

BRIEF HISTORY

The CAL 25 was introduced by Jensen Marine in the early '60s. At that time it was considered a lightweight champ and would frequently finish 1, 2, 3, in the handicap events for boats under 30 feet. The designer was Bill Lapworth, still with Jensen, and still the skipper of Hull No. 1 until last year.

By the late '60s, the CAL 25 was gaining popularity nationally. Fleets were formed in San Diego, Los Angeles, San Francisco, Hawaii, Chicago, Detroit, Chesapeake Bay, Texas, Florida, and North Carolina.

In 1967, Jensen opened a plant in New Jersey to supply the East Coast.

By 1968, the Chesapeake Bay CAL 25 Fleet was formally organized. One design racing was started with the AYC Wednesday Night Series. Interest in racing as a CBYRA sanctioned one-design class increased. One or two informal CAL 25 races were held that year and plans were laid to seek full CBYRA accreditation as a one-design cruising class.

Most of the responsibility for obtaining CBYRA recognition was placed on the 1969 Fleet Captain, John Sutton. Through his efforts, one-design starts were obtained in races held by the Annapolis Yacht Club, Gibson Island Yacht Squadron, Glenmar Sailing Association, Potapuskut Sailing Association, Rhode River Boat Club, and Sailing Club of the Chesapeake. The Fleet membership, which had grown rapidly and included many non-racing as well as racing skippers, was enlisted to come out in force for these racing events. In every race at least nine boats, three more than required by CBYRA, crossed the starting line. As a result of these efforts, the CAL 25's were sanctioned as a one-design cruising class by CBYRA at their next annual meeting.

Since becoming sanctioned by CBYRA, the number of CAL 25's on the Bay has grown to over 300. In 1974, the fleet grew to over 60 members. To accommodate the interests of this larger group, new programs were initiated. In 1971, the Fleet sponsored the first Eastern Regional CAL 25 Championship regatta. Also in 1971, the extended cruise week was inaugurated. Both events have been well-received and continue to be part of the calendar. The regular program of meetings and rendezvous throughout each year has been steadily strengthened.

The Fleet continued to grow, exceeding the mark of 100 boats in 1977. Another significant event that year was Steve Bandy's participation in the CAL 25 Nationals in California (6th place) and his election to Vice President of the National Association.

The highlight of 1978 was the holding of the Nationals in Annapolis, hosted by our Fleet. Crews came from many states and there was great racing. Out of a fleet of 33 boats (the largest number of CAL 25's to ever hit a starting line), Steve this time won the Nationals, as he did again in 1979.