



Fin Bevens' Radiant, above, sails near Pasadena, Calif., and Wings, at right, frequents Puget Sound, the San Juan Islands, the Gulf Islands, Desolation Sound and Barkley Sound on the west coast of Vancouver Island.



Resources for Cal 40 sailors

Cal 40 Class Association

Fin Beven
626-795-3282, ext. 111
finbeven@msn.com

Puget Sound Cal 40 Owners' Association (The Roaring 40s)

Bob Peters
425-649-9167
robert.a.peters@boeing.com

Cal Email List Web Site

<http://www.calyachts.org>

Cal Email Discussion List

<http://members.sailnet.com/resources/links/list/index-new.cfm?id=cal>

Cal Email Discussion List FTP Site

<ftp://ftp.sailnet.com/Cal>

plan with a medium-aspect ratio characterized by a longfooted main that balances a spinnaker when running. Her sail area/displacement ratio is 18.3, so she's significantly lighter than what then was the Cruising Club of America's target of 15.4 for sloops. Compared to boats of her generation, she is light; the displacement/length ratio is 242 — now considered average, but revolutionary in the 1960s. With a Performance Handicap Racing Fleet (PHRF) rating of between 108 and 120, she's a rocket when compared to boats of her vintage. The Columbia 40, for instance, which rated 170, had a 27-foot waterline and displaced 20,000 pounds.

Now 82, Bill Lapworth says, "The Cal 40 received a lot of attention, and is one of my favorites."

Eventually, with completed blueprints in hand, George Griffith began seeking a builder. "I first went to Kettenburg, in San Diego, and he

threw me out of his office. Lester Stone, in San Francisco, told me he'd build the boat, but I wouldn't like it or the price. Stevens Brothers, in Stockton, told me the same thing."

Jack Jensen, of Jensen Marine, attempted to dissuade George Griffith from pursuing the project but, when he committed to buying 10 boats, Jensen Marine assumed the task.

Overall honors

George took delivery of hull #1, *Persephone*, and the following year, hull #2, Jack Jensen's *Conquistador*, took overall honors in the 1964 Southern Ocean Racing Conference (SORC). That victory was the first of a series of successes that included Ted Turner's first-place finish aboard *Vamp* in the 1966 SORC. The boats collected three consecutive first-place finishes in the Transpac between 1965 and 1967, and they were still winning ocean races in the 1990s.

Jensen Marine produced more than 160 Cal 40s. Like many independent

builders who became takeover targets, Jensen Marine eventually became Bangor Punta, which became Siegler Marine, Starcraft Sailboat Products, and, finally, just plain Cal Boats. It ceased operation in 1989.

One of the first boats constructed of fiberglass, the Cal 40 played an important role in establishing laminates as a legitimate construction material.

Deck Layout

Step onto the stern platform of this 40-footer and you face a long, lean cockpit. Since she's tiller-driven, there is little visual clutter to obstruct the view forward or to interfere with movement fore and aft. At the dock, crew and guests can lounge comfortably on eight-foot-long cockpit seats. The afterdeck is 38 inches wide, an ideal location for lazing on a folding chair with a good book.

Winch islands are aft of the helmsman, who stands at a tiller, remember, and within easy reach of crew