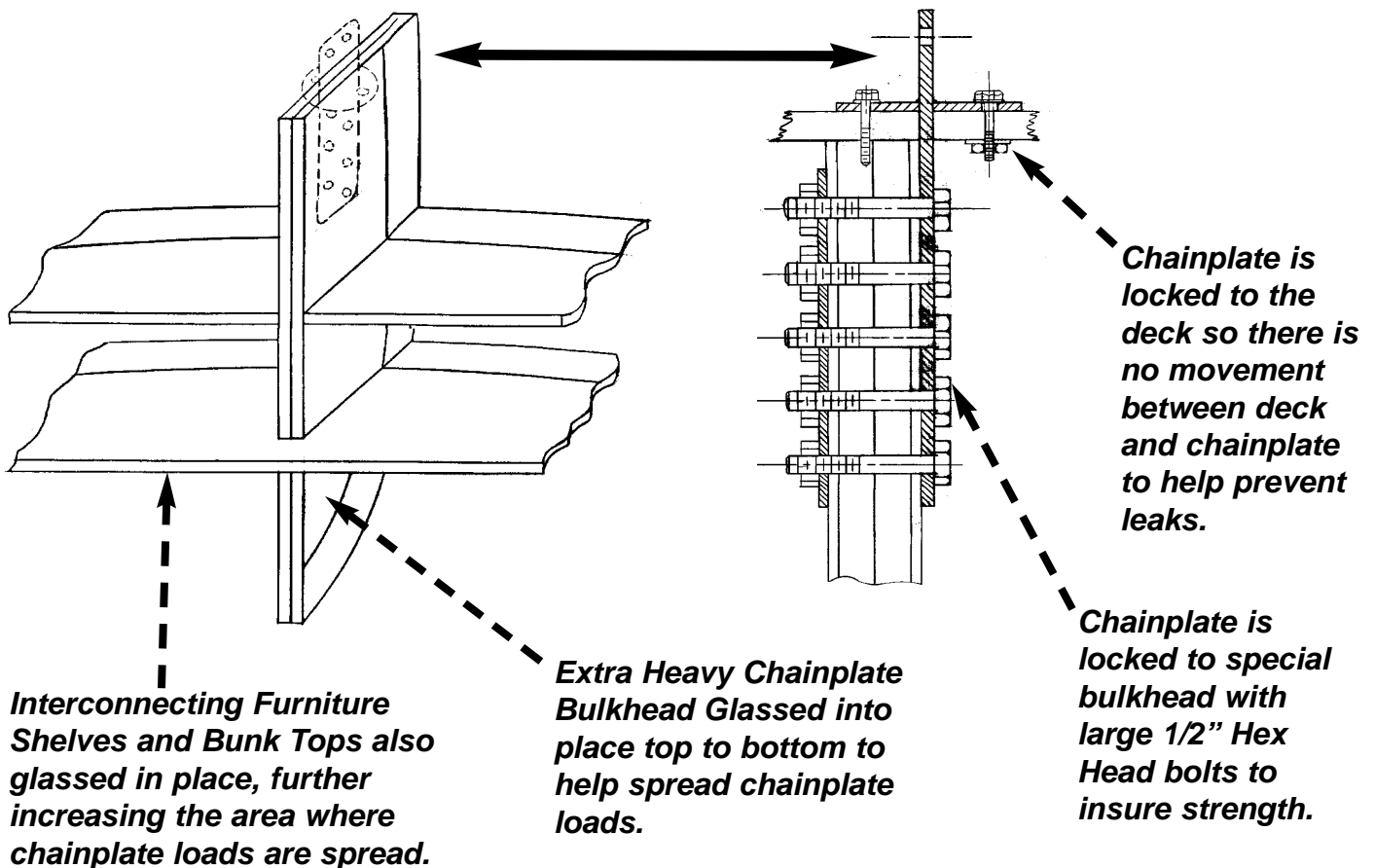


PRODUCT KNOWLEDGE INFORMATION SHEET

Question: What is the *Double-Lock Chainplate System*TM?

Answer: A method of attaching the Chainplate to insure a strong connection between the Chainplate and deck, plus the chainplate and hull. This system also spreads the loads of the sailing rig throughout the hull due to the heavy chainplate bulkhead bonding.

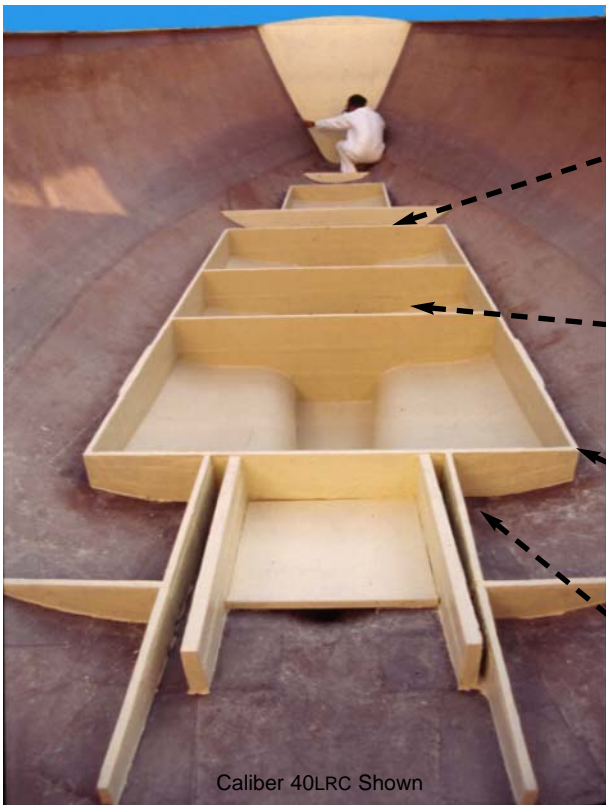
Double-Lock Chainplate SystemTM



Question: What is the “*Integral Strength-Grid System™*?”

Answer: A labor intensive system used to structurally bond together all sub-sole components into a strong cohesive unit that forms the backbone of the hull. The tanks, instead of simply being dropped into place, are heavily laminated within the hull. The combination of lids, baffles, stringers, and sub-sole all interact to form a rock solid structure to spread primary sea loads over a large area.

Integral Strength-Grid System™



Caliber 40LRC Shown

Integral tanks add a double bottom effect. Seawater would be contained in case of damage to these areas.

Integral tanks, lids, and baffles add tremendous strength to the sub-sole structure to spread loads evenly over hull.

Sub-sole is laminated around it's entire perimeter adding a complete bonding between grid struture and hull.

Stringers are heavily glassed into position with extra heavy laminates and resins. Entire grid structure acts as a single strong unit.

Question: What is the *Multi-Bulkhead Bonding System*TM?

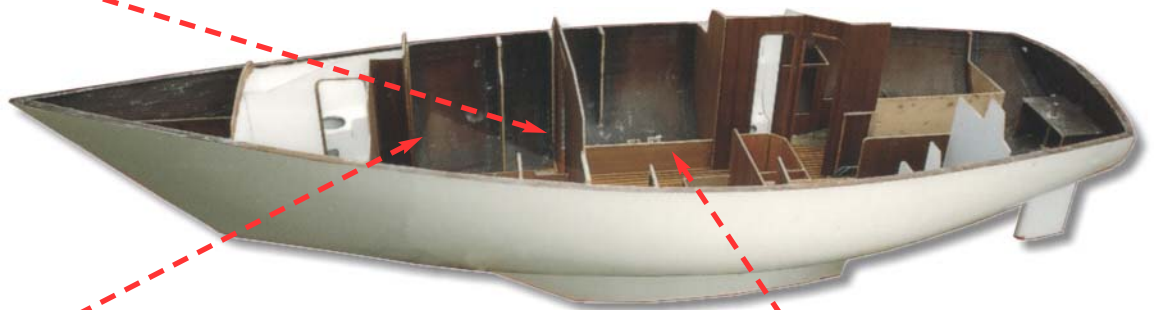
Answer: A construction method of connecting floors, stringers, bulkheads, shelves, and frames with heavy fiberglass laminates without using fiberglass hull liners or pans. It indisputably the strongest, most labor and material intensive method of construction.

Multi-Bulkhead Bonding SystemTM



Interior bulkheads and shelves are all solidly hand-laminated to the hull. No large interior fiberglass liners are used. Therefore, all surfaces to the hull are bonded directly. This results in a rock solid, strong, and seaworthy hull.

Two examples of bulkheads being bonded in place with no fiberglass pans or liners to interfere.



A look at the massive amount of structural support just in the main salon area. This is common to all LRC SERIES models, and common throughout the hull. No method of construction can beat this method for strenght and durability. A reason Calibers are rock solid.



Question: What are the advantages of Heavy *Woven Roving* Glass Laminates?"

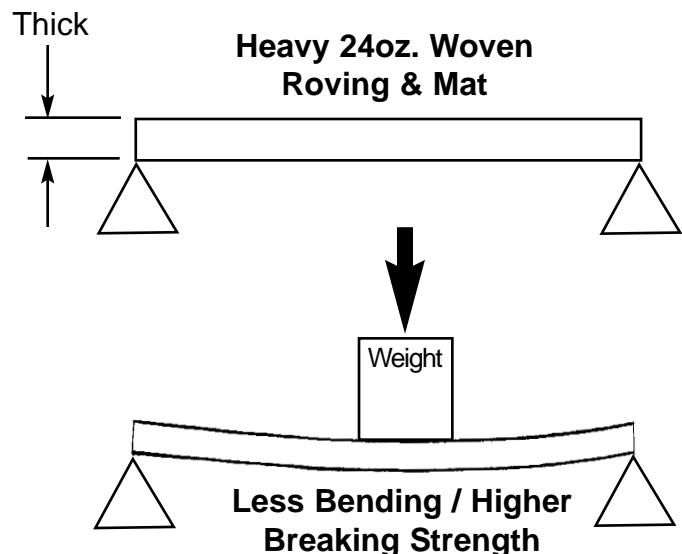
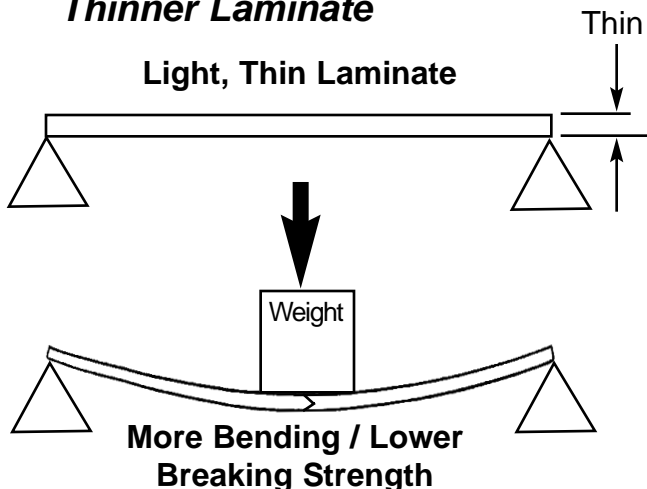
Answer: Bending strength and stiffness go up dramatically with panel thickness. Heavy *Woven Roving* Glass laminates create a thicker panel. This creates a much stronger panel that is less prone to fracturing.

Heavy Woven Roving Glass



Caliber Heavy Duty Laminates Create a Thicker Laminate

Knitted High Tech Fabrics Create a Thinner Laminate

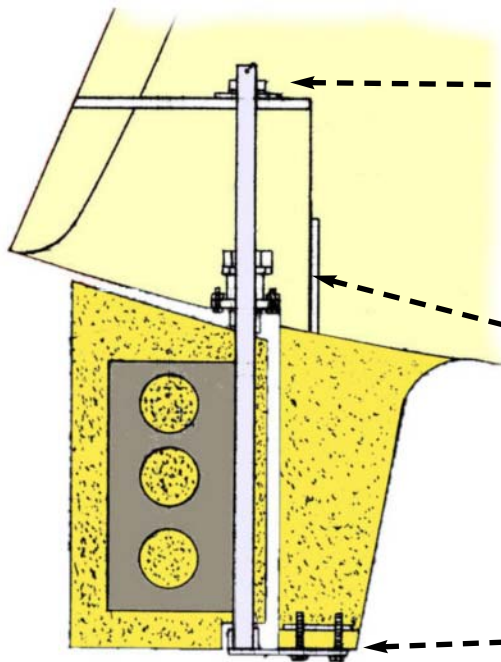


PRODUCT KNOWLEDGE INFORMATION SHEET

Question: What is the *Triple-Support Rudder System*TM?

Answer: A method of attaching the rudder to the hull that involves spreading rudder loads to three key points. Any two of which could support the rudder in an emergency. This entire system is located well above the bottom of the keel for added protection in a grounding.

Triple-Support Rudder SystemTM



Rudder / Skeg is located above the bottom of the keel for added protection during accidental grounding



First Support:
Precision Anti-friction upper Bearing.



Second Support:
Heavy solid cast bronze rudder stuffing box.



Third Support:
Solid stainless steel rudder shoe. Bolted to structural full length skeg.