

CAPRI 16.5

CLASS RULES AND SPECIFICATIONS

Purpose

The following class rules and specifications are for the purpose of promoting and maintaining the Capri 16.5 as a strict one-design class racing sail boat, and to control development and modification to the hull, rig, sails and other component parts after initial delivery of the complete boat from the class builder.

Intent

It is the sole intent of these rules to guarantee, within human potentials, equality of each participating boat and placing the responsibility for successful, competitive racing on the abilities of the individual skipper and crew. *Modifications or alterations that are made in such a way that they violate the intent of a rule, even though they satisfy the letter of the rule, are not allowed.*

Definitions

For the purpose of these rules the following definitions shall apply:

| | |
|----------------------------|--|
| The Designer - | The designer Frank W. Butler. Owner of Catalina Yachts. |
| The Builder - | Catalina Yachts, the authorized manufacturer of the Capri 16.5. |
| The Class - | The Capri 16.5 one-design racing class. |
| Sanctioned Race or Event - | All Capri 16.5 Class races or events sailed in conformance with the Capri 16.5 Class racing rules, |
| The Rules - | Class Rules and Specifications of the Capri 16.5 as outlined in this document, and approved by Frank W. Butler, owner of Catalina Yachts. |
| The Skipper - | The registered owner or member of immediate family entered as skipper of a specific, legal Capri 16.5 for a given race or series of races. |
| Approved - | Approved by the builder and designer and/or in compliance with current Class Rules and Specifications. |
| Owner - | Registered owner of a Capri 16.5. |

1. General Sailing Rules

- a) A Capri 16.5 may be co-skippered in a regatta. The roles may shift as often as after each race in the event.
- b) Sail, mast, boom, rudder or centerboard shall not be changed during the entire series except in instances of damage and with the approval of the race committee.
- c) If a skipper withdraws from a sanctioned-race, or series, the boat shall also be withdrawn.
- d) It is required that two (2) persons or more to be sailing the 16.5. A Capri 16.5 must have the same non-skipper crew for every race in a regatta.
- e) Sanctioned races will be sailed in two (2) divisions. One division for the Capri 16.5 standard equipment with a center board, and the second division shall be the same boat except it will be raced with an approved spinnaker. There must be a minimum of three boats of this same kind of Capri 16.5 for any race to take place.
- f) Adjustment of hiking straps shall only be accomplished with approved factory installed hardware, only the length of the hiking straps may be altered outside manufacturers specifications. Termination points shall not be altered. No other hiking aid or adjusters are permitted, except padding.
- g) The headstay shall be properly attached to the upper and lower terminal points while racing and shall not be adjustable while racing. Use of supplemental device, lines or fittings to increase or decrease headstay tension while racing is not permitted.
- h) Use of elastic, cord or scrap, shall be limited to the following:
 - 1) Support of hiking straps
 - 2) Tiller minder
 - 3) Centerboard: For lowering ease, as described in the Capri 16.5 Specifications.
 - 4) Spinnaker pole down haul, topping lift and general control of spinnaker gear.
- i) Beaching rudder shall be secured in a "full down" position at all times while racing.
- j) The centerboard shall be a factory supplied board.
- k) Skipper and crew shall wear, or carry within the boat, personal flotation gear while racing that is Coast Guard approved.
- l) A competitor shall not wear or carry any clothing or equipment for the purpose of increasing his weight.
- m) The boat and crew combined weight shall be a minimum weight of 700 lbs. Weight shall be added at the keelson in the forepeak compartment to make up any underweight deficiency.

2. Class Specifications - General

For the purpose of these specifications, the following statement shall apply in relation to deviations from the standard boat as produced by the authorized class builder, from molds, patterns, materials and component parts approved by the designer and association:

"Unless specifically stated as allowable or permitted within the rules, deviation from original configurations, materials, dimensions, locations, component part, fittings, hardware, or control systems, as stipulated within the rules and shown on class specifications are not permitted."

- a) Capri 16.5 racing sailboats shall be produced from molds, patterns, materials and component parts, fittings and hardware approved by the designer.
- b) The Capri 16.5 racing sailboat shall be produced only by a builder, or builder approved by the designer and the class association.
- c) In the event that hardware on the Capri 16.5 becomes worn or damaged, it shall be replaced either by factory equipment or by hardware of similar material, for fit and function from another supplier.

3. Hull Complete

The hull, deck assembly, and centerboard trunk shall be molded fiberglass construction and shall conform to the designer's specifications. Except for the following items, modifications to the hull and deck are not allowed.

- a) Holes may be made in the hull and deck of the Capri 16.5 to mount allowed fittings. This includes holes to allow running rigging to pass through the deck. *It is not permitted to put any holes through the air chambers of the boat for any purpose.*
- b) Repairs which return the hull and deck to their originally manufactured condition are permitted.

4. Mast, Boom, and Rigging

- a) The mast shall be made of non-tapering aluminum alloy extruded section as provided by the builder, of the dimensions shown in the official plans, with an integral sail luff track. Two non-adjustable mast rings may be added anywhere along the front of the mast, neither of which may be placed any higher than 54" above the heel of the mast. One for use with the spinnaker pole and one for use with the whisker pole. Location of the spinnaker pole topping lift may be located any where on the mast at the discretion of the owner. Location of the upper hounds may be permanently modified in location as described in Section 4.c.
- b) The boom shall be of aluminum alloy extruded section as provided by the builder, of the dimensions shown in the official plans, with an integral sail luff track.

- c) The standing rigging shall conform as to position, number and length of stays with the official plans and shall not be expanded or contracted during racing. The shrouds shall be of standard wire rope as outlined in the official plans.

Exception: The original headstay pennant may be removed and the headstay may be attached using a new bracket at the same height as the shrouds. This modification will allow the standing rigging to be tightened without causing reverse bending of the mast. If the modification is made the spinnaker halyard **must** be attached at the original head stay attachment at the mast. Either way the spinnaker halyard may not be attached any higher than 19' above the heel of the mast.

- d) The mast, boom, running rigging and all standard parts shall be rigged as per drawing by the manufacturer. (See drawing).
- e) No changes to the hull, center board, rudder, standing rigging and running rigging and must be like the manufacturer's drawing. (See drawing).
- f) Any type of adjustable mainsail clew outhaul is permitted that does not use magic boxes, levers or winches. The mainsail clew outhaul must have its line controlled only at the mast or boom.
- g) The original design of the traveler may be moved aft to the extreme end of the stern using any other fittings as needed, but must not infringe the following rule.
- h) A boomvang must be like the manufacturer original equipment and can not be changed and must be like the manufacturer's drawing.
- i) A whisker pole is permitted, with maximum length of 92" overall including fittings.
- j) A spinnaker may be used as an option, and is *not required* in class racing except in the spinnaker class.
 - 1) The spinnaker and equipment must be as per the builder's requirements.
 - 2) The spinnaker pole shall have a maximum length of 80" overall including fittings. Only one spinnaker pole is to be carried on board when racing. Either a whisker pole or a spinnaker pole may be rigged while racing, but never both at the same time.
 - 3) A Capri 16.5 using a spinnaker will race in its own class.
- k) The hardware, sheets and spinnaker equipment must be according to the manufacturer's drawing. (See drawing).
- l) No movable ballast other than crew is allowed. No hiking trapeze or hiking boards are permitted.

6. Sails - General

The object of this article is to insure that no boat shall have an undue advantage over any other through material or size of sails. Sails that are made such that they violate the intent of this rule, even though they satisfy the letter of the rule, are not allowed.

- a) New sails may not be purchased more than once a year unless they must be replaced because they have been destroyed or rendered unusable.
- b) Sails must be constructed from woven material only.
- c) All sails must be capable of being lowered when underway.
- d) Windows in sail are allowed at the discretion of the owner.
- e) All sails shall be measured in a dry state and laid on the floor with tension adequate to remove wrinkles along the dimension being measured.

7. Mainsails

- a) Mainsail cloth weight shall be a minimum of 3.8 ounces of sailmaker's yard.
- b) The class insignia, which is an oversized "C" with "16.5" on the inside as indicated on the sail of the official plans, shall be at least 12" high and shall be placed on both sides of the mainsail. Underneath it shall be placed the official number of the boat in Arabic numerals, at least 12" high, in accordance with USSA rules. Initials of the country being represented are optional.
- c) There shall be four battens in the mainsail leech, of which the top one shall be from the luff to the leech. The top batten shall not be longer than 39". The second batten from the top shall be no longer 37". The lower two battens shall not be longer than 43". All battens shall be straight and maximum width shall be 5/8". The battens shall be placed so as to divide the leech into approximately equal sections.
- d) Mainsails are to be of the loose footed design with only a slug attached inside the boom.
- e) The top edge of the headboard shall not exceed 6" in length.
- f) The top measuring point of the luff and the leech of the mainsail shall be respectively at the uppermost luff and the leech corner of the headboard. Other points of measurements shall be taken at the intersection of the extended lines of the extreme edges of the sail, including bolt ropes or tapes.
- g) $\frac{1}{2}$ and $\frac{1}{4}$ points of the leech and luff shall be determined by folding the sail onto itself at the leech and luff using the measuring points stated above. The M.G.U is measured between the $\frac{1}{4}$ points. The M.G.M is measured between the $\frac{1}{2}$ points.

h) Mainsails shall comply with the following dimensions:

| | <u>Maximum</u> |
|-----------------|----------------|
| Length of luff | 20' 4" |
| Length of leech | 22' 4" |
| Length of foot | 9' 0" |
| M.G.U. | 3' 10" |
| M.G.M. | 6' 4" |

The mast and boom should be black banded to the above dimensions.

8. Headsails

- a) Headsail cloth weight shall be 3.8 ounces of sailmaker's yard.
- b) Headsails are to be triangular in shape.
- c) The leech of all headsails must be a straight line or a concave curve (no roach is allowed). No battens are allowed.
- d) Headsails shall be attached to the luff line or wire at the head and the tack. Headsail cunninghams installed shall be permitted as per the drawing and may be adjusted while racing.
- e) The tack of headsail may be attached to the roller furling block at the bow.
- f) The points of measurements shall be taken at the intersection of the extended lines of the extreme edges of the sail, not including hoisting pendants, external cringles, etc.
- g) Headsails shall comply with the following dimensions:

| | <u>Maximum</u> |
|-----------------|----------------|
| Length of luff | 18' 0" |
| Length of leech | 16' 9" |
| Length of foot | 7' 3" |
| Mid Girth | 3' 5" |

9. Spinnakers

- a) Spinnaker cloth weight $\frac{3}{4}$ ounce of sailmaker's yard.
- b) Spinnakers shall be symmetrical when folded about a line joining the head to the center of the foot. This fold shall be as known as the centerfold. The sail shall lay substantially flat when folded about this line and laid on the floor. Measurements which involve the centerfold lines shall be made with the sail folded and laid on the floor in this manner.
- c) Luff and foot measurements shall be made with sufficient tension applied to the edge being measured to remove all wrinkles along that edge.

- d) For measurements between corners, measurement points shall be taken at the intersection of the extended lines of the extreme edges of the sail at the point being measured.
- e) The upper girth shall be measured between points on the extreme edge of the luff 8' below the intersection of the extended lines of the extreme edges of the luff and centerfold lines.
- f) The maximum girth shall be taken at the greatest distance between any two points on the extreme edges of the luffs of the sail which are equidistant from the intersection of the luff and the foot.
- g) The Spinnaker shall comply with the following dimensions:

| | <u>Maximum</u> |
|------------------|----------------|
| Spinnaker length | 18' 9" |
| Girth | 13' 0" |
| Foot | 12' 5" |

Capri 16.5 Class Rules and Specifications

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Attention:

Any spelling mistakes, omissions, grammatical errors that are found were purposely put there to frustrate any one that must find fault with everything.

