



Active sailors around the world know one-design racing is the most exciting, challenging, and rewarding form of sailing competition. One-design racing eliminates rating inequities, minimizes measurement hassles and expenses, and maximizes fun and camaraderie.

One-design racing success on the race course is clear and visible, without depending on ratings, timing devices and computer programs to determine the winner.

Traditionally, one-design has been limited to relatively small boats, but today, the need for larger, modern boat designed exclusively for racing one-design is obvious to competitive sailors.

The development of some class racing among racer cruisers shows that need. However, class racing is usually in boats not designed primarily for racing. Concessions must be made for a variety of differences between boats (i.e.: rigging, hardware, deck layout), which have considerable influence in boat speed and handling.

The new CAPRI 37 was conceived as an answer to this growing demand. This one-design enjoys the benefits of a strict set of rules eliminating as many variables as possible and insuring very equal racing. There is no question about the primary objective of this boat: it is RACING. The CAPRI 37 is intended to be a day racer, with the necessary accommodations for an occasional overnight race.

The deck has been optimized for fully functional racing performance with a lot of space for the individual crew members to accomplish their tasks without worrying about "flying elbows." A fairly shallow, six foot wide cockpit offers plenty of room for crew work and very easy transit from side to side during tacks. The stanchions and lifelines are designed to optimize crew comfort and efficiency of the weight on the rail.

The elliptical keel and rudder create a well balanced helm in all sailing conditions. A large (60" diameter) aluminum steering wheel allows the helmsman to sit outboard and still have a good steering position while sailing upwind. This steering wheel also offers complete control of the helm while moving from side to side during prestart maneuvers and mark roundings.

The deck features adjustable genoa leads with ball bearing cars for #1 and #2 genoas and T tracks for a #3.

All halyards are led aft from the base of the mast to stoppers and deck organizers on the aluminum sea hood, allowing halyards to be led to any winch in the cockpit.

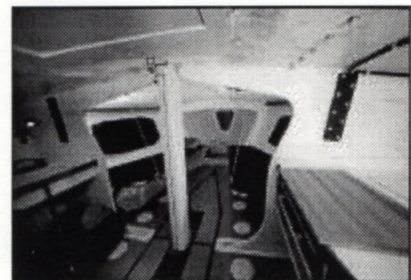
The mainsheet system consists of a 4:1 coarse tune attached to the traveler car and a 16:1 fine tune aft of the traveler. The fine tune is double ended, allowing the main trimmer's weight to be kept outboard while trimming. The traveler is vertically curved with a Harken windward sheeting car.

The rig consists of a double spreader tapered mast, painted, white, with a welded mast head with sheaves for the main halyard, center genoa halyard and two wing halyards. The boom vang is a spring loaded solid vang. The running rigging is supplied with the standard boat and includes Kevlar/dacron blend lines on runner tails, jib sheets and afterguys.

Backstay adjustment is controlled by a Navtec hydraulic system with the panel on the cockpit side.

Construction methods and materials are equal to the uncompromising design concept. The hull and deck are constructed with hand-laid bidirectional E-glass over balsa core. An integral structural grid incorporates the transverse stiffeners for mast and keel areas, longitudinal bottom stiffeners and engine mounts. Bulkheads and structural ring frames are also constructed with bi-directional E-glass over balsa core. Specific high load areas are hull, deck, structural grid and ring frames and have been reinforced with unidirectional E-glass, creating an overall stiff and sound structure.

The interior will satisfy the basic needs of an overnight race. There are 4 pipe berths with large storage bags attached to the hull next to each berth. On the port side is a chart table with storage space, and on starboard, a galley with a two-burner stove and sink. Two 48 quart coolers and a 6 gallon water tank complete the galley area. A self contained head is located forward.

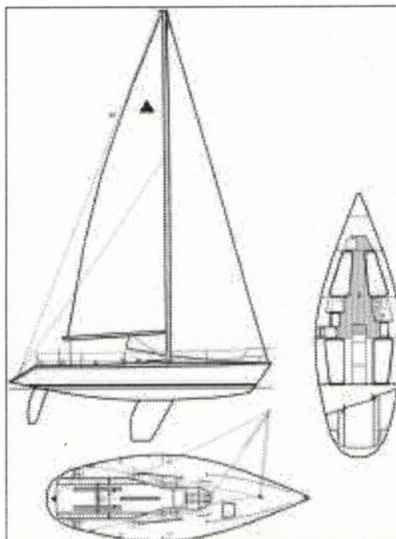


Auxiliary power is provided by a fresh water cooled Yanmar 3GM30F Diesel engine (27hp) through a 16" diameter folding propeller. A large engine box incorporates the batteries' box and storage under the companionway step. With only the addition of sails, safety gear and electronics, the CAPRI 37 offers the perfect platform for yacht racing with standard features and layout, unmatched by any production boat.

SPECIFICATIONS

PRINCIPAL SPECIFICATIONS

L.O.A.	11.38m	37'4"
LWL	9.27m	30'-5"
Beam	3.66m	12'-0"
Draft	2.13m	7'-0"
Ballast	2130kg	4,700lbs
Displacement	4983kg	11,000lbs
SAIL AREA (100% Fore)	61.78m sq	665 sq ft.
I	15.27m	50'-1"
J	4.22m	13'-10"
SPL	4.57m	15'-0"
P	13.51m	44'-4"
E	4.37m	14'-4"


[Return to Home](#) ➡