

Bill Lapworth has never designed anything but all-around good boats. The one time he tried his hand at a downwind flyer for the



Transpac, it ended up showing an East Coast fleet the way to Bermuda! Even the Cal 40, perhaps the all-time most successful war horse that ever took to the seas, was designed with double quarter berths, because that's where the first owner liked to sleep when cruising.

The Cal 39 is expensive, and looks it. It's a powerful sailing platform, and looks every bit that as well. And in a world where money sometimes buys only disappointment, it's both a satisfying dream and sound personal investment.

Aesthetically, the Cal 39 is to our early Cals what the White House was to Lincoln's log cabin. The hull lines that define the looks have become crisper, and flow together more evenly. The rake of the bow is more decisive. The coach house is lower, making the boat's attitude more linear and aggressive. In the past few years, Cal's accommodations have taken elaborate leaps in complexity in order to meet the taste of the men who meet in board rooms. But the part of the Cal 39 that's immersed in water has forgotten nothing about how all the Cals that preceded it won races.

Bill Lapworth has spent half a lifetime polishing his design philosophy: give the hull a longish waterline, keep the weight moderate (especially in the ends), plant it in the water with a high-efficiency fin keel, and locate a balanced rudder far aft for decisive control. The boat that results has the volume to accept a well-developed accommodation and the sail carrying power to move the hull through the water in a hurry. On a distance race where crew comfort plays an important part of winning, a Cal 39 can be a formidable weapon.

Even the casual observers will conclude that we first created the interior, and then we considered the cost. While no feature is forced just to say it's there, no feature is left out just to meet a price.

Teak prevails: no other material could impart the same ambience. Good sense prevails as well. The galley permits the cook to work out of range of a rogue pot from the stove. Centerline sinks are convenient for cleanup, and vital in a bailing emergency. A serious nav area befits a yacht designed for serious passage-making.

The family that would own a Cal 39 would both live aboard for extended periods and occasionally entertain as they would in their home. Abundant lockers and drawers store clothes for ship and shore, and the salon welcomes a small crowd without crowding. Sleep—rarely a problem aboard ship—is made a luxury by an array of deep, wide and comfortable single and double berths.

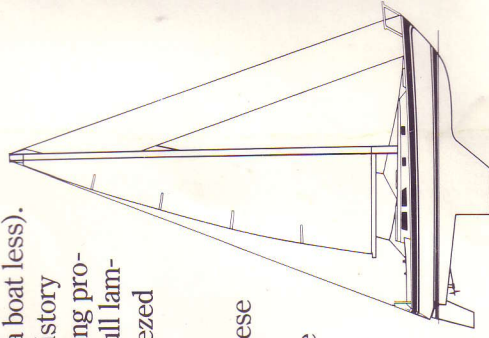
If you were to point a Cal 39 westward and thread it through the world's most fascinating ports, you would, of course, learn a great deal about the boat.

But you'd still be a few man years short of the thinking we've already put into it. In a sense, the 39 summarizes everything Bill Lapworth knows about hulls, decks and rigs, and everything Cal has learned about construction—some 22 years of perceptive application in both instances. A few of the ideas are recent revelations (Lapworth's realization that thinner keels tend to heel a boat less).

Many others are ancient history (Cal's conclusion that nothing produces a stronger, lighter hull laminate than resin hand squeezed into cloth, and the excess hand squeezed out).

Everywhere you look these days, there's a boat being described as an all-purpose cruiser/racer. Very very few begin to live up to that promise.

A Cal 39 will. Because Cal's always have.



LOA	39'0"	11.89 Meters
LWL	32'1"	9.78 Meters
Beam	12'0"	3.66 Meters
Draft	6'8" or 5'6"	2.03 Meters or 1.68 Meters
Displacement	17000 Lbs.	7711.2 Kilograms
Ballast	7000 Lbs.	3175.2 Kilograms

Sail Area

720 ft²