

CAPRI 25 DESIGN CLASS RULES

**As adopted by the International Association without edit
Fall 2005**

ARTICLE I RACING REQUIREMENTS

The purpose of these requirements is to maintain the one design characteristics of the Capri 25 and to ensure that racing will be a true test of sailing abilities in a fair, safe and enjoyable manner.

1. The yacht must be sailed with factory standing rigging and hull, factory standard interiors, windows, hatch, companionway boards, or equivalent, with factory specified mounting and placement of stays. No other non-factory specified stays shall be allowed such as baby stays or running backstays.
2. Bow pulpit, stern rail, and stanchions shall be factory standard or equivalent. Life lines shall be factory standard or equivalent and shall be sufficiently taut.
3. No inside ballast shall be carried.
4. Class approved sails as stated in Article II-D.
5. Engine capable of propelling yacht at 5 knots, bracket and fuel.
6. Battery and navigational lights are required.
7. Head or fitted bucket on board.
8. Yachts must meet all applicable governmental safety rules.
9. A suitable anchor and rode shall be carried during racing.
10. Owner must be a member in good standing of the All Catalina Built 25 Class Association.
11. The red Capri insignia is required on both sides of the mainsail per Article II-D.

ARTICLE II RESTRICTIONS AND PERMITTED ALTERATIONS

These are closed rules; alterations from the original manufactured boat not expressly allowed here shall not be considered legal. Any yacht modified or altered for the express purpose of substantially changing weight, trim, or sailing characteristics of the Capri 25 from the builder supplied yacht, shall be ineligible for one design racing.

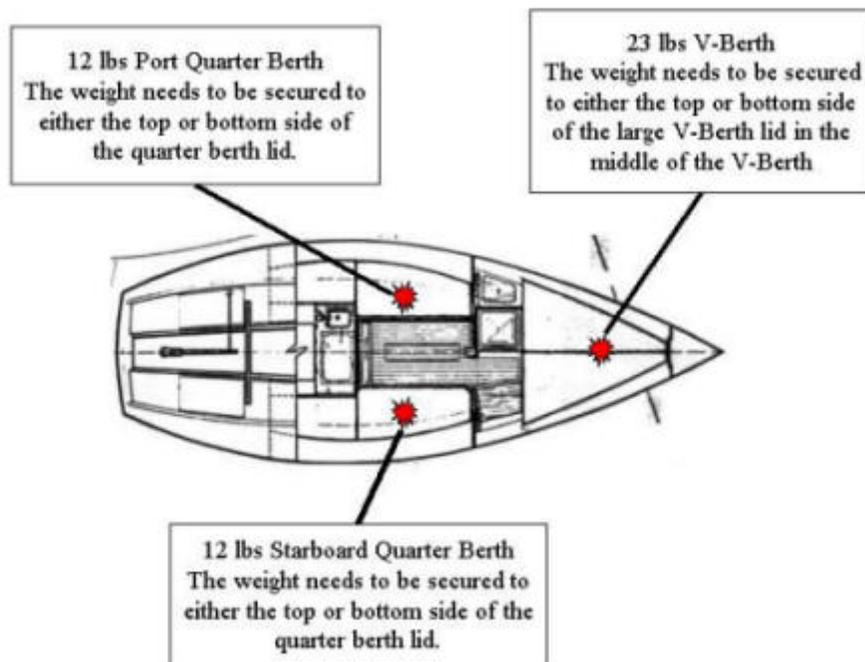
The variables listed herein are intended to accommodate personal preference in hardware selection, sail handling technique, crew comfort and safety gear while maintaining safe and affordable one design racing with equivalent speed potential and sailing characteristics.

A. Stated Restrictions

1. The use of boat lifts or dry sailing is not permitted. Boats may be removed from the water during the season for repairs, off-lake regattas, sailing and extended storage.
2. Holes drilled in the hull for the purpose of cleaning the keel are not allowed.
3. No additional permanent ballast shall be added.
4. Keel and rudder profile may not be altered from the original dimensions as stated in Article II-D.3, and no ballast shall be added to an altered keel or rudder.
5. No hydraulics of any kind shall be permitted.

B. Permitted Alterations

1. Location and placement of deck hardware may be altered as desired.
2. The hull, rudder, and keel may be faired to provide a smooth and consistent surface.
3. The keel and rudder thickness may be altered to minimum and maximum limit allowed by Article II-D.3.
4. Length of forestay and backstay may be changed.
5. Additional hardware alterations may include lengths and positions of tracks, infinitely adjustable genoa lead cars, winch size to 40, self tailing winches, unlimited vang purchase and boom lift, unlimited main outhaul purchase, unlimited purchase on backstay adjustment, jib cunninghams, windward sheeting cars, two speed mainsheet systems, ball bearing cam cleats and curve radius mainsheet track. Instruments include wind anemometer and direction, depth, speed, compass, GPS units and computers. Forestays may be altered for installation of headfoils or hank system.
6. Cushions may be removed if a designated weight replaces them. The weights and their position are indicated in the drawing below.



A 23 lb weight must be attached in the V- Berth for the removal of the V-Berth cushions and a 12 lb weight must be placed underneath both the port and starboard settees if the aft cushions are removed.

C. One Design Class Racing Sails

1. All one design racing sail measurements, specifications and dimensions must be within the tolerances shown in Article II-D. All sails must be pulled sufficiently taut to remove wrinkles. All measurements are to be made from the projected edges (or outside edge of the boltrope) of the sail to specifications stated in Article II-D. Mainsail mid and upper $\frac{1}{4}$ girths are measured from the respective points between the projected head and clew to the nearest point of the luff. All racing sails must be measured and registered

with the Racing Committee before racing use.

2. In an effort to make racing in the Capri 25 One Design Class affordable each yacht in the fleet is allotted one brand new sail per racing season. A brand new sail is a sail that has been measured, approved and used within that racing season. Any new boats to the fleet will be allowed five new sails total for the first two years; after two years that boat shall be allowed one brand new sail per racing season. (If a new boat does not use their allowed five new sails within the first two years then in year three that boat will be allowed three brand new sails). All sail allotments per boat can be carried from year to year. This provision is retroactive from 1996.

Examples of sail allotments for new boat ownership:

New Boat	Year (Allotment / Purchase)		
	1	2	3
A	5 / 0	5 / 0	3 / ?
B	5 / 3	2 / 2	1 / ?
C	5 / 3	2 / 1	1 / ?
D	5 / 1	4 / 0	2 / ?
E	5 / 1	4 / 1	1 / ?

There is no buying limit on the use of used sails. A used sail is defined as any sail purchased for \$500 or less.

Exceptions to this rule for extenuating circumstances (i.e.. dismasting and extensive sail damage will be addressed by petitioning the Racing Committee for approval.

3. The Racing Committee reserves the right to ban prohibitively expensive sails or sail materials. A ban will be considered if a complete sail is double the cost of a similar sized cross-cut cruising dacron sail from the same manufacturer.
4. A total of eight sails can be registered for a season for the purposes of racing in the Capri 25 One Design Class. This includes: 2 Mains, 2 Spinnakers, and 4 Headsails (Jibs and Genoas). These racing sails need to be listed on the Sail Registration Form. Yachts must own and only use their own racing inventory. Racing sails will be physically marked as such by the Racing Committee. Sails used exclusively for cruising are not considered part of the racing inventory.

D. Measurements

1. Sail Dimensions

a. Main Sail

Max Leach	28.5'
Max Midgirth	6.17'
Max U-1/4 girth	3.61'
Foot	9.50'
Luff	26.5'

b.

c. Max Jib

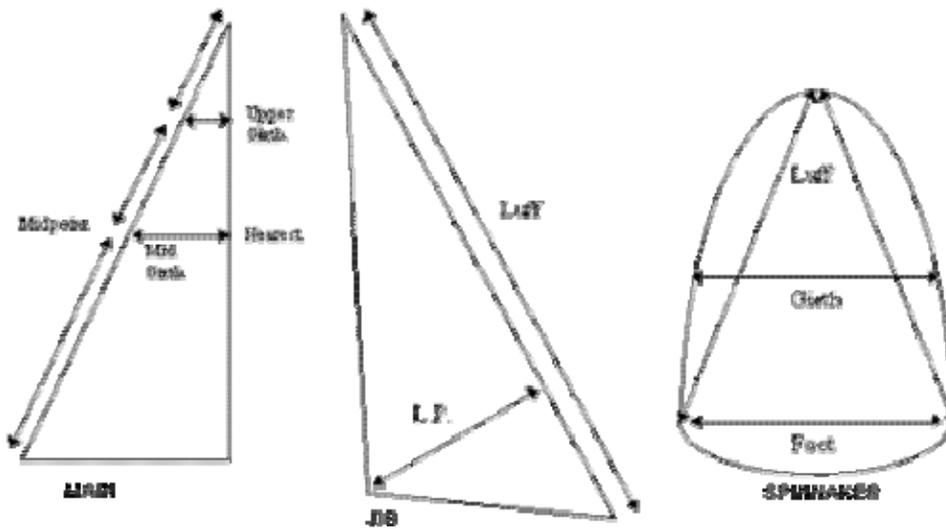
Max Luff 31.0'
 Max L.P. 15.154'

- d.
- e. Spinnaker

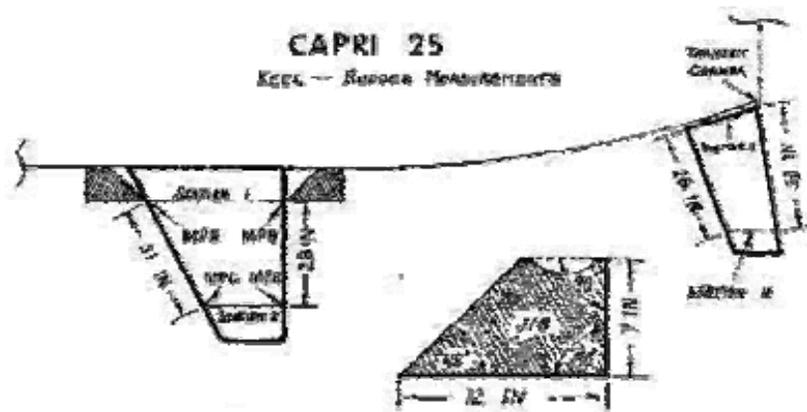
	Maximum	Minimum
Luff	30.65'	30.15'
Girth	17.69'	16.69'
Foot	17.69'	16.69'
Weight	.6oz	

f.

2. Note: All sail measurements shall use ORC (Off-shore Racing Requirement) method of measuring sails.



- 3.
- 4. Spinnaker pole maximum is 9.83'
- 5. Keel and Rudder



KEEL	MIN	MAX	RUDDER	MIN	MAX

Transom Corner to MPD		132 1/4	133 3/4	Trailing Edge (top to Bottom)		36 1/8	36 3/8
Bottom of Keel to MPB		34 1/2	35	Trailing Edge (hull to bottom)		36 5/16	37 1/8
STATION ONE	Chord Length	33 3/4	34 1/2	STATION THREE	Chord Length	19 3/16	19 1/2
	Section Thickness	4 13/16	---		Section Thickness	2 7/16	---
STATION TWO	Chord Length	19 1/4	19 13/16	STATION FOUR	Chord Length	12 1/4	12 9/16
	Section Thickness	2 3/16	---		Section Thickness	1 5/16	---
Trailing Edge Thickness		7/32	---	Trailing Edge Thickness		5/32	---

E. **Note:** All measurements in inches and to the nearest 1/16 inch, except for Trailing Edge Thickness to 1/32 inch.