

**CAPRI 22 CLASS RULES**  
(As Revised and Adopted March 10, 2012)

for the  
**IVY OPEN RACING FLEET (I.O.R.F.)**  
**Illinois Valley Yacht and Canoe Club**

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**1.0 INTRODUCTION**

The Capri 22 is a one design Class created to fulfill the diverse needs of recreational sailors such as cruising, one design racing, day sailing and handicap racing. These Class Rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety, comfort, and the one design nature of the boat. Where racing is concerned, the intent of the Class Rules is to encourage and maintain fair sporting and let racing results reflect the skills of each crew in pitting their boat against the elements and other racers.

The 2008 revision of the Class Rules allows use of alternative backstay materials and configuration. This 2012 revision allows use of a boom kicker, and use of alternative material for lifelines so long as the breaking strength is at least that of the wire rope it replaces. These revisions apply to the Capri 22 fleet racing in I.O.R.F. events.

The 2001 Rules, and these revisions, reflect an awareness that changes in sailing materials, cost, and availability now allow more flexibility to skippers and crew in determining their best deck and rigging layout to make their sailing functional and comfortable without giving an undue competitive advantage. These Class Rules are intended as a living document that will continue to be updated as materials and sailing technology evolve.

Capri 22s will maintain their One-Design nature by strict adherence to the original overall design plan of Catalina Yachts for each of the four subclasses; 1) Standard and tall rigs; 2) Fin and wing keels, and the four combinations thereof. There will be no structural or design modifications to the hull, keel, rudder, spars, sail plan, weight, weight distribution or other items unless specifically addressed in the Rules below. However, these rules allow more flexibility to the skipper and crew in determining comfortable and efficient sailing layouts based on personal preference. The safety of the vessel will not be compromised by any such changes.

**2.0 ADMINISTRATION**

- 2.1 No alterations, modifications, or additions are permitted unless explicitly stated in the current Rules. The Rules may be modified by a 2/3-consensus of the Fleet. In regional or national sailing events, the participants will reach a consensus on applicable race rules. In this condition, a consensus will consist of agreement of 2/3 or more of the racing skippers.
- 2.2 The builders of Capri 22s shall be Catalina Yachts, or its authorized representatives. No

yacht shall be deemed to be a Capri 22 until it has been completed with a hull number either molded into or permanently engraved onto the hull, or unless a variance is granted by the local, regional, or national organizations.

- 2.3 Capri 22 races will be sailed by the boat owner(s), who is responsible for adhering to the Rules herein and the ISAF Sailing Rules of Racing.
- 2.4 A Capri 22 yacht shall be measured by a measurer appointed and recognized by the individual Capri 22 fleet involved. A measurer shall not measure a yacht or any related features on her if the measurer has an interest or a financial involvement with that yacht unless measurements of the subject yacht are observed by a second Fleet officer. Once measured in accordance with the rules herein, a yacht will not be subject to protest on measurement unless reasonable grounds can be shown to give evidence alterations after measurement. At National and Regional events, a measurer of the C22NA may be elected to measure yachts, if the fleets racing form a 2/3 voting consensus in favor of measurement. If measured by a C22NA measurer, the skipper of each yacht will be provided with a certificate of measurement.

### **3.0 RACING CLASSES**

There are key distinctions between different Capri 22 models, as discussed below. In addition, it is known that Catalina Yachts has modified some features of the boat through time. These minor alterations in design, up until the introduction of the Capri 22 Mark II in 2000, are known only through secondhand information. As of the time of this writing, no other documentation is available and these Rules will assume that the minor historic modifications have not altered the one-design nature of the yacht. The Capri 22 Mark II is reported to have the same waterline as prior Capri 22s, however, it is also known that the Capri 22 Mark II has a different deck, beam, and structure. It has yet to be determined how that affects its sailing characteristics. At this time, the Capri 22 Mark II will be considered to be a standard one-design Capri 22 until additional information is available.

- 3.1 There are currently 2 key design distinctions for Capri 22 racing Classes: 1) Standard or Tall Rig sail plan; 2) Fin or wing keel, for a total of four subclasses. Fin and wing keels may race together as one Class. Boats with a Tall Rig can be assessed a six (6) second penalty per statute mile, unless otherwise agreed by a 2/3 vote of skippers racing in a particular regatta.
- 3.2 In national and regional regattas there shall optionally be spinnaker and non spinnaker Classes. If there are insufficient numbers of boats to warrant two Classes, all boats shall race together as one Class. If more than 2/3 of the boats racing are spinnaker or non-spinnaker boats, the remaining 1/3 of the racers shall race rigged as the 2/3 majority, or race separately. In a mixed race, the non spinnaker boats can be given a six (6)-second allowance per statute mile. The judgment as to the sufficient numbers of the boats shall be at the sole discretion of the Race Committee. Intent to race in the non spinnaker Class must be declared at the time of registration, and a yacht so-designated may not fly a spinnaker at a later time without notifying the Race Committee of the change in status before the start of racing.

- 3.3 Time penalties or allowances given assume adequate Race Committee support, or another agreed upon means (by 2/3 vote) of tracking and applying corrections to race results.

#### **4.0 OWNERSHIP**

Ownership of a Capri 22 is a key requisite to racing, with exceptions as noted below. This is considered a family and recreational racing yacht, and these Rules are intended to restrict the Capri 22 Class from evolving into a professional racing class.

- 4.1 The helmsman/skipper of the Capri 22 shall be the owner or an immediate family member unless an emergency requires that the skipper give up the helm to another crewmember. The helm may also be shared between qualified persons, as described below. Exceptions may be granted by a 2/3 vote of persons racing in a given event.
- 4.2 Ownership is established by the presence of the name of the person in question on the certificate of registration of a Capri 22. A Capri 22 may be owned in partnership. Owners, partners, and family members thereof may participate and take the helm in any Capri 22 racing event.
- 4.3 A chartered Capri 22 may participate in local and regional racing events if there is an agreement by a 2/3 vote of persons racing in a given event.
- 4.4 The presence of a professional sailor aboard a Capri 22 during an officially sanctioned National or Regional Regatta is prohibited, and shall bring about the automatic disqualification of the yacht. However, a professional sailor may be present on board a racing Capri 22, if that person is an owner or in an owner-partnership of a Capri 22 (50% ownership or more), or if an exception is granted by a 2/3 vote of persons racing in a given Capri 22 event. A "professional sailor" is anyone who earns the principal part of their living as a result of designing, building, selling, crewing, instructing or publishing in any facet of sailing or yachting. The interpretation of whether an individual is a "professional sailor" shall be left to the Race Committee in charge of the regatta. Disqualification shall not require protest, but remain in the judgment and at the discretion of the Race Committee of the regatta.

#### **5.0 CAPRI 22 RACING YACHT SPECIFICATIONS**

The general intent of the Capri 22 Class Rules is to preserve the one-design nature of the boat, and allow changes that are cost-effective and accessible to all racing Capri 22s. All racing Capri 22s shall be fundamentally competitive with each other, from a new factory-delivered yacht, to one that has been racing for many years. Each Capri 22 shall be made comfortable and efficient, as determined by each skipper, but no changes are allowed that alter the fundamental sailing characteristics of the yacht.

- 5.1 The structure and form of the hull, topsides, keel, rudder, mast, boom, and standing rigging shall conform to the specifications provided by Catalina Yachts, or the licensed

builder, unless otherwise stated in these Rules. Variances from the standard specifications are allowed on a Fleet basis as granted by a 2/3 vote of the Fleet.

In the event that the Fleet grants a fundamental specification variance, design drawings, templates, or other supporting information will be provided to Catalina Yachts and the C22NA, as possible. Altered Capri 22 specifications will be kept in the permanent Fleet records of the Fleet.

- 5.2 The deck layout for running rigging and related control hardware including halyards, sheets, vang, Cunningham, backstay, blocks, sheaves, purchases etc., may be modified at the discretion of each skipper. However, altered deck layouts must be consistent with the intent and function of the original layout provided by the manufacturer. For instance, a skipper may remount a winch in an alternate location, but may not add additional extra winches beyond those provided as standard equipment on the Capri 22. Similarly, alternate deck layouts may not substantially change the weight or sailing characteristics of the yacht.
- 5.3 Purchases on sheets, vangs, cunningshams, backstays, or other control devices may be changed or moved per the liking of each crew and skipper. Turning blocks, leads, sheaves, etc. may be added or altered to make control lines more accessible, run at more efficient angles, or simply be more comfortable to a particular skipper and crew.
- 5.4 Cleats, turning blocks, sheaves, deck organizers, and basic sail controls like twings, cunningshams, etc. may be added to the vessel at the discretion of the skipper, as long these changes do not substantially change the weight or sailing characteristics of the yacht. For instance, halyard cleats and purchases may be mast-mounted, which while different from the manufacturer's layout, does not change the basic sailing characteristics of the yacht. In contrast, changing the loading characteristics of the standing rigging or altering the mast construction would change the fundamental nature of the boat and such changes are not allowed.
- 5.5 No changes to rigging, control lines, or other features will be allowed that compromises the fundamental safety of the Capri 22. The factory standards with respect to load capacity and other safety related factors will be maintained. Rigging and other features made of line shall remain line of equal or superior strength, though the diameter may change at the discretion of individual skippers. Unless otherwise stated herein, rigging and other features made of steel, aluminum, or other metals shall remain made of that type of material and at the same gauge, strength, and weight.

Alterations to the fundamental rigging materials used by the manufacturer may be approved by a 2/3 vote of the Fleet. Altered Capri 22 specifications will be kept in the permanent Fleet records of the Fleet. Supporting information will be provided to Catalina Yachts and the C22NA, as possible.

## **5.6 MAST, BOOM, & SPINNAKER POLE**

- 5.61 The mast shall remain fixed when stepped. No adjustable steps will be allowed. No step

may raise the base of the mast more than  $\frac{3}{4}$  inch above the deck level. The mast will be made of aluminum and match the factory specifications of Catalina Yachts or the authorized builder with respect to gauge, height, form and girth.

- 5.62 The distance between the boom-bracket and upper end of the mast shall not be more than 26 feet for the standard rig, or 28 feet for the tall rig. The distance from the aft surface of the mast to the aft end of the boom shall not be more than 9.75 feet.
- 5.63 Halyard exits may be placed at any location along the mast, and halyards may be run on either side of the yacht, at the discretion of each skipper and crew.
- 5.64 The overall length of the spinnaker pole including the end fittings shall not be more than 8.16 feet and shall be as originally supplied in the racing package by Catalina Yachts.
- 5.65 A whisker pole, only for use with a non-spinnaker headsail, is allowed and may not exceed 12 feet in length.

## 5.7 **STANDING RIGGING**

- 5.71 The mast standing rigging shall consist of one forestay, one backstay, two upper side stays, and two lower side stays.
- 5.72 The forestay, and upper and lower side stays (shrouds), and backstay will conform to the original manufacturer's specifications and overall materials. The steel-braid stay material can be upgraded in quality, but the diameter will remain 5/32-inch for the forestay and upper side stays, and 1/8-inch for the lower side stays. Stays/shrouds may be covered in protective sheathing.

The materials for the backstay, its purchase bridle, and the backstay safety pennant may be replaced by rope; such substitution being in materials only with all other specifications met. A backstay kicker at the masthead intended to pull the backstay clear of the mainsail leech is also allowed.

- 5.73 N/A
- 5.74 Chain-plates will be unmodified, except for repair or strengthening. While a buildup of the chain-plate bracket is allowed for strengthening, the exit points and geometric characteristics at the deck and up the mast must remain unchanged.
- 5.75 The forestay may have an adjustable length toggle bracket that may allow for a broader range of lengthening and shortening of the forestay. The forestay bracket must be non-adjustable during racing.
- 5.76 The spreader sweep angle, deflection, and length with respect to rigging and mast separation shall not be modified by alteration of standard fittings. Spreader tips may be modified as desired, as long as the tip does not affect the geometry of the rig in any way.

- 5.77 There are no restrictions on running rigging in terms of materials, diameter, number, or placement as long as running rigging is not used in such a way as to change the fundamental sailing characteristics of the Capri 22.
- 5.78 There are no restrictions to the placement or characteristics of purchases, purchase ratios, placement, or deck layout, as long as purchases do not change the fundamental sailing characteristics of the yacht.
- 5.79 A rigid boom vang is not allowed.

## **6.0 SAILS**

There will be no changes allowed to the basic sail plan of the Capri 22. Sails may be constructed of any materials selected by the yacht owner. Sails may be cut to any shape preference within the geometric limits provided herein.

- 6.1 The following sails are allowed: one mainsail, two headsails (155% maximum LP), and one spinnaker. Additional sails may be measured, but only the allotment above may be used for a given race. The only exception to the above will be for replacement of a damaged sail but not for changing conditions.
- 6.2 Sail numbers shall be placed on the mainsail and headsail. The sail number shall be the hull number, or an assigned PHRF or U.S. Sailing Association (USSA) number.
- 6.3 Sails shall be measured in a dry state on a flat surface with just enough tension to remove wrinkles across the line of measurement.
- 6.4 For national and regional regattas, the sails a competitor intends to use shall be submitted upon request to the Race Committee or the Fleet measurer prior to the start of the first official race. The measurer, after deeming the sails legal, shall place his initials on the sails.
- 6.5 The sails shall be made to measure to the recommendations of the ISAF, USSA, or other accepted body, unless otherwise authorized by individual fleets by a 2/3-consensus vote.
- 6.6 The luff of the main shall fit within the allowable distance between the masthead and the boom bracket (Rule 5.62): 26 feet for the standard rig, and 28 feet for the tall rig.
- 6.7 The foot of the main shall fit between the aft surface of the mast and the boom bracket, covering a distance no more than 9.75 feet (Rule 5.62). The main may be loose footed, as long as the sail meets these overall foot dimensions.
- 6.8 The girth measurement shall be taken at the three quarters and one half height points on the leech, located when the head is folded to the clew to determine the one half point, and when the head is folded to the one half point to determine the three quarters point. The maximum widths between the leech and the nearest point on the luff including the luff rope, shall be not more than the following (in feet):

Height of Measurement	Standard Rig	Tall Rig
One-half	6.6	6.7
Three-quarters	3.9	4.0

- 6.9 The mainsail shall have four battens equally spaced along the leech. Full top battens are permitted. The middle battens shall be no more than 3.28 feet in length and the bottom batten shall be no more than 2.51 feet in length. Headsails will have no battens.
- 6.10 The maximum luff perpendicular (LP) of a headsail shall not be more than 12.6 feet.
- 6.11 Leech and foot lines are permitted in any sail.
- 6.12 A reef is permitted in any sail.
- 6.13 The spinnaker shall be a three cornered sail, symmetrical about its centerline.
- 6.14 The length of the spinnaker leeches shall be not more than 25 feet for the standard rig, or 29 feet for the tall rig. All girths shall be not more than 14.68 feet.

## 7.0 **ADDITIONAL REQUIREMENTS**

Additional requirements for racing Capri 22s account for basic safety and common sense seamanship, and are spelled out only for the purposes of clarification and standardized racing rules.

- 7.1 Personal floatation devices (PFDs) must be available for all persons on board. At least one throwable PFD is also required.
- 7.2 When racing offshore or out of the site of land, a ship-to-shore communications device will be carried onboard in a location known to all persons onboard.
- 7.3 An anchor and line of proper strength and proportions to secure the yacht, as determined by the skipper.
- 7.4 U.S. Coast Guard (USCG) approved navigation lights. These may be the lights provided as a factory standard, or other approved lights. The lights need only be operable as indicated by USCG regulation.
- 7.5 A horn.
- 7.6 Any other applicable USCG safety regulations.

## 8.0 **ALLOWABLE OPTIONS**

- 8.1 Additional lockers, shelves, or galley items to personalize the interior accommodations.

- 8.2 N/A
- 8.3 One mechanical masthead wind indicator, with or without a light.
- 8.4 Fairing of the rudder and/or keel provided that it complies with the specifications of Catalina Yachts or a licensed builder, or if a variance is provided as specified in Rule 5.1.

## **9.0 PROHIBITIONS WHILE RACING**

- 9.1 Running backstays and similar devices are prohibited.
- 9.2 Spinnaker chutes through the deck are prohibited.
- 9.3 The simultaneous use of two headsails, except while making sail changes is prohibited.
- 9.4 A mast that can rotate is prohibited.
- 9.5 Adjustment of shroud or ~~backstay~~ turnbuckles or forestay length is prohibited while a race is underway. Adjustments are allowed between races.
- 9.6 The use of nonessential equipment or metal to concentrate weight amidships is prohibited.
- 9.7 Removal of interior cushions, locker covers, and ice chest is prohibited, except for the small cushion placed directly over the porta-potty area.
- 9.8 No person on board during a race may position himself so as to extend his torso outside and beyond the vertical extension of the sheer, other than temporarily. This section will not apply to persons engaged in making a sail change, or to those attempting to clear the rudder or keel of kelp or other foreign bodies.

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