

FLEET CAPTAIN'S COMMENTARY

The Chesapeake Bay Cal 25 Fleet is at a crossroads in 1977. Cal Boats has told us that our yacht will not be built in New Jersey in the foreseeable future. CBYRA is planning a major modification in the organization of Bay racing, and AYC has withdrawn from Race Week. The growth of other sailing classes, especially I.O.R. and Cruising One-Design, has led at least one club to drop us from the list of starters in their regatta. Several new cruising one-design organizations are coming on the horizon to challenge our corner on the market — Catalina 27, Pearson 30, and Tartan 30 to name a few — and there will be more to come.

What should our response to all this be? Is it rational to try to strengthen and sustain an organization which centers around a boat designed 10 years ago that isn't even being built any more? Shouldn't we flood the market with used Cal 25's and make the switch to a modern, newly successful boat?

To quote the famous ad: I'd rather fight than switch!! A little serious thought reveals a myriad of reasons to stick with the Cal 25. There are more than enough boats on the Bay right now to sustain a growing fleet for many years to come. What boat have you seen lately with the racing and cruising potential of a Cal 25 for \$10,000 - \$12,000? I for one left the '76 Sailboat Show thoroughly impressed with the terrific bargain I already owned.

Fleets founder when the participation dwindles. We, on the other hand, have steadily grown in every parameter - membership, starters per race, racers per season, cruising activities, social activities, instructional activities, yearbook goals, you name it! Who can find in this a reason for dismay? Every indicator is GO - we have in fact the most dynamic, vigorous, exciting cruising one-design fleet currently established on the Bay. Fifty percent increase in membership in the past two years. Thirty-three percent increase in average starters per race in the past three years. Four hundred percent increase in the number of cruising events scheduled per year over the past four years. A mid-winter Fleet party, racing/cruising seminars, and a big new Yearbook already realities in 1977. More new members and earlier participation by more people than ever before.

How can I account for these phenomena? The answer is simple - the Fleet enhances our enjoyment of a basically well-designed, sound boat which is ideally suited to the Bay and which cannot be replaced for half again the amount that most of us now have invested in our yachts.

There's one more reason for optimism. As you can see from the listing elsewhere in the Yearbook, we have a fully-manned Executive Committee augmented by several hard-working standing committee chairpersons. Consistent effort at a considerable sacrifice of time and energy by each of these individuals ensures the continued vitality of our Fleet. The contributions to and enjoyment of our various activities throughout the year by the members, their families, and friends will make all our efforts worthwhile. Here's to SUPER '77!

Dave Bailey

11. Heavy weather jib and reefing equipment for mainsail
12. Hacksaw
13. Suitable tools and spare parts
14. Safety belts (harness type) for each member of the crew
15. One horse-shoe life ring with high-intensity water light
16. Flares
17. Minimum crew of four (4) able seamen - defined as men, women or children who can participate fully in handling the boat.

XX. A and B FLEET DESIGNATION

The Fleet shall be divided into A and B fleets as follows:

The A fleet member is any Fleet member in good standing who has ever placed first through fifth in CBYRA high point standing in any sanctioned racing class; or who has won the B fleet championship the previous season; or who receives 4 or more qualifying points while racing a Cal 25 in the present or any previous season. Qualifying points, in a race co-sanctioned by the CBYRA and the Fleet, are defined as follows:

- 4 or fewer boats starting - first
- 5 to 6 boats starting - first or second
- 7 or more boats starting - first, second or third

The B fleet member is any Fleet member in good standing who does not meet the above requirements. Trophies for first, second, and third season overall - determined by CBYRA high-point standing - shall be awarded to B fleet skippers at the Annual Meeting.

- XXI. Boats shall have a commercially available anti-fouling paint on the rudder and the underwater portion of the hull.
- XXII. Boats shall not be drysailed.