

# CAPRI 25

Lively trailerable day sailer provides one-design racing opportunity at a modest cost

By Earl R. Hinz

**W**hile the rest of the boating industry reels under high interest rates, shortage of slips, boat taxes and other depressants to business, Catalina Yachts and Capri Sailboats seem to be having their finest hour. I made a visit to their Woodland Hills factory and came away with the feeling that talk of gloom and doom in the business reflects the other guy's position and not theirs.

On the contrary, when you see the beehive of activity in the Catalina/Capri factory, you sense that all is well in the business—at least that part of the market served by their lines of sailboats. Standing at one end of the huge single bay building I counted 12 production lines (or was it more?) with boats jammed bow to

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stern until they cleared the doors. I was impressed and my outlook on the future of boating was made optimistic by the apparent success of this company.

But what makes for such success in the face of the downturn that has beset the marine business in recent years? Simply put, it is knowing the wants of the market and giving the buyer real value for his money. A good example of this business principle is the Capri 25, this month's SEA Trials boat.

The Capri 25 has been in production for almost two years and over 300 boats have been built and shipped to

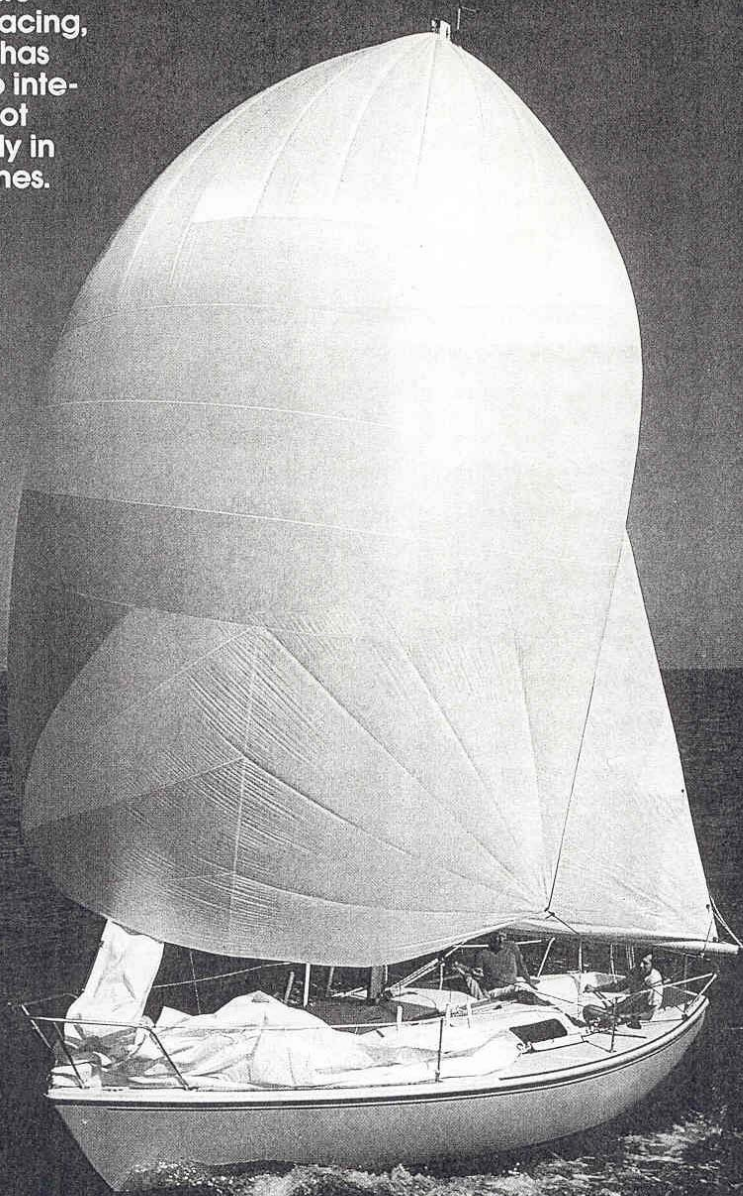
all parts of the country plus Canada. Nine fleets are in existence which show the interest in sailing this one-design boat.

For all of its 25 ft. this boat underwent more design development than many larger and more expensive boats. Prior to production a pair of design prototypes were built and sailed against each other for two years to smooth out the design and get the proper placement of sailing gear and equipment. The result is a boat that looks good, sails well and has to be a bargain in today's market.

The design of the Capri 25 is very much the current state of the art for competitive sailboats. It has a round shallow bottom, long waterline, a well-rounded stem, fin keel and a spade rudder. Maximum beam is at



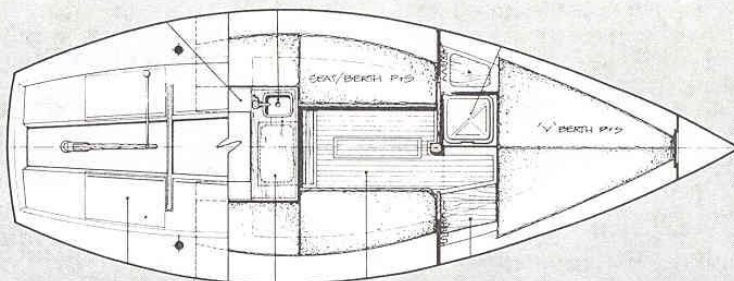
The hull shape of the Capri 25 is state-of-the-art for racing, but attention has been given to interior comfort not found normally in racing machines.





# CAPRI 25

**Designer:** Frank Butler  
**Builder:** Capri Sailboats  
 P.O. Box 989  
 Woodland Hills, CA 91367  
 Telephone: (213) 884-7400



## DESIGN INFORMATION

Length, overall	24 ft. 7 in.
Length, waterline	19 ft. 2 in.
Beam	9 ft. 2 in.
Draft	4 ft. 2 in.
Freeboard, stem	2 ft. 8 in.
Freeboard, stern	2 ft. 4 in.
Mast height	35 ft. 6 in.
Displacement	2785 lb.
Ballast	900 lb.
Fresh water capacity (one tank)	7 1/2 gal.
Displacement/length ratio	176
Beam/length ratio	.37
Ballast/displacement ratio	.32
Sail area/displacement ratio	22.4
Theoretical hull speed	5.9 knots

## PROPULSION INFORMATION

<b>Engine:</b>	Optional use of outboard motor, 4 hp recommended with integral fuel tank
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## SAIL INFORMATION

<b>Type of rig:</b>	Masthead sloop
	I = 30.75 ft. J = 9.83 ft. P = 26.5 ft. E = 9.5 ft.
<b>Sail area—total</b>	100% foretriangle 151 sq.ft. Main 125 sq.ft.

## STANDARD EQUIP.

**Base price** ..... \$12,950.00  
 (FOB Woodland Hills, CA)

### Includes:

12v battery and switch panel  
 Interior and navigation lights  
 Locker and ice chest  
 Stainless steel sink with hand pump  
 Lined storage lockers  
 Two cockpit lockers  
 Aluminum alloy mast and boom anodized  
 Stainless steel standing rigging  
 Internal halyards, reefing and outhaul

Complete spinnaker gear  
 Boom vang  
 Backstay adjuster  
 Double groove head stay foil  
 Two headsail halyards  
 Four winches  
 Six genoa tracks  
 Roller bearing traveler  
 Bow and stern pulpits  
 Single lifelines with pelican hooks  
 Hinged mast step

## FACTORY OPTIONS

Hull Color (in Lieu of Std. White)  
 Deck Color (in Lieu of Std. White)  
 Deck Non Skid Color (Two-Tone)  
 Genoa Sheet Snatch Blocks (2) w/cars  
 Gimballed Gas Cartridge Stove  
 Outboard Motor Bracket, Stainless Steel  
 Tandem Axel Trailer with Brakes  
 Shipping Cradle, Steel  
 Lifting Sling Hardware  
 Custom Black Anodized  
 Mast and Boom (in place of Std.)

a fiberglass headliner. These are bonded directly to hull and deck allowing through-bolting of deck and rigging fittings with a minimum of trouble. The liners have a pleasing leather-grained look in a light beige.

No attempt has been made to give the interior of the boat cruising-like accommodations, but at the same time it is not the Spartan interior of some of its contemporaries. There is sitting headroom throughout with almost 8-ft. forecastle berths and 6 1/2-ft. main cabin berths. The two sets of berths are separated by a partial bulkhead which can be fully closed with a privacy curtain.

Amenities of the main cabin include a small sink and space for a large portable ice chest. A portable self-contained toilet can be carried in the forecastle. And both cabins have under-berth storage bins which are formed as part of the hull liner.

The forecastle hatch is opaque fiberglass and can be fixed open for ventilation. Two fixed windows in each side of the cabin trunk provide good light down below and this is

supplemented at night by electric lights. Although the boat carries a battery, outboard engines of the size used on this boat do not have electric generating capability so it will be necessary to charge the battery back at the dock, unless the owner installs a solar cell panel.

Deck and cockpit have been made large for day sailing and ease of movement, although the running rigging has been made so convenient that not much movement is required

when sailing. The cockpit is over 7 ft. long with a ball bearing mainsheet traveler splitting the length into two bays—the aft one for the helmsman and the other for the crew.

Under the cockpit seats, port and starboard, are large bin lockers for stowing mooring gear, outboard motor and cleaning supplies. Actually, the space is too large and deep to use all of it effectively even if weight aft were not a consideration. An intermediate shelf would make the

## DESIGN COMPARISONS

Design Parameter	Merit 25	Capri 25	J-24
Sailing rig	Fractional	Masthead	Fractional
Length, overall	25 ft.	24 ft. 7 in.	24 ft.
Length, waterline	20 ft. 6 in.	19 ft. 2 in.	20 ft. 4 in.
Beam	8 ft.	9 ft. 2 in.	8 ft. 11 in.
Draft	4 ft.	4 ft. 2 in.	4 ft.
Displacement	3000 lb.	2785 lb.	2700 lb.
Displacement/length ratio	155	176	144
Sail area	285 sq.ft.	276 sq.ft.	261 sq.ft.
Sail area/displacement ratio	22	22.4	21.6



deck level and the topsides tuck under quite quickly. The cabin trunk is low with the sides well-sloped in keeping with today's trend.

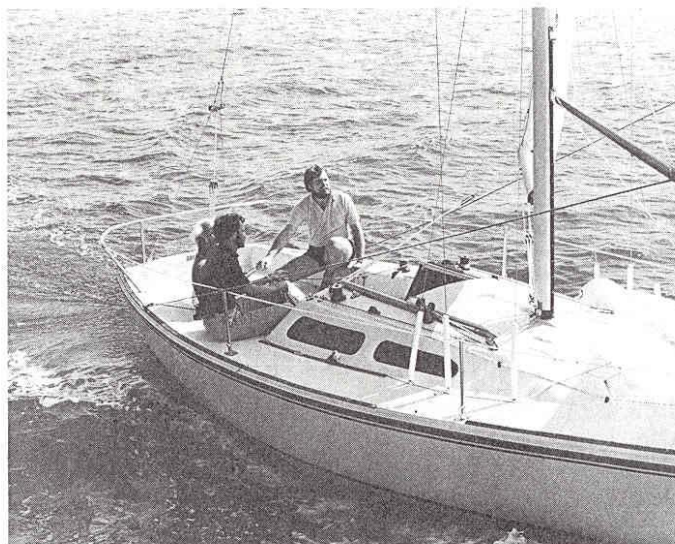
Construction of the boat follows contemporary fiberglass techniques but has some unusual features worthy of note. For instance, the entire hull and deck is a cored structure which is rare on small boats. It is made possible by a unique core material used by Capri. The material is called Coremat and comes from the Netherlands. It is a fibrous polyester matting with millions of microspheres imbedded in it. Unlike other core materials, such as the many rigid foams and end-grain balsa, Coremat is a fully impregnable material like glass mat, but at only a fraction of its weight. Delamination problems are reduced to a minimum because the material maintains the isotropic nature of the resin laminate unlike foams and balsa which are simply bonded to the adjacent glass surfaces.

Besides being easily formed to the three-dimensional shapes of boats, the compressive strength of the resulting sandwich is equal to solid glass layup making it possible to through-bolt fittings without the necessity of using plywood inserts.

Coremat comes in thicknesses of 1, 2, 3, and 4 mm so the builder can choose an optimum thickness for the filling of his sandwich, including multiple layers for increased rigidity if desired. Laying Coremat is similar to glass mat but the impregnation must be done more carefully. It is all worth it if the Capri 25 hull is any indication of the benefits to be realized.

Another feature of interest is the keel assembly of the boat. A fiberglass keel shell is molded in two pieces and bonded together. The lead ballast is cast separately to accurate contours so that it can be inserted into the fiberglass shell, then bonded and sealed into place. Then the keel is inserted into a shallow keel well molded into the hull bottom and fixed in place with six stainless steel keel bolts. The junction of the keel and hull is now a very narrow slot which is readily sealed and appears to be less susceptible to aging cracks or separation than the more conventional external keel butt joint.

The interior of the Capri 25 is fitted with a fiberglass hull liner and



**The  
running  
rigging  
has been  
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much  
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when  
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