

# THE CAL 24



**A deep water sailboat with trailer-sailing capability.**





Top quality hardware and fittings are evident everywhere on deck.

method of hanging it on pintles and gudgeons. This adds a degree of safety, control and stability in "big water" conditions.

One of the more remarkable features of the Cal 24 is the generously proportioned cockpit. It's over seven feet long and it's also wide and comfortably deep. The coamings are angled and corners faceted for comfortable seating while heeled, and a secure feeling of being in the boat, not on it.

Below decks, the boat is bright, airy and surprisingly spacious for a trailerable boat of this length. The cabin forward is separated from the main cabin by the full-width head with hanging locker. Privacy is assured by a teak door which swings over the face of the hanging locker when the passageway is open. There are teak storage alcoves

over the head itself. Bulkheads and joinery are warm teak, giving the boat a feeling of yachtness unique in a boat this size.

The sailing qualities of the Cal 24 are a promise fulfilled. Our "sea trials" have been extensive and rewarding. It is sufficient to say that the boat handles well under outboard power when required, and that we have found the boat to be responsive and predictable in most wind and sea conditions. Jiffy reefing gear is standard as are lifelines, bow pulpit, international running lights, and cabin lights. A complete list is on page four. The outboard motor bracket is engineered and built to be easily operated, lowering motors for running, raising for sailing or dismounting.

In summary, compare all of the features and finish of the newest Cal 24 with other trailerable cruisers. You'll find a very distinct difference. This is the fourth 24 we've offered in Cal's quarter century history. And, it's the best of all.

Cal has been a familiar name around the waterfronts of both coasts for 25 years: equated with quality and practical boats that sail well.

As we planned the Cal 24 we asked the designers at C. Raymond Hunt Associates to develop a true blue-water sailboat that would be physically and legally trailerable without special permits. The Hunt team has had a great deal of experience in trailerable small boats as well as with offshore cruisers and racers. They put that knowledge to work, and the project ended in a design meeting divergent objectives with remarkably few compromises.

The artist's rendering on the opposite page will show you a shaped fin keel and a rudder under the boat, not hung off of the transom. Also note the long waterline and the appearance of proper proportion for a yacht this size. The keel is shaped for maximum lift (for both shoal and deep draft models). We use lead ballast in the keel for a thinner section and lower center of gravity, resulting in better sailing characteristics. The rudder is built on a stainless steel stock rather than the more fragile

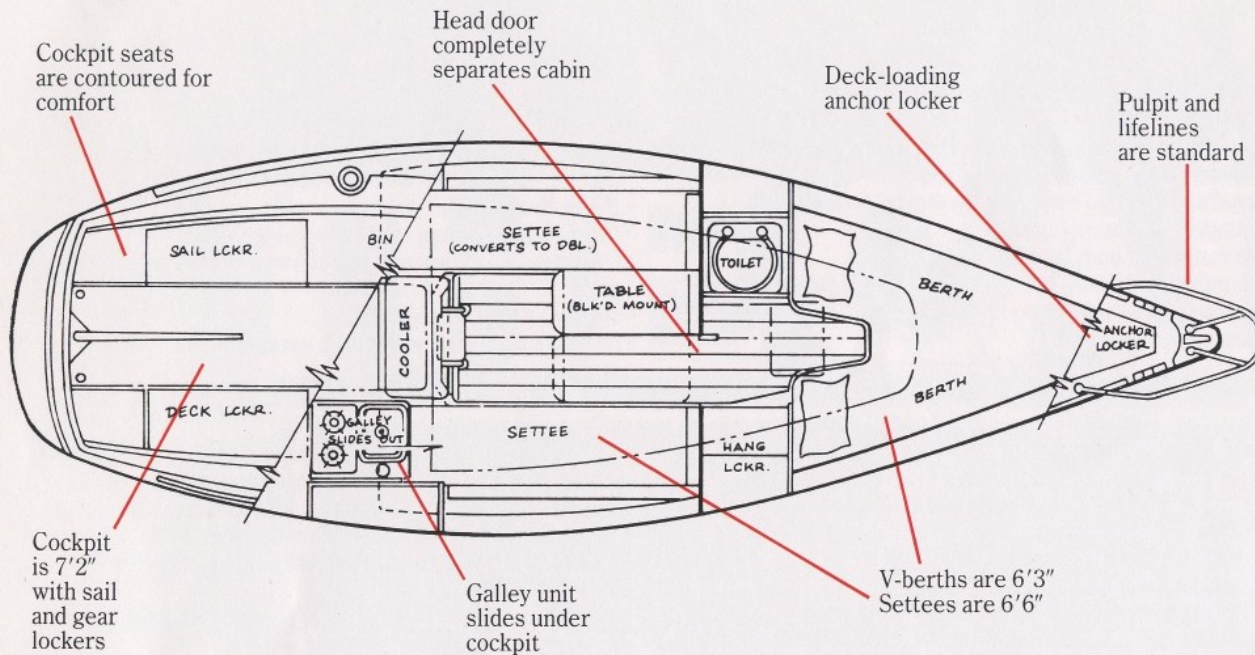


Three position galley unit stows under cockpit, slides out for sink use, further for stove use.



A very spacious cockpit and a broad-shouldered companionway.



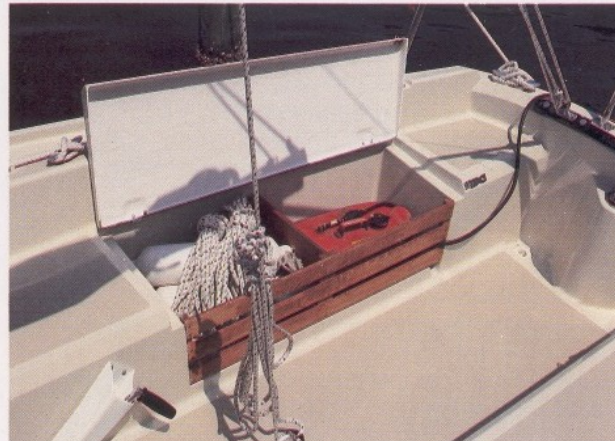


6'6" Settee berths are wide, thick and comfortable, table folds up on bulkhead.

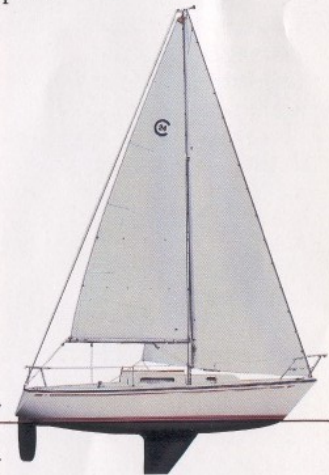


Sailing a Cal 24 is a promise of fun in style and comfort (note lifeline straps).

Gear and tank locker are opposite a deep seat locker to port.



LOA	24.33'
DWL	20.0'
Beam	8.0'
Draft	
(deep)	4.25'
(shoal)	3.33'
Displacement	3300 Lbs.
Ballast	
(deep)	1175 Lbs.
(shoal)	1400 Lbs.
Sail Area	Main 122.3 Sq. Ft.
100%	
Foretriangle	138.3 Sq. Ft.
Total	260.6 Sq. Ft.
I	29.75'
J	9.3'
P	25.75'
E	9.50'
Mast Height above DWL	33.25'
Berths	4 or 5
Cooler Capacity	12 Gallons
Fresh Water Capacity	15 Gallons
Optional Diesel Engine	Yanmar 7.5 HP
Fuel Tank Capacity	12 Gallons





All boats built by Bangor Punta Marine are constantly being reviewed and improved. As a result, standard equipment and options are subject to change at any time. See your dealer for the latest specifications. Some photos may show optional or special equipment and accessories used as photographic props.

## Cal 24 Standard Features.

### Hull and Deck

- Hand laminated hull with integral keel stub; molded boot and cove stripe.
- External lead keel bedded in epoxy and bolted to the keel stub. Choice of drafts—4'3" or 3'4".
- Hand laminated deck with molded non-skid and two-tone gelcoat; end-grain balsa and plywood coring.
- Hull-to-deck joint is lapped, sealed and mechanically fastened, then covered with a two-piece aluminum and vinyl gunwale guard.
- Molded fiberglass toe rails and stanchion bases; fiberglass companionway hatch; solid teak penboards.
- Aluminum framed, translucent forward hatch.
- Two fixed and two opening ports.
- Two each 8" bow mooring cleats. Two each 8" stern mooring cleats.
- Teak handrails on cabin.
- Anchor locker in foredeck.
- Bow pulpit, stanchions and lifelines.
- Jib sheet tracks and blocks mounted on deck.
- 7'2" cockpit with sail locker and outboard fuel tank/gear locker.
- Angled coamings and faceted cockpit seats for comfort while seated on rail.
- Two-speed genoa winches recessed into coaming; 10" winch handle.
- Mainsheet traveler on taff-rail; mainsheet leads forward on the boom and down to a block on the cockpit sole.
- Outboard motor bracket mounted on transom.
- Raised flat area on aft end of cabin for mounting secondary winches or aft-led halyards.
- Running lights.
- Stainless steel blocks; deck hardware is stainless steel or clear anodized aluminum or chrome plated.
- Fiberglass and high-density foam rudder with stainless steel shaft; laminated wood tiller.
- Bow trailering eye.

### Mast, Boom, and Rigging

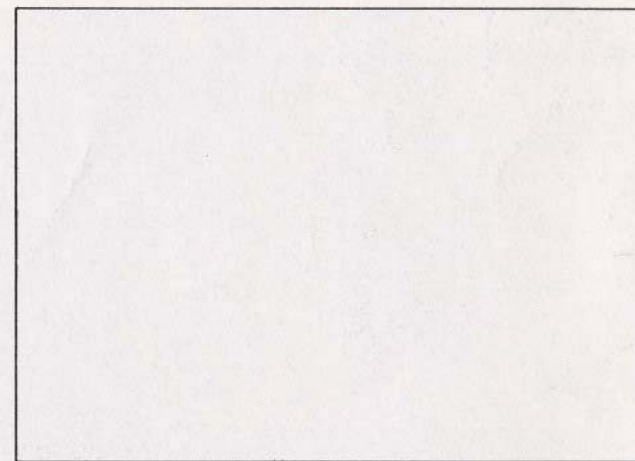
- Painted aluminum mast and boom with integral luff and foot grooves.
- Single spreader, single lower shroud, deck-stepped masthead sloop rig; airfoil spreaders.
- Internal main and jib halyards; electrical conduit with messenger; steaming light.
- Boom vang bails on mast and boom.
- Boom includes double, color coded, internal reef; internal 2:1 outhaul; external 2:1 boom topping; reef hooks on gooseneck.
- Stainless steel 1 x 19 standing rigging with swaged terminals; stainless steel and chrome plated bronze turnbuckles; Gibb fittings on upper end of shrouds.
- Stainless steel tabernacle.

### Interior

- Fiberglass floor pan extends throughout interior; bonded to hull for added strength.
- Synthetic fabric headliner and hull liner.
- Teak bulkheads, and trim throughout interior.
- 6'3" V-berth; removable insert cushion; 4" fabric covered, foam cushions; molded storage bins under V-berth.
- Self-contained chemical head mounted to port aft of V-berth; Storage alcoves on hull outboard of head.
- Hanging locker to starboard aft of V-berth.
- Teak door separates forward area from main cabin.
- 6'6" settees port and starboard in main cabin; 4" fabric covered, foam cushions and padded backrests.
- Double leaf teak and formica table mounted on bulkhead.
- Removable cooler with teak top serves as companionway step and stores under cockpit.
- Sliding galley to starboard includes stainless steel sink with overboard drain and space for two burner stove. Galley unit slides aft to store under cockpit when not in use.
- 15 gallon, seamless plastic water tank with deck fill.
- 12 volt circuit breaker panel; plastic battery box.

## Cal 24 Options.

- *Bow Cowl Vent*—4" PVC cowl vent with chromed bronze deck plate; installed in foredeck.
- *Bilge Pump*—Diaphragm pump installed in cockpit—accessible with all hatches closed.
- *Boom Vang*—3:1 Boom vang tackle.
- *Carpet*—Beige shag carpet on cabin sole.
- *Curtains*—Curtains and tracks mounted on main salon ports.
- *Cradle*—Steel storage cradle.
- *Double Berth*—Pull-out berth extension and cushion for port main cabin settee.
- *Deck Discharges Head*—Pump-out line run from head holding tank to deck fitting.
- *Stern Pulpit*—Stainless steel stern pulpit with 2" Dacron® strap to aft stanchion for comfort when seated on rail.
- *Main Halyard Winch*—Barient #8P and mounting plate for main halyard (shipped un-installed).
- *Self-tailing Winches*—Barient #19st two speed self-tailing winches in lieu of standard.
- *Bulkhead Compass*—Ritchie 4" compass installed in aft bulkhead of cabin, port side.
- *Inboard Diesel*—7.5 HP Yanmar diesel with 12 gallon fuel tank, 1" bronze shaft and two blade propeller.



Cal, O'Day & Ranger Boats are built by



A Division of Bangor Punta Corporation  
848 Airport Rd., Fall River, MA 02720-4793

Cal builds cruising/racing sailboats of 24, 27, 9.2 meters (30), 31, 35, 39, and 44 feet.