

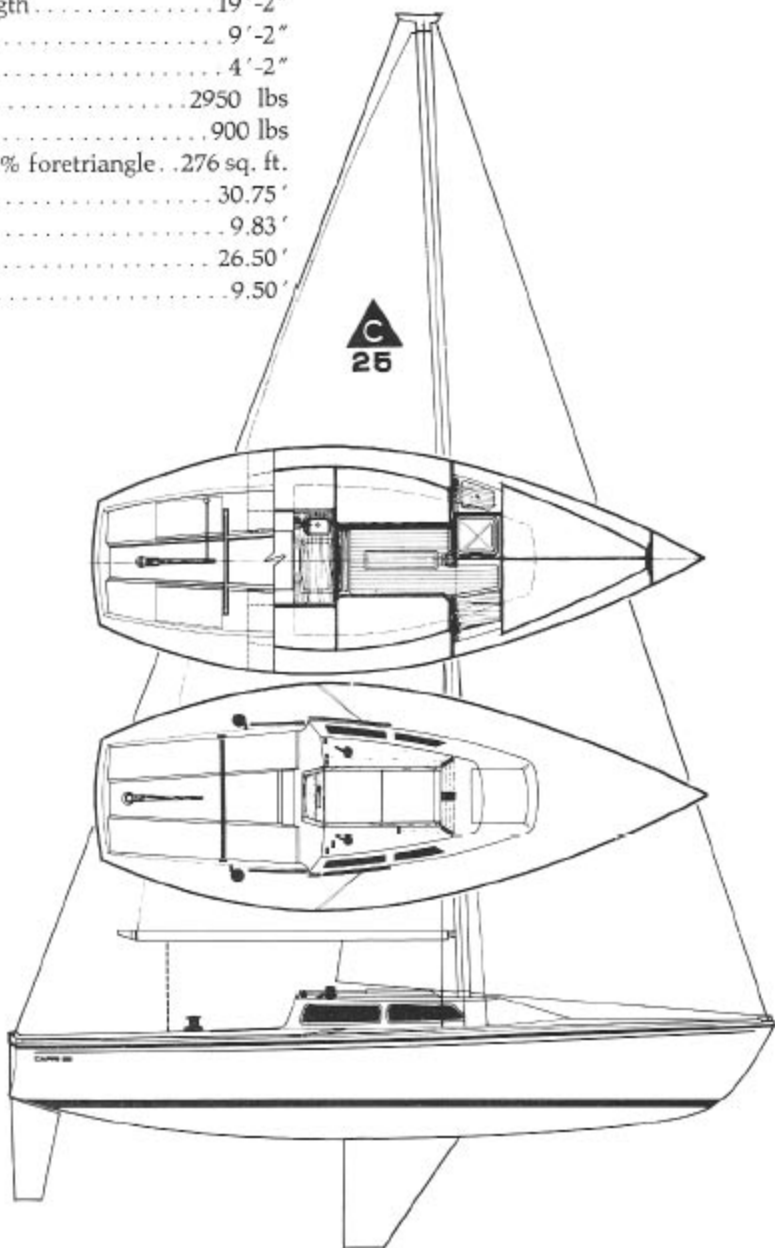
# CAPRI 25

## One Design Class Association



### Constitution and Racing Rules

Length Overall	24'-7"
Waterline Length	19'-2"
Beam	9'-2"
Draft	4'-2"
Displacement	2950 lbs
Ballast, Lead	900 lbs
Sail Area, 100% foretriangle	276 sq. ft.
I	30.75'
J	9.83'
P	26.50'
E	9.50'



# CAPRI 25

# **Capri 25 One Design Class Association Constitution**

4-14-81

## **ARTICLE I**

### **OBJECTIVE**

To help owners of the Capri 25 enjoy their boats and compete equally in one design class racing.

## **ARTICLE II**

### **FLEETS**

The National Association may charter fleets based upon the number of local members of the National Association geographical areas. Local fleets with a minimum of three boats shall petition the National Association stating the number of members, geographical area covered, as well as an agreement to abide by the rules of the National Association.

## **ARTICLE III**

### **MEMBERS**

Every bonafide owner of a Capri 25 who is current with his Capri 25 National Association dues.

## **ARTICLE IV**

### **OFFICERS**

President, Vice President, Measurer-Rules Chairman, Secretary-Treasurer, with the immediate Past President, and (1) builders designated representative will form the Governing Board.

## **ARTICLE V**

### **NATIONAL ASSOCIATION OFFICERS NOMINATION, ELECTION, AND DUTIES**

#### **A. NOMINATION:**

A nominating committee appointed by the President shall confer a minimum of 60 days prior to the annual Association meeting to review the nominees proposed by the general membership, and prepare the mail ballot for the general membership.

#### **B. ELECTION:**

The election of officers shall be by a majority vote of those members responding to the mail ballot. New officers will be installed at the annual meeting of the National Association.

#### **C. THE DUTIES OF THE NATIONAL ASSOCIATION OFFICERS:**

##### **1. President**

To preside over the annual meeting, special meetings, and annual class championship awards dinner. Act as spokesman for the National Association, prepare notifications and publicity releases, create temporary special committees of individual appointments as the needs of the National Association dictate. He shall also call any special meetings as the needs of the National Association dictate.

##### **2. Vice President**

To preside over affairs in absence of President and to assist all other officers as required. To coordinate the national championship regatta with the host fleet and to assist the host fleet with the organization and administration of the national regatta as required.

##### **3. Measurer-Rules Chairman**

Shall rule on all questions and challenges relating to the class rules and their interpretation. Responsible for verification of conformity to class rules of all boats participating in class championship events.

Prepares summation of rulings for publication in class newsletter.

##### **4. Secretary-Treasurer**

To record and distribute minutes of each meeting and to collect annual dues and keep records. All publicity and class notifications shall be distributed through this chair. All records including, but not limited to, class rules, minutes, bank accounts, shall be kept with this office. Maintains the general membership roster and fleet roster.

## **ARTICLE VI**

### **VOTING**

Approval of amendments and by-laws of the National Capri 25 One Design Association Constitution shall be by a majority vote of association members. Mailed ballots must be returned within two weeks of mailing of said ballot. Each boat shall have one vote. Proxy votes will not be permitted.

Approval of amendments or changes to the Capri 25 One Design Racing Rules and Specifications shall be by a majority vote of the Governing Board and the approval of the designer or the builders designated representative on the Governing Board. Each member shall have one vote. Proxy votes are permitted.

## **ARTICLE VII**

### **DUES**

The annual dues for membership in the Association are to be established by the Governing Board. Dues are payable to the Secretary-Treasurer prior to the Class Championships, no later than January 1.

Payment of annual dues shall entitle a Capri 25 owner to membership in the National Capri 25 One Design Association and membership in the fleet of his choice. The dues of each member are to be divided between the local fleet and the National Association as determined by the Governing Board.

## **ARTICLE VIII**

### **CLASS CHAMPIONSHIP**

Each year the class shall hold a series of races to select that year's National Class Champion. The site and date of the Class Championships shall be selected by the Governing Board. It is recommended that the winner of the Capri 25 Championship be permitted to defend his title at his home club if that club can properly host the event and if there are enough boats for representative competition and charter availability.

The Class Championships shall consist of at least three races and a maximum of five on a closed course of suitable distance.

The purpose of the Capri 25 National Championship is to select the owner and crew who can win the event. In the class championship races only an owner or a member of his immediate family may handle the helm while racing. Any Capri 25 owner who is also a National Association member may charter another's Capri 25 for the National Championships if his own boat is not available for the series.

A perpetual trophy shall be awarded to champion. Other trophies are to be determined upon number of entries at the discretion of the host fleet.

# ***CAPRI 25 One Design Class Racing Rules and Specifications***

## **ARTICLE I**

### **OBJECT AND SPIRIT OF THE CLASS RULES**

It is the intention of the Class Rules to equate the speed capabilities of the boats in class racing so that the skill of the skipper and crew in racing and tuning and maintaining the boat are the major factors in winning a class race. Any deviation from a standard Capri 25 that is not specifically prohibited in these rules but which defeats the spirit of the Class Rules may be permitted in class racing only with the written permission of the Association Governing Board.

## **ARTICLE II**

### **RACING REQUIREMENTS**

The purpose of these requirements is to maintain the one design characteristics of the Capri 25 and to insure that racing will be a true test of sailing ability. Any boat modified or altered for the express purpose of changing weight, trim, or sailing characteristics of the Capri 25 from the builder supplied boat, shall be ineligible for one design racing.

1. Boat must be sailed with all factory standard equipment, or equal, on board when racing.
2. Head or fitted bucket on board.
3. Minimum of 2 hp. engine, bracket, and fuel.
4. U.S.C.G. Auxillary safety equipment and requirements including:
  - a. Minimum of (5) P.F.D.s (approved life jackets)
  - b. Minimum 8 lb. anchor with 150 foot 3/8" diameter line
  - c. Approved fire extinguisher
  - d. Whistle or horn
  - e. One each, day and night visual distress signals U.S.C.G. approved type
  - f. Bilge pump or bailing device
  - g. Navigation lights

## **Racing requirements, continued.**

5. A maximum of five sails may be aboard when racing.
  - a. Mainsail
  - b. 110% Jib
  - c. 130% Genoa
  - d. 155% Genoa
  - e. Spinnaker

Refer to figures a., b., c., d., and e., for sail dimensions and specifications.
6. Mast and boom must be banded in contrasting color as per figure g.
7. Skipper must be a member in good standing of the Capri 25 One Design Class Association.

## **ARTICLE III**

### **PERMITTED ALTERATIONS**

The following list of modifications and equipment substitutions and additions are specifically allowed for use in one design class racing events.

The variables listed herein are intended to accommodate personal preference in hardware selection, sail handling technique, crew comfort, and safety gear while maintaining one design speed potential and sailing characteristics.

Any changes to the builder supplied boat not listed here as approved or listed here but employed for purposes other than those intended by this rule shall be determined not approved for one design class racing.

### **A. Permitted Alterations and Substitutions to the Deck and Hardware**

1. Boom vang, main sheet, cunningham foreguy, and backstay adjuster system blocks may be substituted provided the mechanical advantage (purchase) of the system is not altered.
2. Foreguy block location optional.
3. A "twing system" may be fitted to the spinnaker sheets and guys.
4. Allowed instruments—knotmeter, fathometer, compass, RDF.

## **Permitted alterations to the deck and deck hardware, continued**

5. Tell tales and mechanical wind direction indicator.
6. Mainsail topping lift may be added.
7. A system for raising or lowering the inboard end of the spinnaker pole may be added.
8. The inboard end of the boom vang tackle may be fitted with a snap shackle in order to be used as a preventer.
9. Handrails may be fitted to the foredeck or cabin top as desired.
10. Winch handle holders.
11. Lines, shackles, cleats and other small hardware parts may be substituted for builder supplied, provided they are of the same general type and used for the same purpose.
12. Barber hauling of headsail sheets is allowed.
13. Installation of spinnaker pole chocks on deck for pole storage.
14. The backstay tension control line may be lead forward within reach of the helmsman as desired, provided no additional purchase is added.

### **B. Permitted Alterations to the Hull and Appendages**

1. A window may be fitted into the hull for the purpose of viewing the keel.
2. The hull, rudder, and keel, may be faired to the existing shape.
3. The hull, rudder, and keel, may be painted.
4. The profile and intended sections of the hull, rudder, and keel as provided by the builder may not be modified except as stated above.

### **C. Permitted Alterations to the One Design Class Racing Sails**

1. All one design racing sail measurements, specifications, and dimensions must be within the tolerances shown on the One Design Racing Association Official Sail Plan. The only permitted variables are those listed herein. All sails must be pulled sufficiently taught to remove wrinkles. All measurements are to be made from the projected edges of the sail, as shown on figure a., b., c., d., and e.



**Permitted alterations to the  
one design racing sails, continued**

**Fig. A. Mainsail**

1. Minimum cloth weight, 5.4 oz.
2. Additional reef points as desired.
3. Location of cunningham cringle as desired.
4. Location of flattening reef cringle as desired.
5. Draft bands as desired.
6. Tell tale windows as desired.

**Fig. B. 110% Jib**

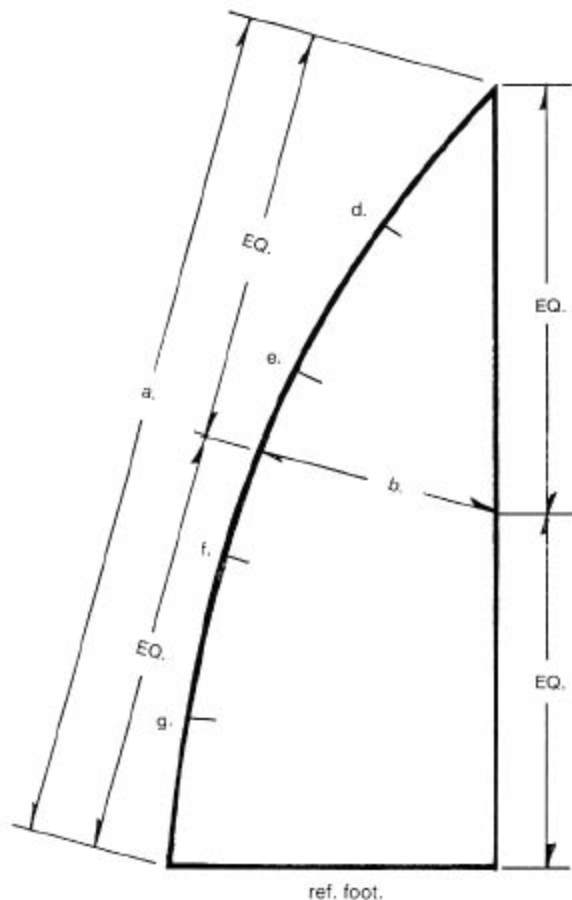
1. Minimum cloth weight 5.5 oz.
2. Reef points as desired.
3. The leech shall not be convex but may be supported by a maximum of three equally spaced battens, each not longer than .75' (9").
4. Reinforcements may be added to the head, tack, reef points, and clew as desired.
5. Tell tales and tell tale windows may be added as desired.
6. Windows may be added as desired.

**Fig. C. 130% Genoa, and Fig. D. 155% Genoa**

1. Reef points may be added as desired. Refer to the Official Sail Plan for recommended locations.
2. Windows may be added as desired.
3. Reinforcements may be added to reef points, head, tack, and clew as required.
4. Tell tales and tell tale windows may be fitted to the luff of the sail as desired.

**Fig. E. Spinnaker**

1. A retrieving line may be attached to the center of the spinnaker and reinforced as required.



ref. foot.

FIG. A

### FIGURE A MAINSAIL

- a. max. leech 28.50 <sup>+0</sup>/<sub>-3</sub>"  
28.6"
  - b. max. mid girth 6.50/6.6"
  - c. min. cloth weight 5.4 oz.  
Battens, max. length
  - d. Top 23.5"
  - e. middle 25.5"
  - f. middle 25.5"
  - g. bottom 23.5"
- refer to figure G for  
P and E dimensions

### FIGURE B 110% JIB

- a. max. luff 28.0' /28.0" <sup>+0</sup>/<sub>-3</sub>"
- b. max. L.P. 10.75' /10.9" <sup>+0</sup>/<sub>-2</sub>"
- c. minimum cloth weight 5.5 oz.
- d. battens, optional, max length .75/9"  
(3) equally spaced.

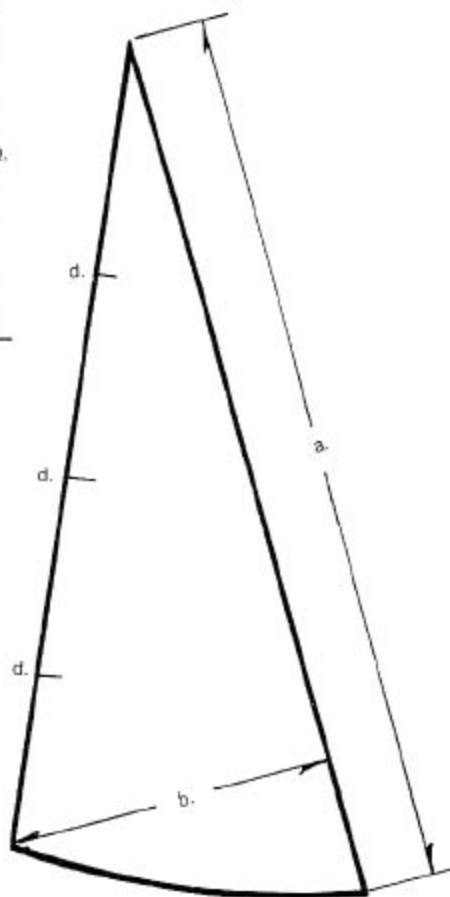


FIG. B

**FIGURE C**  
**130% GENOA**

- a. max. luff 29.0' / 29'-0"  $\begin{matrix} +0 \\ -3" \end{matrix}$   
 b. max L.P. 12.69' / 12'-8"  $\begin{matrix} +0 \\ -2" \end{matrix}$

**FIGURE D**  
**155% GENOA**

- a. max luff 31.0' / 31'-0"  $\begin{matrix} +0 \\ -3" \end{matrix}$   
 b. max L.P. 15.154' / 15'-1 $\frac{3}{4}$ "  $\begin{matrix} +0 \\ -3\frac{1}{2}" \end{matrix}$

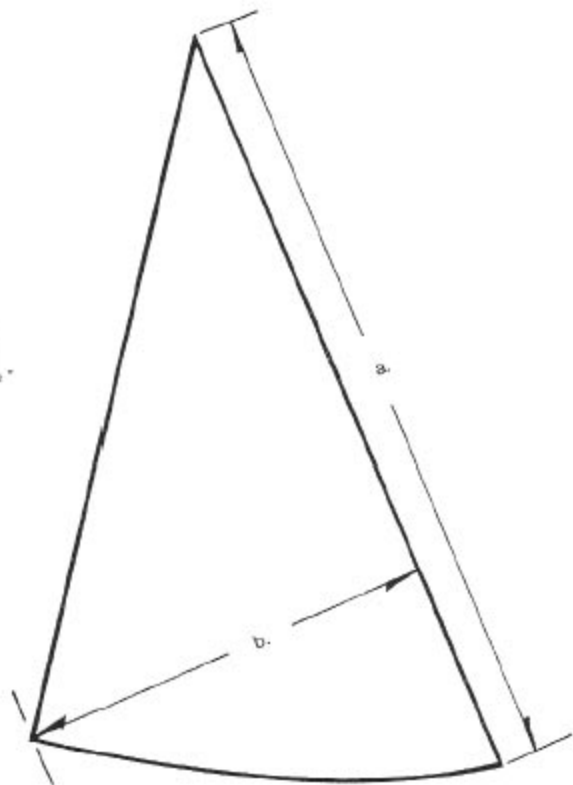
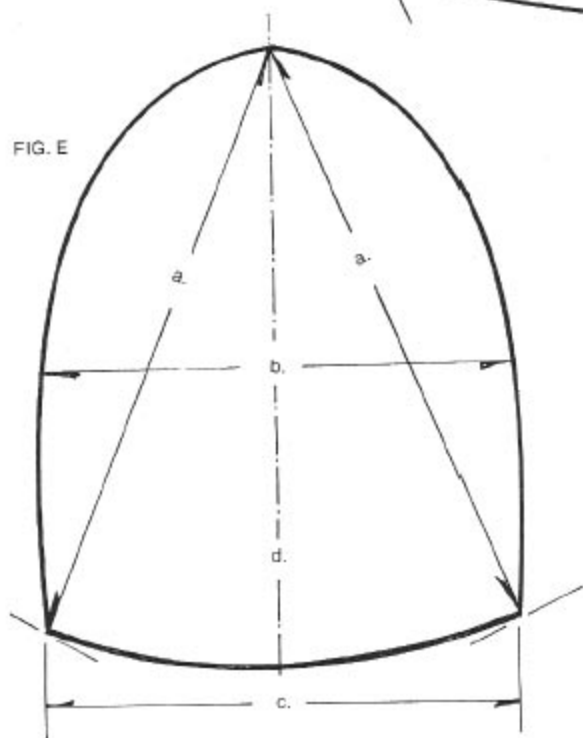


FIG. C AND D

FIG. E

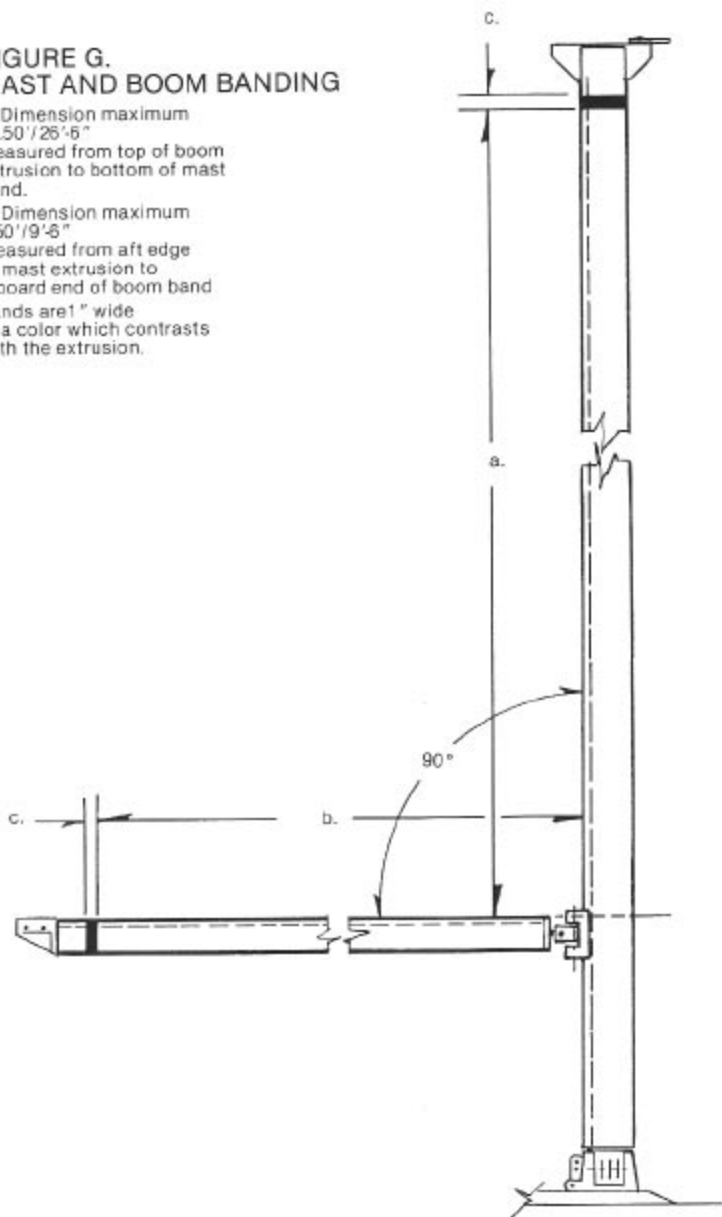


**FIGURE E**  
**SPINNAKER**

- a. max. luff 30.646'  $\begin{matrix} +0 \\ 30.7\frac{3}{4}" \\ -6" \end{matrix}$   
 b. max girth 17.69' / 17'-8 $\frac{1}{4}$ "  
 c. max foot 17.69' / 17'-8 $\frac{1}{4}$ "  
 d. max. centerfold 33'-0"  
 e. minimum cloth weight .75 oz.

## FIGURE G. MAST AND BOOM BANDING

- a. P. Dimension maximum 26.50' / 26'-6" measured from top of boom extrusion to bottom of mast band.
- b. E. Dimension maximum 9.50' / 9'-6" measured from aft edge of mast extrusion to inboard end of boom band.
- c. bands are 1" wide in a color which contrasts with the extrusion.



CAPRI 25 HULL NUMBER \_\_\_\_\_

YACHT NAME \_\_\_\_\_

OWNER \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

HOME PORT/Y.C. \_\_\_\_\_

CAPRI 25 ONE DESIGN FLEET \_\_\_\_\_

FLEET NUMBER \_\_\_\_\_ AREA \_\_\_\_\_

SKIPPER'S NOTES



Capri Sailboats, 21200 Victory Boulevard, Woodland Hills, Ca. 91367