



UNDAUNTED

47' (14.33m) 1999 Caliber
New Bern North Carolina United States



OVERVIEW

Manufacturer:	<i>Caliber</i>		
Engines:	1 Yanmar	Hull Material:	Fiberglass
Engine Model:	75 Turbo	Cruise Speed:	Knots
Engine HP:	75	Max Speed:	Knots
Beam:	13' 0"	Cabins/Heads:	2 / 2
Max Draft:	5' 0"	Fuel Type:	Diesel
Water:	225 G (851.72 L)	Fuel:	277 G (1048.56 L)

\$234,000



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Data Sheet

Category: Center Cockpit
Subcategory: Cruisers
Condition: Used
Model Year: 1999
Beam: 13' (3.96m)
Max Draft: 5' (1.52m)
LOA: 49' (14.94m)
LWL: 39' 5" (12.01m)
Cabins: 2
Sleeps: 5
Single Berths: 1
Double Berths: 1
Queen Berths: 1
Heads: 2

Knots
Knots
Fuel Type: Diesel
Hull Material: Fiberglass
Hull Shape: Displacement
Special Offer: Yes
Air Conditioning: Yes

Displacement: 33000 lbs
Fuel Tank: 277 gal (1048.56 liters)
Fresh Water: 225 gal (851.72 liters)
Imported: No
Builder: Caliber
Designer: McReary
HIN/IMO: CYQ04707F899
In Stock: Yes

Engines/Generators

Engine 1

Yanmar
75 Turbo
75HP
55.93KW
Hours: 6000
Year: 1999

Summary/Description

This 1999 Caliber 47 Long Range Cruiser, "Undaunted," is a 52-feet overall, center-cockpit Bluewater cruising vessel. A true offshore, world cruising yacht.

March 2024 UPDATE: Ready for showings! Fresh in from a trip to Florida to stretch her wings & routine maintenance. Fresh bottom paint & splashed Feb 2024. Ready to go to North, South, Bahamas & Beyond for 2024-25 cruising season.

2022-brand new UNUSED head sail, new batteries

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**PRICE DROP* Just detailed & bottom painted, Undaunted is 100% ready to go! Make your offer.*

This 1999 Caliber 47 Long Range Cruiser, "Undaunted," is a 48.7ft overall, center-cockpit Bluewater cruising vessel. A true offshore, world cruising yacht.

Her owner's were never disappointed by their choice in ship on their many Gulf Stream crossings. Expect to arrive safe & in style. Perfect for a couple or family. This US Coast Guard Documented Vessel was and still is simplicity meets stature & absolute comfort. Hauled & stored every Hurricane season. No hurricane damage ever. Washing machine! BRAND NEW Genoa. This boat is truly one of a kind. One of only 25 Caliber 47 LRC's built & the only dark hulled vessel with a double rub rail commissioned to be built.

See video for FULL YACHT TOUR & a closer look at this impeccable vessel. Recent insurance survey from 2020.

Cruising yacht "UNDAUNTED," Caliber 47-LRC (long-range cruiser), is ready to party like it's 1999. Built on the cusp of the new millennium means it never truly does go out of style...

Located in the water in hurricane hole New Bern, North Carolina, USA, up the Neuse River. Close to ocean class-A inlet Beaufort, NC.

What's in a name? Both builder & yacht name apropos: UNDAUNTED is a Caliber 47, LRC (long range cruiser) built in 1999 with only two owners. The boat sold not long after being built in St. Petersburg, FL, and truly "lived the dream" for 20-years with semi-retired couple who took good care of their ship.

Semi-retired couple & 20-year owner's took navigation courses and earned their captain's licenses, as to ensure good care was taken. Engine, Generator, & Air Conditioning, Bottom, & Hull professional maintained over 20 years. Hauled every other year, only used during northern hemisphere winter. Well kept the rest of the time, "Take good care of your boat and your boat will take care of you." Only ever spent 5-months at a time aboard/never lived-aboard full-time in 20-years. Minimal wear & tear. Enjoyed cruising the from the BAHAMAS to the Chesapeake and everywhere in between. The Potomoc River, Florida Keys/Miami/FLL The boat was an extremely safe choice for new crew at the time, straight forward

*and easy to maintain. Whatever required a professional always got professional care. Currently under professional care (mechanics, AC/DC. brokerage, detail) . Hull waxed & bottom painted professionally every other year!!!
Minimal upgrades needed throughout boat's cruising history. Lots of instruments! Some upgrades & highlights include:*

*Powerful rig, sail area, engine + generator, very cold refrigeration & freezer (Seafron12V system + 120 V compressor)
2-air conditioning units (reverse-air, heat) MARINE AIR (aft cabin, galley), solar. An enormous aft cabin & forward cabin,
center cockpit, hard-top dodger, shining, beefy stainless steel fitting and/or chromed-bronze everywhere, water-tight
bulkheads, nautical interior design and Bristol finish down below. In mast mainsail furling harken roller furler, BRAND
NEW hi-cut Genoa "yankee" & lighter weight cruising Dacron for ease of handling under furl (in/out) (Nov '23) Doyle
Sails affiliate Omar Sails. Staysail + running rigging replaced. Genset + oil changed every 150 hours, Reycore Marine
500 fuel system + lift pump (pristine), 275 gal water, 175 gal diesel, Raymarine SR200 (Sirius XM subscription
satellite/cell tower weather updating & storm tracking used in Bahamas), Standard Horizon VHF with AIS (fixed mounted
in the cockpit), Raymarine Axiom 9 Chartplotter (multifunctional display), Raymarine RVX 1000 Sonar
Sounder/Raymarine Real Vision RV200 (views up/down, bottom; 3D CHIRP technology), Raymarine I70 multifunction
display wind speed & depth, Raymarine Hydraulic Auto-pilot*

Ground tackle; Delta 45 lb w/ 150-ft 3/8in chain, 150 Nylon 3-strand rhode

Fortress 37 w/ 30ft 3/8in chain 200ft rhode

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FROM THE FACTORY : A modified fin keel with skeg-hung rudder makes the Caliber 47LRC exceptionally responsive and quick, with outstanding directional stability even through pounding seas. Because she has an unusually large displacement for a boat of her size, the Caliber moves steadily in heavy seas, and because of her high ballast-to-displacement ratio, the Caliber is very stable (and therefore safe) in rough water. Much of the Caliber's weight is due to her superior construction and not just added ballast, so Caliber owners can be extra certain that their boat can take what the sea dishes out. Other builders may extol their use of exotic new building materials to save weight, but Caliber Yachts sticks with hefty, hand-crafted lamination - a time-tested construction method that provides layer upon layer of strength against tough offshore conditions. It's the reason why the Caliber 47LRC feels so solid - and why Caliber Yachts guarantees its hulls for life against structural defects to the original owner. Caliber Yachts are built for outstanding resistance to collisions, with extra layers of solid fiberglass at potential impact points. In case of damage to the bow or rudder, a watertight collision pocket and a rudder post dam are designed to minimize flooding. Elsewhere on the Caliber 47LRC, thoughtful features add flexibility and control, which makes for extra safety. For instance, the optional Convertible Cutter Rig with a retractable inner forestay instantly lets a Caliber change with the weather, from a swift sloop into an easily controlled cutter. It's a real lifesaver when winds turn heavy. The rudder is the most vulnerable appendage on any boat's hull, but Caliber has taken extra measures so that the rudder assembly is strong and well-protected: the rudder's steel core is welded to a shaft of solid 1.5-inch diameter stainless steel. The Triple-Support Rudder System shares the rudder's load among three bearings - one more than on most boats. For ease of maintenance and protection from corrosion, the upper rudder bearing, which supports most of the rudder's load, is housed inside the

boat. The structural skeg not only supports the lower end of the rudder and shaft, but also helps shield the entire assembly from damage in a grounding. Moreover, Caliber Yachts takes four steps to join and seal the hull to the deck. These steps make the Quad-Seal Deck to Hull System extremely strong and dry: first, a tough, waterproof polyurethane adhesive chemically bonds the hull and deck; second, a waterproof co-polymer sealant ensures a watertight flange; third, an aluminum toe-rail is bonded to the hull and deck with polyurethane and thru-bolted with 0.25-inch stainless steel bolts set at six-inch intervals; finally, a stainless steel striker fastened around the rub-rail provides an additional moisture seal, and protects the hull around pilings and docks. The internal keel, tanks, and sub-sole on the Caliber 47LRC are actually integrated as part of the hull. The keel is not just bolted on, the sub-sole doesn't just support furniture, and the tanks are not just dropped in place; rather, each object is heavily bonded into place. This integrated structure offers many significant advantages: a deeper bilge prevents water from sloshing into lockers while the boat is heeled, there are no external keel bolts to maintain or cause leaks, the weight of the keel and primary sea loads are evenly distributed throughout the entire grid structure, the integral tanks enhance the hulls strength and serve as a double bottom that can prevent flooding if the hull is holed at the location of the tanks, and ballast is sealed within the keel as a safeguard against flooding if the keel is holed. Center cockpit cruisers offer the considerable advantages of extra space below decks and a private aft cabin. With generous 6-by-8-foot dimensions, the Caliber 47LRC's center cockpit is very spacious. With high back supports built into the seats, her cockpit is exceptionally comfortable; moreover, it is arranged to provide the captain complete control with ease and efficiency for shorthanded sailing. The innovative steering pedestal, designed with housings for a VHF radio, depth meter, GPS, and other electronics, allows important navigational aids to be mounted handily near the helm. All sail control lines and halyards are led aft to the cockpit for instant access. All winches are self-tailing for one-handed use. Compartments built into the coaming accommodate jib sheets so that coils of line won't clutter the cockpit. At the stern, a boarding platform makes it simple to board a dinghy or take a swim. The platform's folding ladder can be deployed from the water, allowing safe, quick access - even for an unassisted swimmer. A handheld shower provides a rinse-off right on the platform. At the forward end of a Caliber is another handy, functional feature: a distinctive anchor roller platform. Sturdily constructed of teak and stainless steel, the platform simplifies anchor handling and reduces the risk of the anchor chipping the hull's gelcoat. The same attention to design that makes the Caliber 47LRC so enjoyable topsides, makes her eminently liveable inside. Her sleeping quarters are true staterooms - expansive and private. The aft cabin, well separated from the main salon, offers an easily accessible island berth, cedar-lined hanging lockers, and lots of storage. Instead of a confining V-berth forward, there's a generous offset berth with more storage. The forward and aft cabin's roomy heads feature separate shower stalls enclosed by Plexiglas doors. The main salon takes full advantage of the 6-foot, 6-inch headroom and the expansive living area offered by a wide beam. The bulkhead-mounted dining table folds up for even more floor space. Any cook will appreciate the large, efficient galley. Featuring a three-burner LPG stove, a 4.3-cubic-foot front loading refrigerator box, a 3.5-cubic-foot freezer, double custom built sink, lots of storage for food, and a 10-foot-long counter. The navigator's station, positioned facing forward, gives the navigator a better feel for the boat's actual position while charting courses - with plenty of cabinet space to accommodate a full range of electronic navigation equipment. Moreover, ventilation on the Caliber 47LRC is outstanding. She has eighteen opening portholes and four overhead hatches, each strategically placed for optimal air circulation, as well as two deck cowls to provide waterproof ventilation even when she is battened down. The engine room is the heart of this yacht and was designed with the utmost planning and attention to detail. There's extra shelves for an air conditioner, generator, water maker, inverter, heater, etc. with extremely good access to all this equipment including the diesel engine. The marine batteries, fresh water manifolds, fluids control panel, and sea chest are all within easy reach. Cruising the open sea is one of life's great adventures, but as experienced bluewater sailors know, the fun can easily be dampened by nasty surprises such as violent weather, uncooperative winds, questionable water supplies, and fuel rip-offs at out-of-the-way places. Fortunately for the owner of a Caliber 47LRC, such difficulties aren't so disheartening. That's because the fuel and water tankage is designed for long-range capacity and dependability, to give the owner more freedom and control at sea. The fuel tanks on the 47LRC carry an astounding 275 gallons, which extends her motoring range many hundreds of miles beyond other boats in her class. When becalmed, or when a storm is threatening, the 47LRC can motor vast distances to reach more favorable conditions for sailing. As for water, the 47LRC hauls 275 gallons - sufficient to supply four people for months at sea. With capacities like these, the 47LRC won't constantly have to tank up at foreign ports, where the fuel and water prices may be high and the quality suspect. As further assurance against trouble, the LRC is equipped with dual tanks and filters for both fuel and

water. Should a problem arise in one tank, a simple flip of a lever accesses the other.

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Disclaimer

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