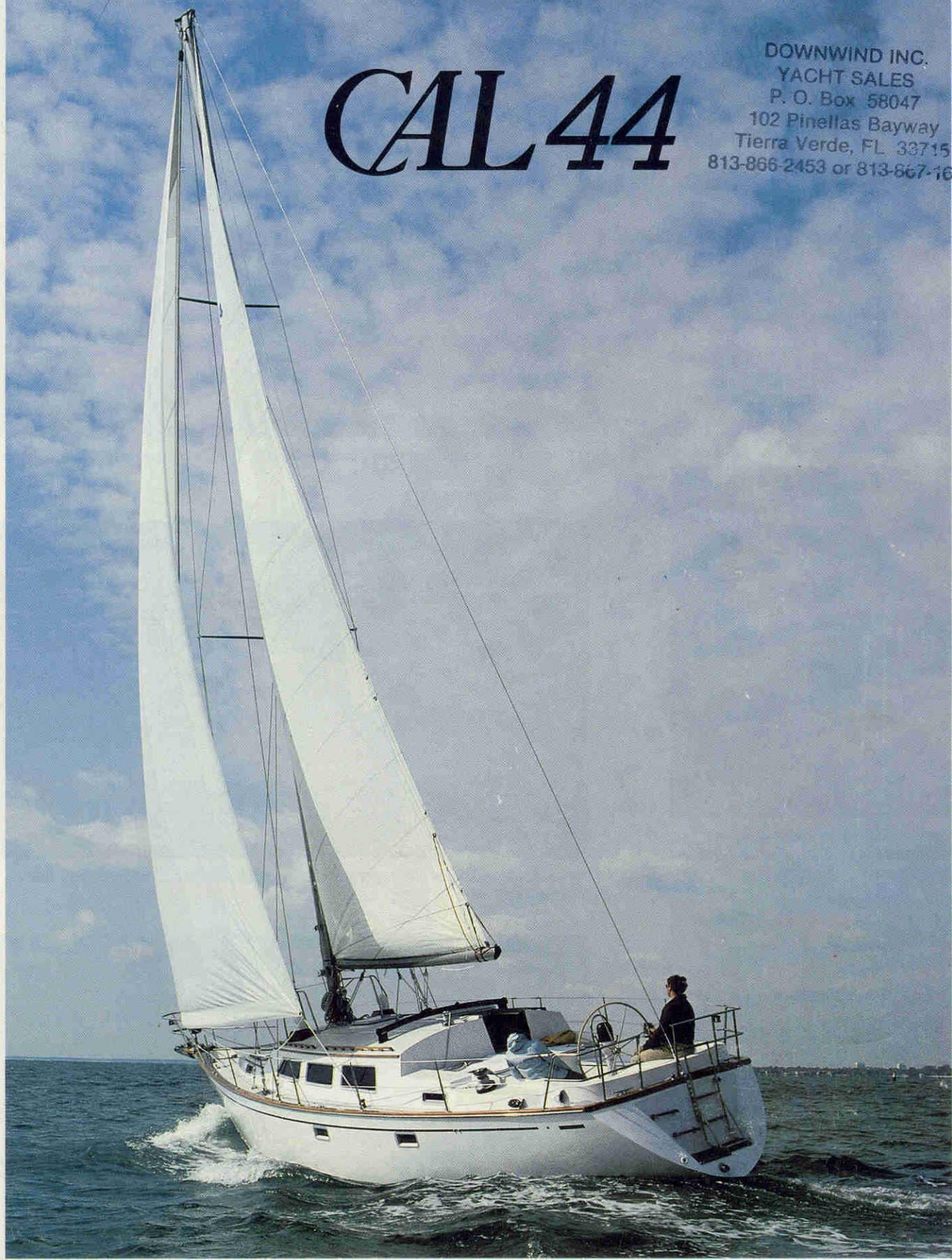


CAL 44

DOWNWIND INC.
YACHT SALES
P. O. Box 58047
102 Pinellas Bayway
Tierra Verde, FL 33715
813-866-2453 or 813-867-1672

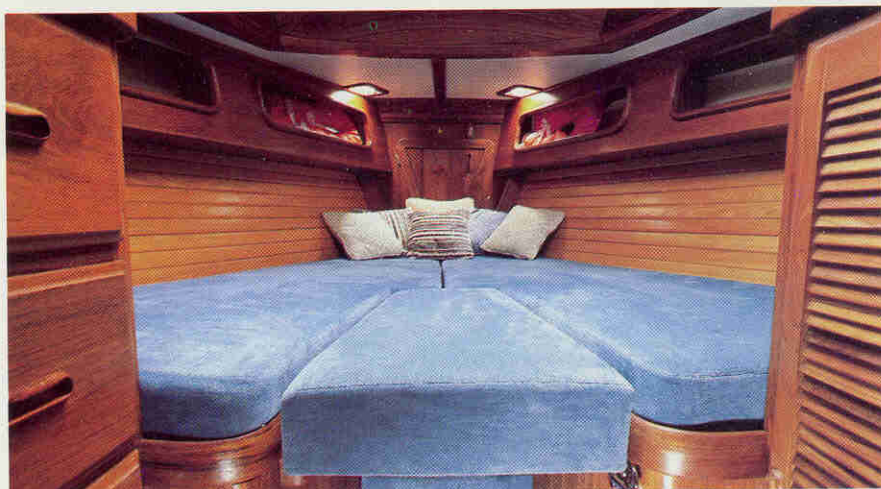




Looking forward, the main salon is very bright and airy. The galley is on a separate, lower level.



Generous counter and stowage space includes a large overhead dish and glassware locker aft.



Forward stateroom has chest of drawers and hanging locker. Cypress battens line the cored hull.



Navigation center has ample space for full electronics. Electric panel is very complete for shore and ship's power.



Master stateroom has three drawers under berth, closet-sized hanging locker, complete wood joinery.

DESIGN DESCRIPTION

TYPE : 43.50 ft. L.O.A. fiberglass cruising sloop

NAME : CAL-44

BUILDER : CAL, Div. of Bangor Punta Marine

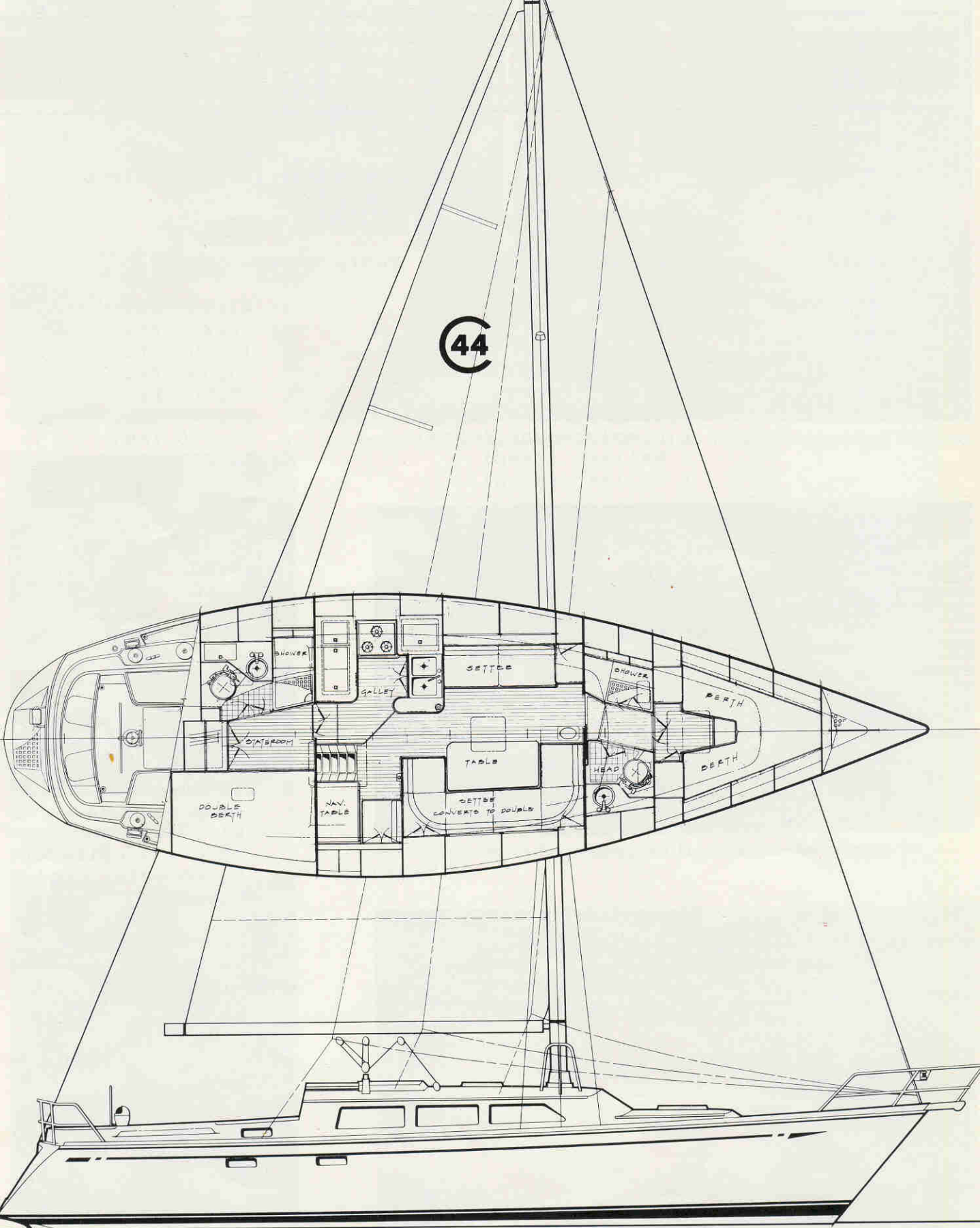
HULL DIMENSIONS : L.O.A. : 43.50 ft.
: L.W.L. : 36.25 ft.
: Beam : 13.50 ft.
: Draft (deep) : 6.50 ft.
: Draft (shoal) : 5.50 ft.
: Displacement (deep) : 25,000 lbs.
: Displacement (shoal) : 25,300 lbs.
: Ballast (deep) : 10,000 lbs.
: Ballast (shoal) : 10,300 lbs.

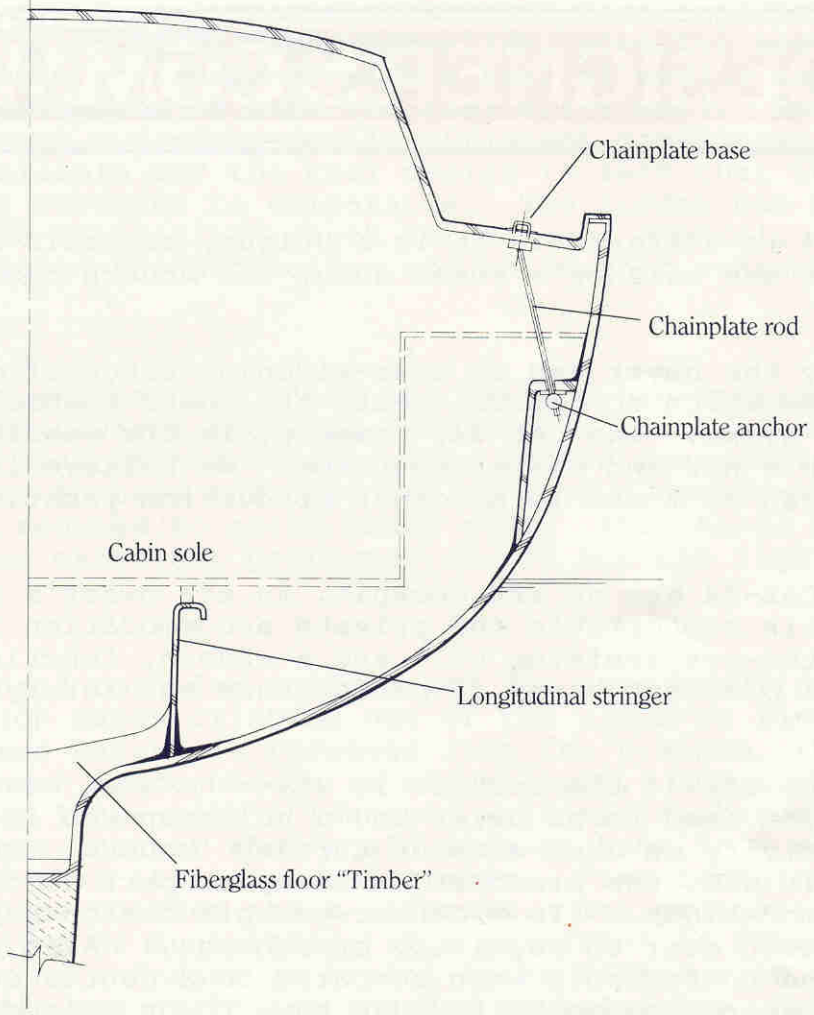
RIG DIMENSIONS : I : 54.00 ft.
: J : 16.75 ft.
: P : 48.00 ft.
: E : 17.00 ft.
: 100% Foretriangle : 452.30 sq.ft.
: Mainsail Area : 408.00 sq.ft.
: Total Sail Area : 860.30 sq.ft.
: Mast Height Above DWL : 59.00 ft.

MISCELLANEOUS : Berths : 6
: Water Capacity (2 tanks) : 200 gallons
: Fuel Capacity : 80 gallons
: Water Heater : 12 gallons
: Propane Tanks : 10 pounds each
: Icebox Capacity : 11 cu.ft.
: Engine : 58 HP, 4 cylinder,
fresh water cooled
diesel

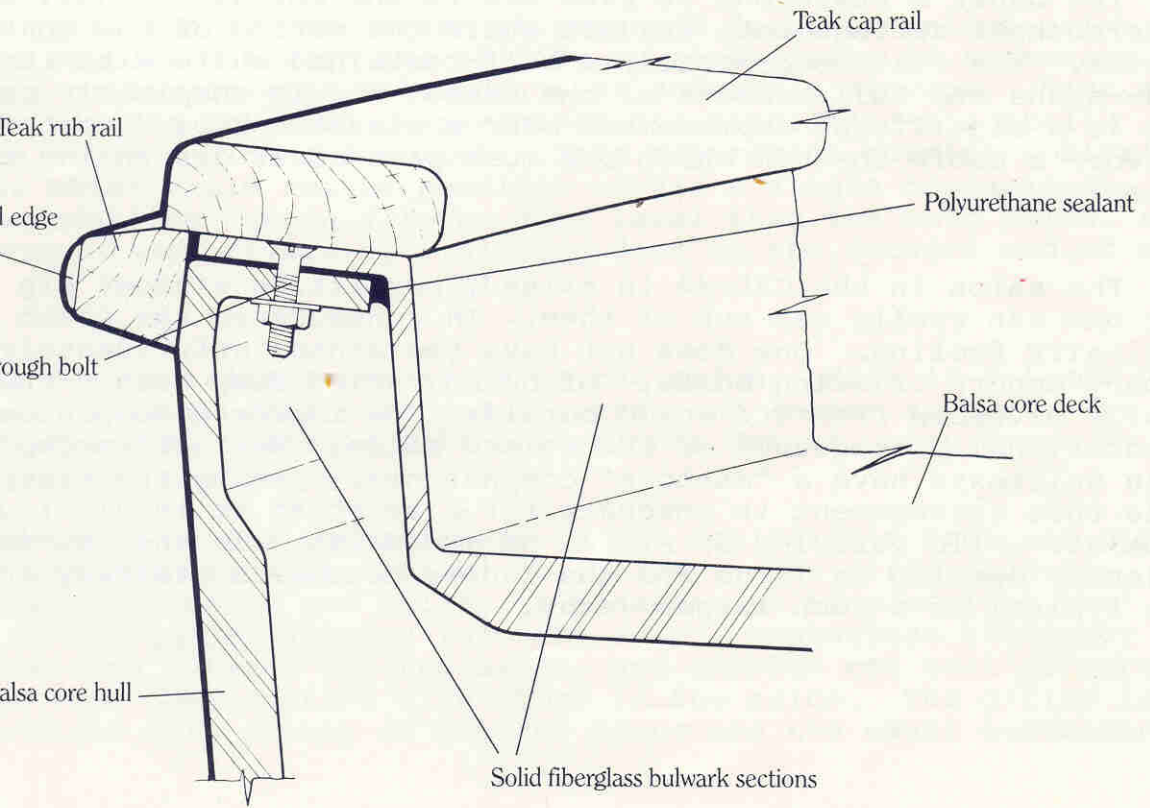
CONSTRUCTION : Hull : moulded fiberglass
with balsa core
: Deck : moulded fiberglass
with balsa core

44





HULL-DECK



DESIGNER'S COMMENTS

The CAL-44 is different. It is a unique, emphatic statement of the designer's and builder's ideas about the modern cruising sailboat.

Today the buyer has an ever-widening range of models and manufacturers from which to choose. But, the boats themselves seem to grow ever more alike. The CAL-44, however, is the result of a lengthy effort to develop a new and better solution. We believe its combination of features can be found in no other production yacht.

The CAL-44 has an aft cockpit, an aft owner's cabin and a raised salon. This comfortable and private accommodation is enclosed by a state-of-the-art cruising hull and a modern, functional deck. The result: A pleasant blend of performance and luxury.

In the CAL-44 the cockpit is aft--the most seamanlike location. Aft cockpits tend to be drier and a helmsman who is well aft can see all of the activity on deck without turning 'round. Equally important, with the cockpit aft, the broadest and deepest part of the vessel can be used for accommodations. (In a center-cockpit design this valuable space is usually given over to machinery or stowage.) Also, the CAL-44's cockpit is deep and comfortable when compared to a center cockpit in a boat of this size where the cockpit would have to be raised in order to provide headroom in the passageway beneath.

The owner's stateroom is also aft in the CAL-44 but not, as in a centercockpit arrangement, way aft where the motion of the boat is greater. The stateroom--really a self-contained suite with its own head--spans the full breadth of the vessel and is completely private. This is a significant improvement over a claustrophobic quarter-cabin or an owner's cabin through which one must pass after descending the companionway.

The salon in the CAL-44 is raised, permitting windows big enough that one can really see out of them. In consequence the salon has an open, airy feeling. One does not have the sense, unfortunately common to many modern cruising boats, of being buried deep within the boat, totally divorced from the world outside. An improved companionway is an additional consequence of the raised salon. Most aft-cockpit, aft-cabin sailboats have a "manhole" companionway opening and steep ladder. While this arrangement is adequate for a raceboat it is difficult to negotiate while carrying an armful of groceries. In the CAL-44 the companionway opening is large and the ladder becomes a stairway an arrangement typical of a much larger yacht.

Excellent handling and performance under sail were important criteria in this design. Fine entry, long waterline, powerful sections and moderate displacement are combined with a keel of medium aspect-ratio and enough lateral plane to make the boat track well. Ballast is lead, bolted on--the most hydrodynamically efficient configuration. A shoal keel is also available and the keel design is such that the sail-carrying power of both versions is comparable. The rudder has been given a generous amount of area and depth for ease of control. A full-depth skeg has been fitted for protection and to further enhance tracking.

The CAL-44 has a conventional sloop rig with double spreaders and ample sail area, biased towards moderate conditions. Some effort has been made to keep the size of the foretriangle within reasonable limits and, if an owner wishes to have the boat set up with a double-headrig, the head sails can be reduced to quite handy size. The CAL-44 will prove very stiff and an excellent performer in all but the lightest airs.

The deck is arranged both for comfort and for sail handling. A boarding platform, which makes climbing out of the water or landing from a dinghy much easier and safer, is recessed into the transom. From the boarding platform a short ladder leads to the cockpit. The cockpit is large--over eleven feet long--with a T-shaped well and cambered helmsman's seat. It's a cockpit that would seem at home in a racer-cruiser except perhaps that it's too comfortable. Five cockpit lockers accommodate gear, propane bottles and a liferaft. The protected bridge deck is ideal for napping or sunbathing. The mainsheet is forward of the companionway allowing a dodger or bimini to be fitted with ease. Forward from the cockpit the decks are bounded by bulwarks. Other features on deck include a bowsprit which houses an anchor, safety rails at the mast and a large number of hatches and opening ports.

Below decks the accommodation is arranged for the maximum privacy of two couples but with the ability to sleep seven if necessary. Forward is a stateroom with V-berths, seat and ample stowage. Next aft, the head is divided into two compartments one containing the stall shower, the other a sink and toilet. This separation permits a flexibility of use which would not be possible within a single compartment. These accommodations are on a lower deck level than the main salon, and are made completely private by a sliding door at the forward end of the salon.

Moving aft one climbs two steps to the salon. Here is a large U-shaped dining area to starboard and a settee and locker to port. Six large windows and two hatches make the salon a bright, airy space.

To starboard of the companionway is the navigator's area and opposite, down one step from the salon, the galley. The difference in levels between the salon and galley is pleasant as it minimizes the intrusion of the galley joinery into the salon, emphasizes the functional difference between the two areas, and enables the cook to more easily join into conversation with those in the salon. The galley is generously-sized with plenty of counter space and the usual conveniences.

Aft is the owner's stateroom with private head, stall shower, double berth and a wardrobe. Two hatches and six opening ports provide light and air.

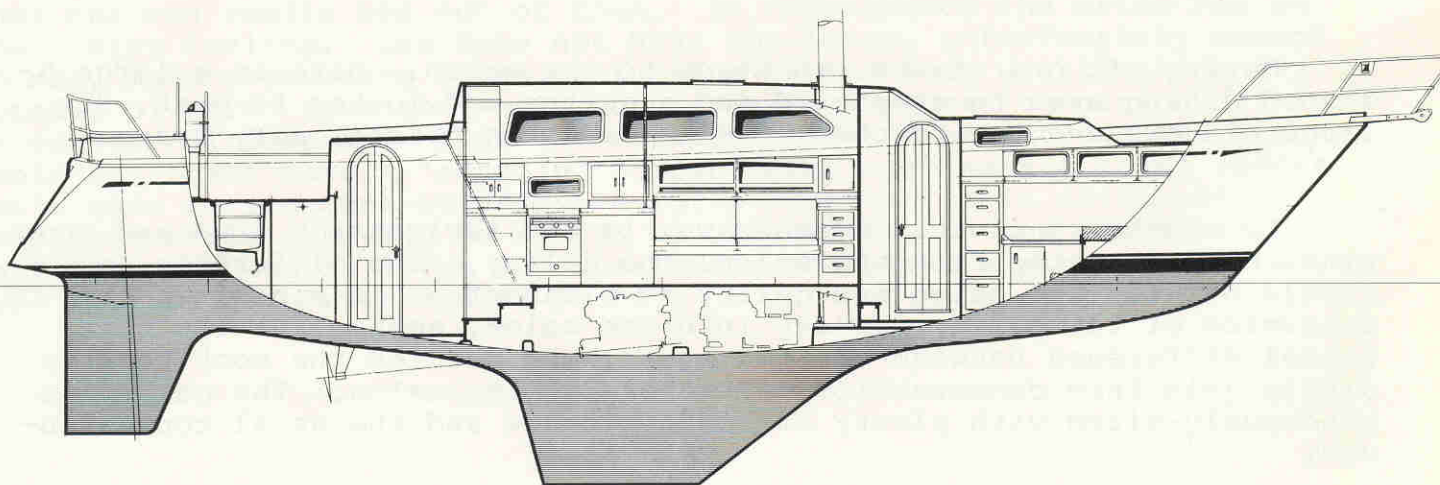
Machinery in the CAL-44 is designed-in--not shoehorned into left-over space as an afterthought. The propulsion engine and optional generator are located in a machinery bay beneath the salon sole. They are readily accessible for inspection or repair and are easily removable. Being amidships the engine and generator do not adversely affect the vessel's pitching moment. Further, installation of the optional generator does not require a corresponding addition of trimming ballast. Fuel and water tanks are also easily removable and are all located to minimize the affects of liquids on the vessel's trim.

Construction of hull and deck is balsa-cored FRP for high strength-to-weight ratio. A moulded FRP structural grid incorporates two main longitudinal stringers, keel floors, and provides landings for cabin soles and bulkheads. Also, the grid eliminates the need for structural wood in the bilges. The construction has been developed with the intention of creating an extremely strong, yet relatively light and material-efficient structure. An equally important goal is ease and efficiency of manufacture since savings here can be reflected in the cost of the yacht without any reduction in quality.

In sum, we believe the CAL-44 to be a very attractive mix of accommodations, appearance and performance; a yacht equally suited to cruising offshore, living aboard and charter fleet service.



Peter S. Boyce, Designer
C. Raymond Hunt Associates



BUILDER'S DESCRIPTION

General Finish

The exterior of the hull and deck are finished in high quality Isophthalic Neopentyl Glycol gelcoats with all colors and non-skid patterns molded in. Exterior hardware is stainless steel or anodized aluminum finished in a silver color whenever possible. Exterior teak is finished with several coats of gloss, marine grade varnish.

The interior is finished in teak throughout the main salon, aft cabin, and forward cabin. Hull ceilings are lined with cypress battens. Heads and galley are finished in beige laminate with teak trim. Counter and bureau tops are beige laminate. Sea rails are laminated teak with generous corner radii to avoid any dangerous sharp corners. Interior woodwork is finished in satin varnish.

The headliner is foam-backed, white vinyl in the forward and aft cabins and removable vinyl panels in the main salon.

A teak and holly cabin sole extends throughout the interior and is finished in gloss varnish.

Galley

A three-burner propane stove is standard with two 10 lb aluminum tanks mounted in a cockpit locker. Gas supply is controlled by way of a remote solenoid shut off with the switch mounted in the galley. An 11 cu. foot molded icebox is insulated with 4" of polyurethane foam. The icebox drains through a hand pump mounted on the galley counter. Optional refrigeration is available as either straight refrigeration or refrigeration and freezer sections.

Heads

Both heads are equipped with marine toilets connected to holding tanks. An option is available for overboard discharge. Vanities and bulkheads are finished in beige laminate, trimmed in teak. Shower stalls include teak grates, shower curtains and a telephone type shower unit. Shower water is discharged directly overboard via electric pumps.

Spars and Rigging

The standard sailplan is a masthead sloop, with an option for a double-head staysail rig. Spars are coated aluminum extrusions, with internal halyards, reef and outhaul. Two-speed halyard and reef winches are standard. Mast wiring is run in PVC conduit. Mast lights include a masthead anchor light, steaming light and foredeck light.

The mainsheet traveler is mounted on the cabin top and the sheet is run aft, to a two-speed self-tailing winch. Standing rigging is stainless steel cable, swaged terminals, and stainless steel and bronze turnbuckles. Running rigging is color coded yacht braid.

An optional roller furling mainsail (Kenyon) is available.

Electrical System

The 12v electrical system provides power for lights, pumps, etc., from two 160 amp hour batteries. Engine starting power is provided by a 105 amp hour battery. All three batteries are heavy duty, deep cycle type in plastic cases; charged by a 55 amp engine alternator.

All wiring is number coded, and protected by circuit breakers at a main panel that includes battery switches, volt meters and power-on indicators.

110v power is supplied through a 50 amp, circuit breaker protected panel. Outlets are located in each cabin, galley and navigation area. A 50 foot power cord is included, as is a reverse polarity warning system.

A battery charger and 4.4 KW Westerbeke generator are available as options.

Water System

200 gallons of fresh water are stored in two baffled, aluminum tanks. Pressure hot and cold water are delivered to the galley and heads through FDA approved plumbing and high quality water fixtures. A manual cold water hand pump is mounted at the galley sink. Hot water is supplied through a 12 gallon water heater operating off both 110v electrical system and the engine heat exchanger.

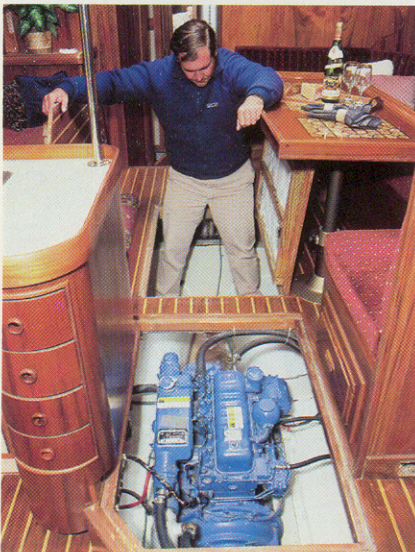
Engine Systems

The standard engine is a Westerbeke 58, 4 cylinder, fresh-water cooled marine diesel, with a 2.7:1 transmission. Instrumentation is provided in the cockpit panel, including oil pressure and water temperature gauges, ammeter, and tachometer. The shaft is 1 $\frac{1}{4}$ " bronze with a three-blade propeller.

The engine mounts under the main cabin with large sole hatches for access to all sides. The engine bay is lined with lead/foam insulation. A raw-water strainer and fuel filter/water separator are standard.



Dining table may be lowered to form an additional double berth. Looking aft, contoured companionway steps are a safety and comfort feature when heeling.



Engine is very accessible. Crew is standing in storage hold or optional auxiliary generator compartment.



This head is for master stateroom. Forward head and shower are in separate compartment.



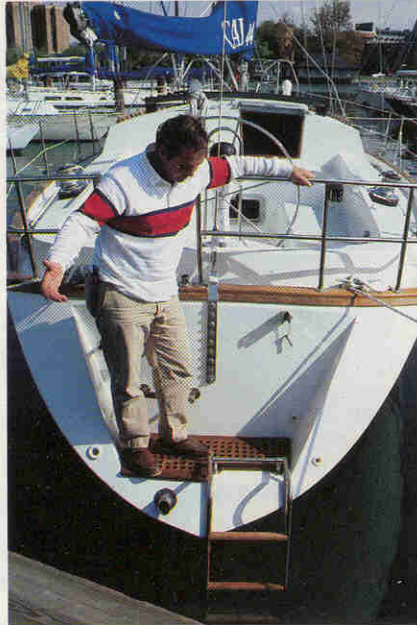
A prominent feature is the large cockpit and 4' x 7' bridge deck lounging space.



In profile, the Cal 44 is a well-proportioned, large sailing yacht with ample ventilation.



Propane lockers are in the helmsman's seat. Forward of the steering pedestal is a locker for a life raft.



The transom boarding platform has a built-in swim platform and ladder. Stern pulpit has offset gate.



Reefing winch, heavy duty hardware, color coded lines, mast boot make sailing easier and more comfortable.

All boats built by Bangor Punta Marine are constantly being reviewed and improved. As a result, standard equipment and options are subject to change at any time. See your dealer for the latest specifications. Some photos may show optional or special equipment and accessories used as photographic props.

Cal builds cruiser/racing sailboats of 24, 27, 31, 35, 39, and 44 feet.

Cal, O'Day & Ranger Boats are built by



A Division of Bangor Punta Corporation
848 Airport Rd., Fall River, MA 02720-4793 (617) 678-5291