

CAPRI 14.2



OWNERS MANUAL AND RIGGING GUIDE

Catalina // Yachts

21 200 Victory Boulevard • Woodland Hills, California 91367

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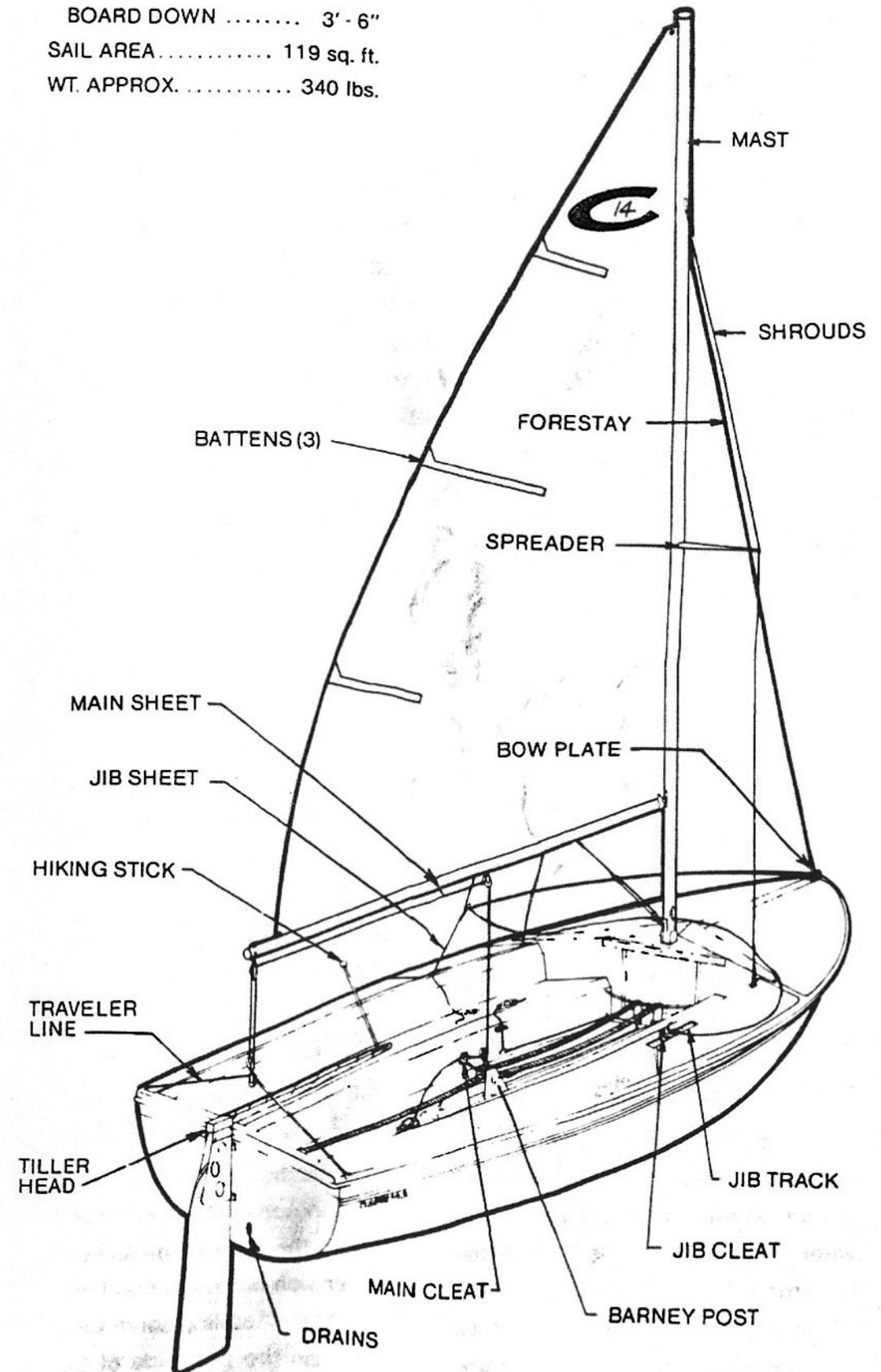
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SAFETY TIPS

- (1) Don't venture out when the weather conditions are unfavorable or are predicted to become so. Listen to weather forecasts, check with your Harbor Patrol Office, and look out for small craft storm warnings.
- (2) Be especially careful in areas where there may be commercial shipping traffic. Keep well away from shipping channels.
- (3) Learn the Rules of the Road. All other sailors will expect you to know them and abide by them. The U.S. Coast Guard (BBE-2), 400 S. Eleventh St., S.W., Washington, D.C. 20590 will supply free literature on this. Your local branch or Harbor Patrol Office may have it available, also.
- (4) If your boat has a jib sail, have a dependable person in the crew keep a sharp look-out under the jib sail for oncoming traffic.
- (5) Keep a C.G. approved life-vest on board for each crew member. Wear them during rough weather and night sailing. Children should wear them at all times no matter how much they may object.
- (6) When sailing at night, tie a line to yourself and another to your crew and then tie these lines to the boat.
- (7) Purchase all Coast Guard required safety equipment and learn how to use it before that day arrives that it might be necessary to use it.
- (8) Enroll in a C.G. class or other certified boating/sailing class. You will learn a lot and enjoy sailing even more.
- (9) Do not take more than required number of persons aboard your boat when sailing.
- (10) Marine insurance is worth every cent you pay for it. Take out insurance right from the start. See your Dealer .
- (11) Keep the forepeak hatch closed at all times when underway.
- (12) The aluminum mast and other metal parts conduct electricity. Coming in contact with or near electric power lines can be fatal. Stay away from overhead power lines and wires of any kind when launching, underway or stationary.

PRINCIPAL DIMENSIONS

LENGTH.....	14'-2"
BEAM	6'-2"
DRAFT:	
BOARD UP	4"
BOARD DOWN	3'-6"
SAIL AREA.....	119 sq. ft.
WT. APPROX.	340 lbs.



RIGGING

Your Capri 14.2 should be rigged and commissioned by your Capri dealer. Your Capri dealer should be glad to answer questions you may have and demonstrate the basic operation of your 14.2 by sailing with you after launching.

A rigging diagram is shown on page six. An explanation of the rigging and equipment follows:

1. *Mainsheet* The mainsheet consists of the line blocks, and a cleat which control the mainsail and boom. For ordinary day sailing, only the general boom position is important. For competitive sailboat racing, the trim of the mainsail becomes critical at all times. The swivel mainsheet cleat allows you to adjust the position of the mainsail either by letting the sail out when reaching or running, or by hauling the sail inboard when sailing to the weather. It is an important aspect of the mainsheet cleat to keep the line in your hand at all times while sailing, ready to be quickly released in the event of a hard puff of wind that might lead to capsize. This same thought should be kept in mind relative to the crew and the jib sheets he controls. Always keep the sheets in hand and ready to uncleat in an emergency. Never wrap the sheets around your hands in such a way that they may become impossible to release instantly.

2. *Adjustable Jib Track and Cleat* The adjustable jib fairlead and cleat allows the skipper to trim the jib to its optimum position. Every jib must be trimmed according to its design, fullness, and shape. The fairlead car when pushed forward along its track, causes the jib sheet to pull down on the leech of the sail. When the fairlead is moved aft, the jib sheet will tighten the foot of the sail when the sail is close hauled. The optimum position for the fairlead is determined by drawing in the jib sail to the close hauled position and then slowly luffing the sail into the wind. When a uniform luff is achieved along the entire leading edge of the jib, the fairlead is in the correct position. If the top of the sail luffs first, move the fairlead forward. If the bottom half of the sail luffs first, move the fairlead aft along the track. A few trial and error experiments while underway and soon you will have the fairlead in its proper position.

3. *Outhaul* The outhaul is a line used to control the curve of the mainsail (called camber). The heavier the winds, the flatter the sail. This is a general rule and it becomes a critical factor in achieving boat speed when racing. The mainsail is flattened by pulling the clew of the sail out towards the end of the boom. Easing off the tension on the outhaul line will increase the fullness of the mainsail for "light airs" sailing conditions. The outhaul control line is secured to a cleat on the port side of the boom.

4. *Boom Vang* The boom vang prevents the boom from raising up into the air while sailing on a reach or executing a jibe. The tendency of the boom to lift makes the boat more difficult to handle in heavier wind conditions. The boom vang in all wind conditions should be snugged down and cleated to the point where the boom is kept at approximately 90° to the mast. The addition of the boom vang also helps the racing skipper to lift his boat onto a plane while reaching in moderate to heavy weather. A properly adjusted boom vang should never distort the sail or bend the mast or boom excessively.

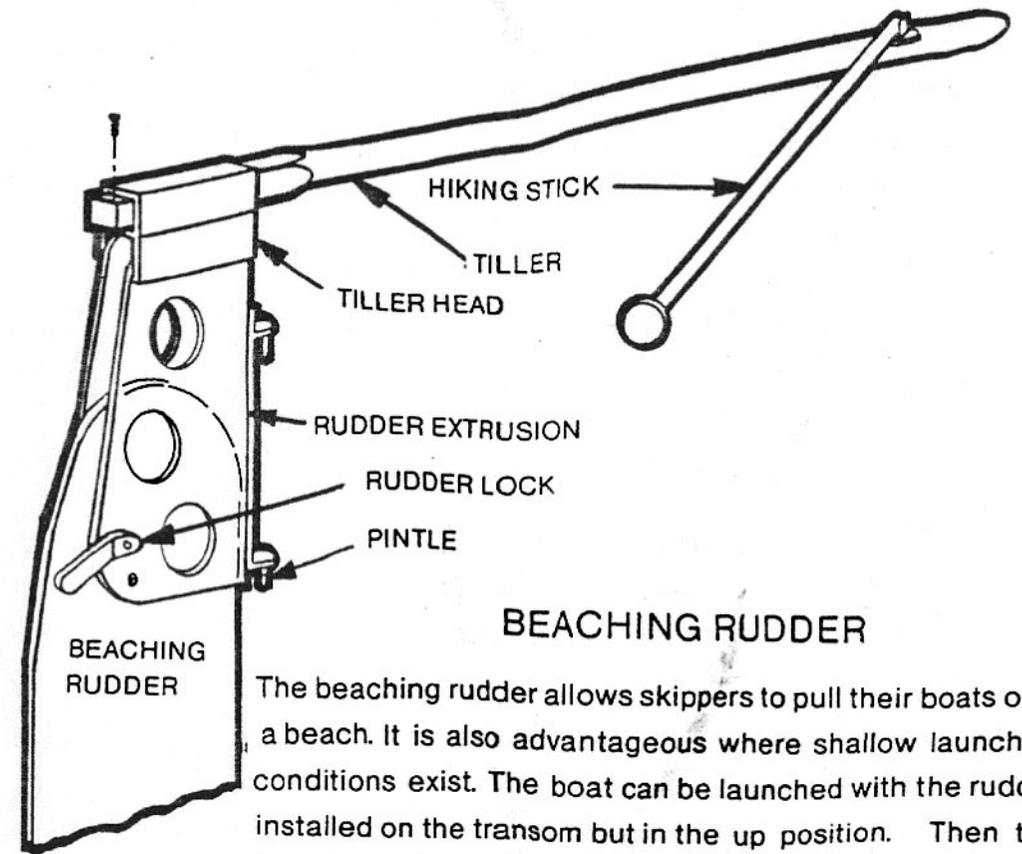
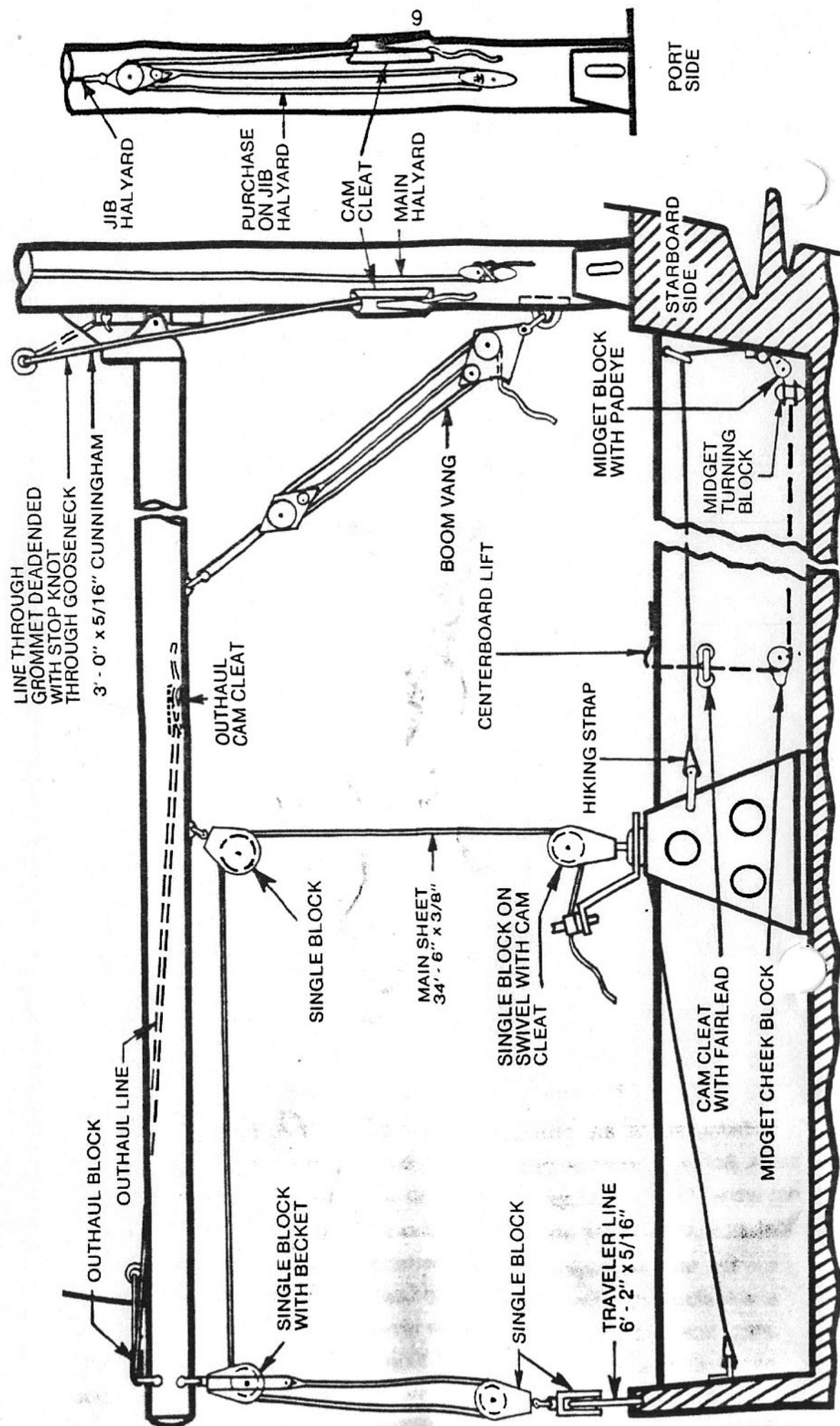
5. *Forestay and Shroud Adjusters* The forestay and shrouds have adjusters which partly control the bend in the mast and completely control the rake of the mast. The exact amount of tension to place on the forestay and shrouds depends on the wind and sea conditions, and on the weight of the skipper and crew. In general terms, the mast should be stayed a little tighter in heavier winds and loosened up somewhat for light winds. The rule is tighter rigging for choppy seas and looser rigging for flat water.

If, when steering the boat, the tiller has undue pressure acting upon it, you will be able to relieve these pressures by adjusting the length of the forestay. Raking the mast forward or aft in this way will change the balance of the boat and the feel of the tiller. A good book on sailing theory can advise you further on this matter. Also, see page 11 of this manual, "Tuning the Mast"

6. *Halyard* The halyard line is used to raise and lower the sails. There is a halyard provided for each sail. It is a good idea to lower the sails when you leave the boat for any appreciable time. Sail flapping in the wind decreases the sail life and efficiency considerably. Besides this, a sudden gust or wind shift can result in a dockside capsize. The rope tail of the wire halyard is tied off at the halyard cleat located at the base of the mast.

HIKING STRAPS

Hiking straps are provided and can be adjusted for more or less slack. Screws should be checked before racing to make sure they have not worked loose. A slipped hiking strap can cause you to fall out of the boat, or to capsize the boat.



BEACHING RUDDER

The beaching rudder allows skippers to pull their boats onto a beach. It is also advantageous where shallow launching conditions exist. The boat can be launched with the rudder installed on the transom but in the up position. Then the boat is walked or paddled into deeper waters where the rudder and centerboard are quickly lowered.

When lowering the beaching rudder you simply push the rudder into the full down position, and tighten the locking lever. You should experiment with the beaching rudder to determine just how hard you will want to tighten the locking lever. The idea is to adjust the locking devices such that if you strike a submerged object or sand bar the rudder can pop up without damage. However, you would not want it to pop up due to the pressure of the water against it while sailing in brisk winds. Be sure to keep it sufficiently tight to prevent this from happening. The rudder is made of the same material as the centerboard and should be cared for in the same manner.

TILLER

Your tiller can be removed from the tiller cap by pushing it all the way backwards and rotating it upside down so that the screw on the end is facing down. Now you can slip the tiller out. The tiller is solid teak and can be maintained by oiling occasionally with teak oil. The tiller is equipped with an adjustable hiking stick for steering when sitting outboard.

BOOM

The boom is made of the same material as the mast and can be maintained in the same manner. Be careful not to let the boom fall onto the boat when you let the sail down. This can chip the gelcoat on the boat.

MAST

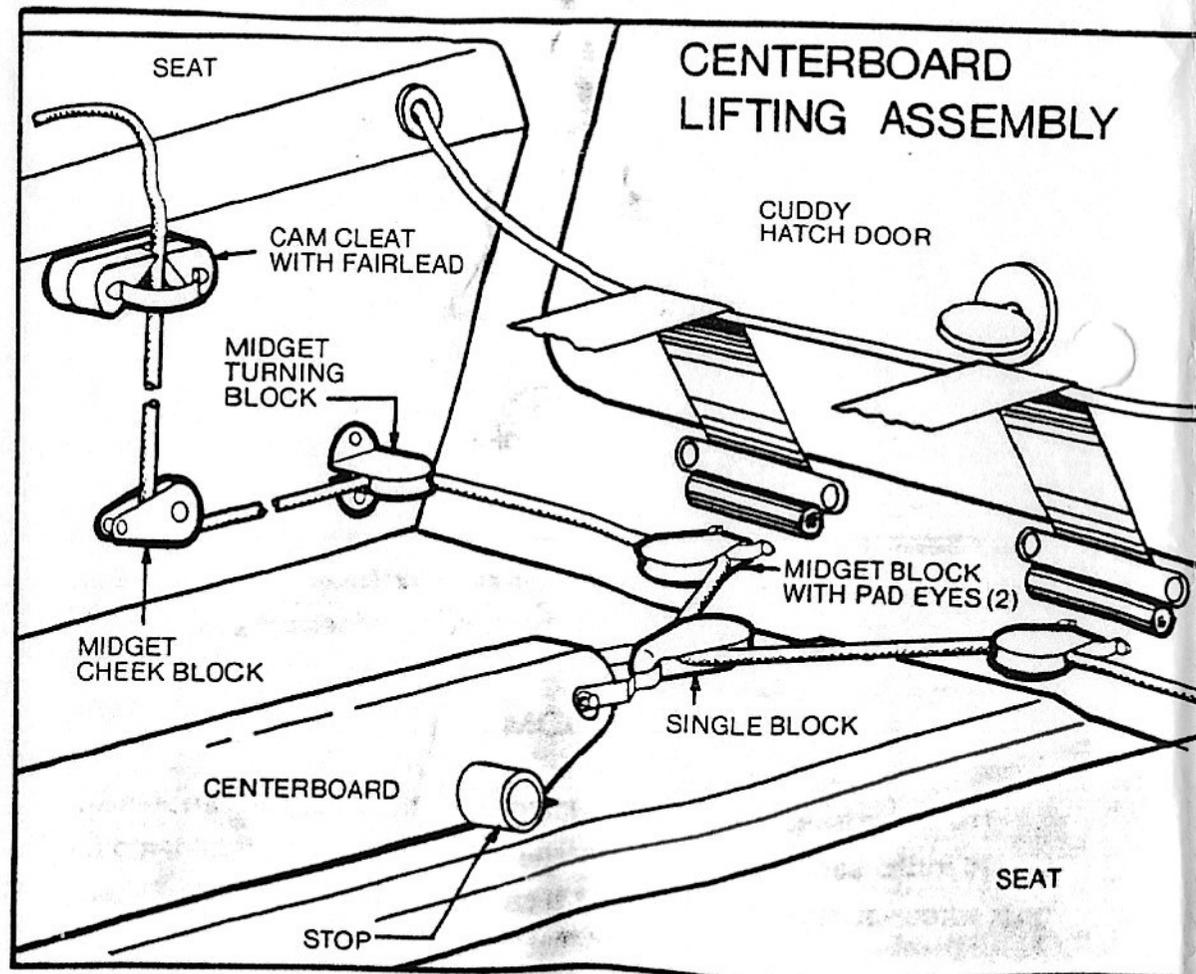
The mast is made of anodized aluminum and although it is virtually maintenance free, it is a good idea to clean the surface from time to time if you wish to maintain a new look. Also when trailering be careful to wrap the mast where it has contact with another surface. This will prevent scratching of the anodized surface. The top of the mast is factory sealed and should be checked for leakage. A well sealed masthead will reduce the possibility of turtling.

CENTERBOARD

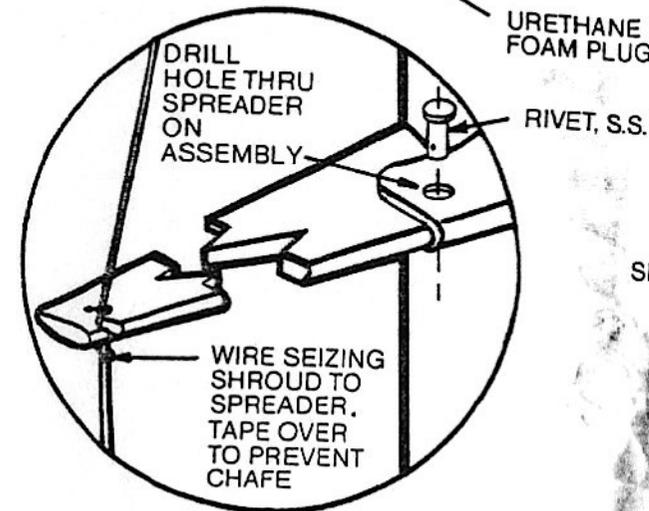
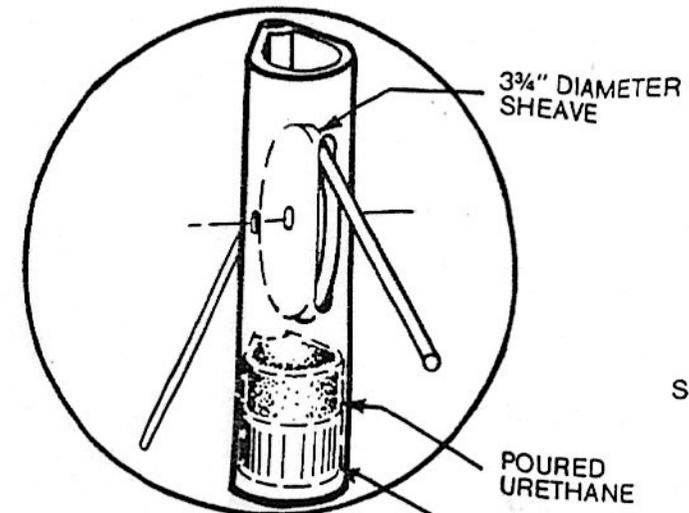
The centerboard is made of high density foam with internal metal reinforcement. The surface is a painted finish. If the board is sanded or scratched, paint any exposed foam to protect the board. The paint finish can be wet sanded as desired.

Care should be taken to keep the board stored in an up position out of the water. If the board is taken out of the boat, keep the board out of the direct sunlight. Repair cracks in the glass. See your General Handbook for repair and maintenance.

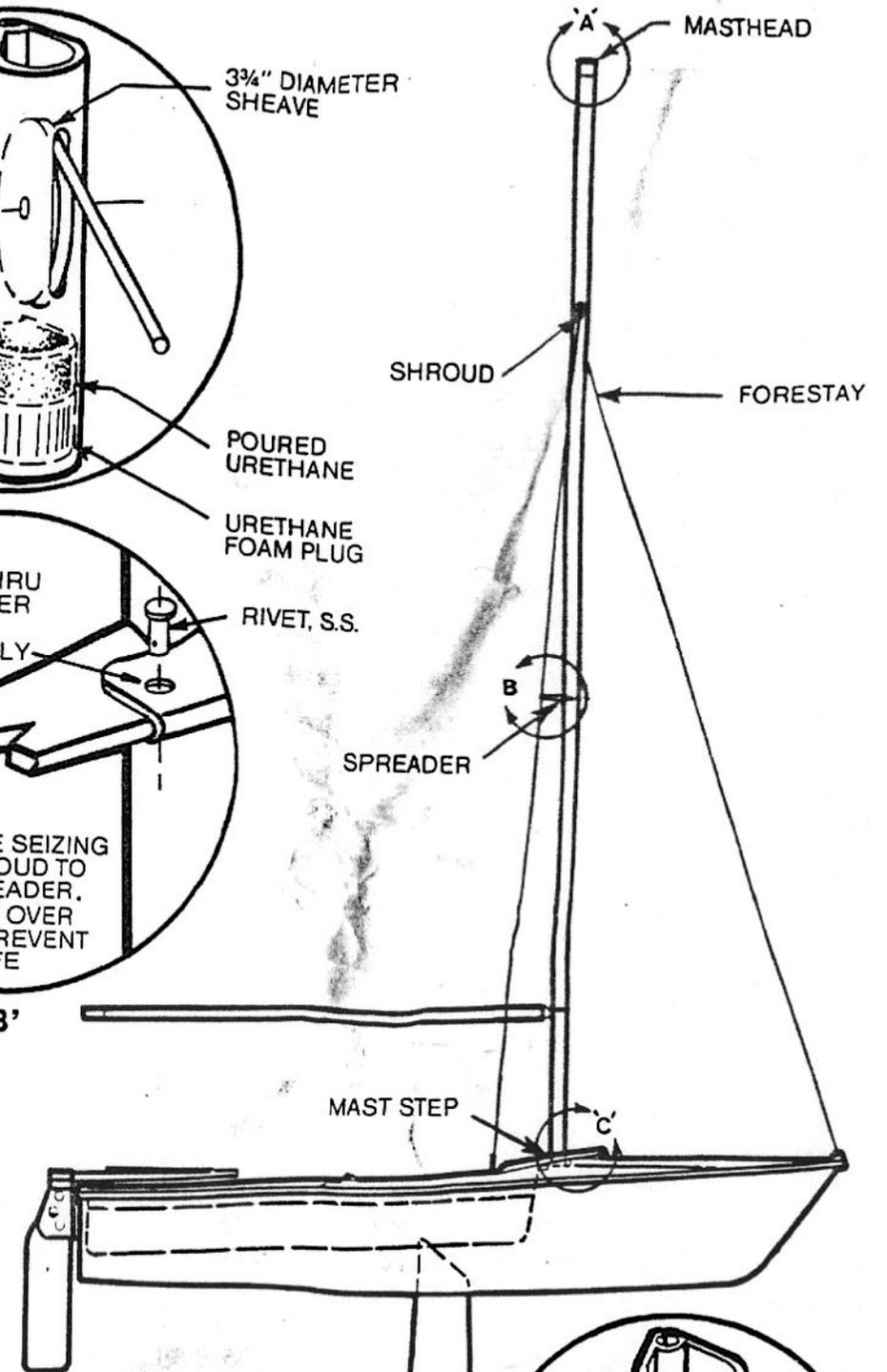
The centerboard can easily be removed by unscrewing the four bolts from the stainless steel plate that holds the board. The plate and board can then be lifted out.



DETAIL 'A'

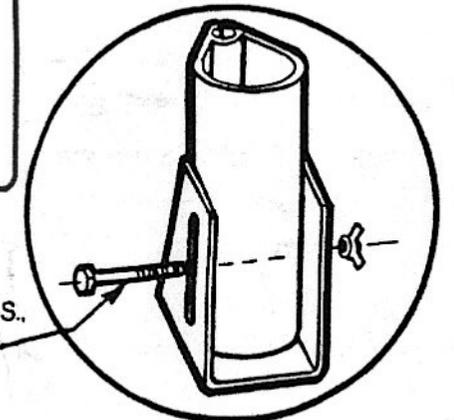


DETAIL 'B'



DETAIL 'C'

3/8" x 3" H.H.M.B. S.S. WITH WING NUT



STEPPING THE MAST

The mast is held aloft by the Standing Rigging (Forestay, Port Shroud, and Starboard Shroud). The design of your boat does not require an aft stay.

To step the mast:

1. Check overhead for electrical wires or any obstruction which may interfere with the space required to raise the mast to its full upright position. If there are wires of *any kind*, anywhere near the boat, **DO NOT RAISE THE MAST**. Do not attempt to guess whether or not there is clearance. Move the boat to another location away from any wires. **THE MAST IS ALUMINUM AND CONDUCTS ELECTRICITY. CONTACT CAN BE FATAL.**
2. Connect the shrouds to the chain plates on each side of deck before starting to step the mast.
3. Make certain the halyards are not tangled and are tied down neatly to the halyard cleats at the base of the mast.
4. Lay the mast on top of the boat (down the centerline) with the groove of the mast face down and the mast foot forward at the bow and the top of the mast aft over the transom.
5. Be sure the shrouds are free and clear of entanglements, and the same goes for the forestay cable which at this stage still remains to be connected to the bow stem fitting.
6. At this point, a word of caution. While stepping the mast, the boat should remain firmly secured to the trailer at the bow. The trailer must remain locked onto the trailer hitch, otherwise, when you climb into the stern of the boat your weight might lift the bow of the boat and the front of trailer, causing the stern of the boat to drop suddenly and hit the ground. In the process, the person stepping the mast could lose his balance and fall.
7. Move the mast aft on the centerline until the foot is in the tabernacle, then insert the bolt through the hole in the mast.
8. Step the mast by raising it in both hands over your head and stepping slowly forward down the centerline of the cockpit until the mast is fully upright and the slack in the shrouds has been taken up.
9. While you are steadying the mast, the crew hooks up the forestay to the bow stem plate. All shrouds and forestay cables should be secured with pins.
10. The mast is unstepped in the exact reverse of the stepping procedure. However, after the crew unfastens the forestay, he should pro-

ceed to the stern of the boat and station himself there with hands held high above his head. As the skipper lowers the mast, the crew can help support it and aid in walking the mast forward where it will come to lie gently on the centerline of the boat.

11. It is not necessary to disconnect the shrouds after unstepping the mast. Leave them connected and ready for a future sailing day.

12. Make all tie-downs secure before trailering the boat on the highway.

TUNING THE MAST

The term "tuning" the mast refers to the adjustment of the tension of the shrouds and forestay. Generally there should be no more than an inch of play in the shrouds and forestay without the sails up. Letting out the shrouds equally on both sides and taking up on the forestay will "rake" the mast forward to relieve undesired pressure on the boat's helm. Reversing this process, that is, letting out the forestay a notch or two and taking up on the shrouds equally, will cause the mast to "rake" or lean aft. You will have to experiment until you get the boat sailing in a moderate wind with very little sideways pressure on the helm (tiller).

Generally speaking, adjust the shrouds with an eye to keeping the mast straight up and down athwartships, that is, from side to side rather than in a forward and aftward direction. While sailing, the mast may have a slight bow in it in a forwards and aftwards direction. It should not bow in the athwartships direction to any appreciable degree and it should not bow aft.

Pull the jib up tight enough that it has no "scalops" or sagging in the cloth along the forestay. Store the halyard ends in the bag on the hatch when the sails are up.

SAIL MAINTENANCE

Sails should never be put away wet. If they are wet after sailing, leave them in loose bundles and dry them at your first opportunity.

For most problems such as common dirt, dried or cracked salt, etc., try scrubbing the surface with a soft bristled brush and liquid detergent. Avoid harsh powder detergents and stiff brushes, as they may damage the finish or stitching. Also be careful using bleach or any chemical on colored sails; always try a small test area before using any cleaning solution on the entire sail. This approach should work nicely for most applications; more severe stains can be taken care of by the following:

***IMPORTANT:** For white sails only.

BLOOD

Soak the stained portion for 10-20 minutes in a solution of bleach (Clorox) and warm water, generally 10 parts water to 1 part bleach. Scrub and repeat if necessary. Rinse thoroughly, particularly nylon, and dry completely.

OIL, GREASE, TAR AND WAX

Warm water, soap and elbow grease seem to be effective. On hard stains proprietary stain remover and dry cleaning fluids should do the trick. Be careful to remove all fluids, as they can soften the various resinated coatings on sailcloth.

RUST AND METALLIC STAINS

These types of stains are very often the most frustrating and difficult to remove. First scrub with soap and water and apply acetone, M.E.K. or alcohol. As a last resort, you might try a diluted mixture (5%) of oxalic acid and soak 15-20 minutes. Hydrochloric acid 2 parts to 100 in warm water will also work.

MILDEW

Hot soapy water with a little bleach will generally prevail. After scrubbing, leave the solution on the fabric for a few minutes and rinse thoroughly. When using a bleach, a residual chlorine smell may be present after rinsing. A 1 per cent solution of thiosulphate (photographer's hypo) should remove all chlorine traces. Here again rinse and dry well.

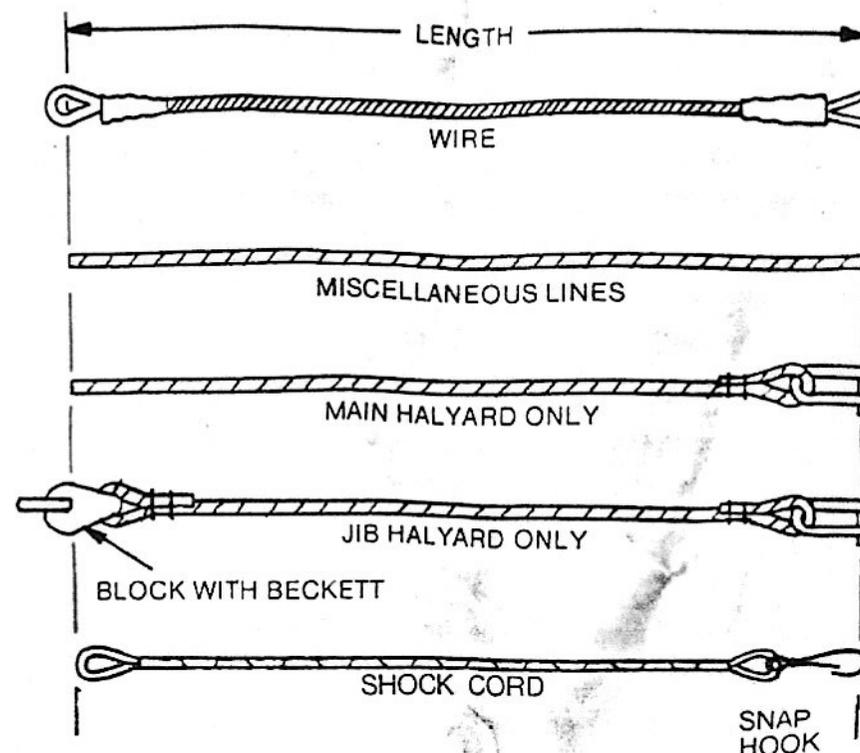
PAINT AND VARNISH

Acetone and M.E.K. should remove most common paint stains; varnish can be easily removed by alcohol.

Temperkote or mylar sails are still new and experimental. At this point in time avoid most solvents, as they can damage the fabric over a period of time. Soap and diluted bleaches should take care of most stains.

Generally speaking, use all solvents with care. Always rinse thoroughly. It should be emphasized that nylon ripstop spinnaker fabrics are less durable than their polyester counterparts. Bleaches and solvents can ruin nylon if not used properly.

Follow the above guidelines, take your sails into your sailmaker for periodical inspection and you'll have many effective seasons of racing and cruising pleasure.



RIGGING LENGTHS			
ITEM	LENGTH	MATERIAL	QTY
VANG PENNANT	1' - 3"	3/32" 1x19, PLAS. COAT	1
SHROUD	15' - 8 3/4"	3/32" 1x19, PLAS. COAT	2
FORESTAY	15' - 2 1/4"	3/32" 1x19,	1
JIB HALYD. PENNT.	12' - 0"	1/4" LOW STRETCH DACRON	1
MAIN HALLYARD	37' - 8"	1/4" LOW STRETCH DACRON	1
JIB HALLYARD WITH BLOCK	14' - 8"	1/4" LOW STRETCH DACRON	1
MAINSHEET	34' - 6"	3/8" DACRON	1
JIBSHEET	38' - 0"	3/8" DACRON	1
TRAVELER	6' - 2"	5/16" DACRON	1
OUTHHAUL	7' - 0"	3/16" DACRON	1
BOOM VANG	9' - 3"	1/4" DACRON	1
C.B. CONTROL	14' - 10"	5/16" DACRON	1
C.B. HOLD-DOWN	4' - 0"	3/8" SHOCKCORD	1
CUNNINGHAM	3" - 0"	5/16" DACRON	1

DRAINING THE HULL

When you first put your boat into water, you will want to complete a preliminary check of the hull and centerboard well. The way to tell if you have any minor leakage problems is to sail the boat in the normal manner and then upon hauling out the boat, open the stern drain plug while the boat is still on the trailer inclined on the ramp. You should always check this drain plug prior to sailing and make sure it is tightly closed. If the plastic washer is not seated properly, you may incur leakage around the drain plug, so verify that the plug itself is not the source of your leakage before looking any further.

You may experience some small amount of water inside the hull due to condensation of moisture. This is negligible and should not be a reason for any concern. Minor leaks can be sealed with a good marine silicone sealing compound if required.

If the boat has been capsized, you should always drain the hull when you haul it out. Never try to haul a boat that has gallons of water inside, unless it rests evenly (flat) or on a soft surface. The weight of the water could damage the hull.

SELF BAILING HULL AND RIGHTING PROCEDURE

One of the very nice features of your boat model is the Self Bailing Hull. Should the boat be accidentally capsized in a sudden gust of wind, the cockpit will automatically drain itself of water in a matter of seconds. For reasons of safety and comfort, this is a feature you can be proud of in your new boat. Please keep the drain holes in the transom clear of obstructions.

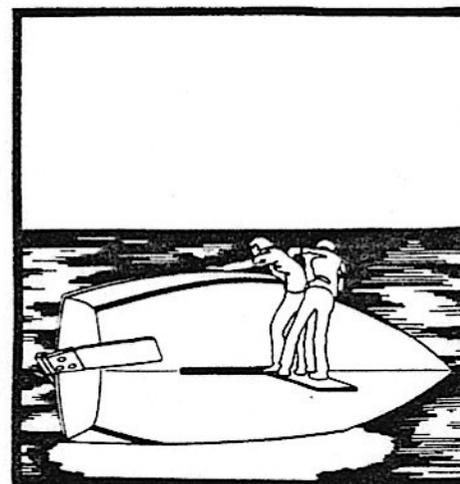
Righting the boat after accidental capsize is very simple if done correctly. Many sailing schools encourage the new sailor to intentionally capsize his boat on a light wind day and in warm waters, so that in the event of heavier weather the righting procedure is understood and properly executed.

Since the boat is sailed with two or more people on board, the duties that accompany a capsize should be divided among the skipper and the crew. Upon capsize, the skipper should immediately swim around to the centerboard and climb up onto it. This step beyond all others must be done *immediately*. The crew should make certain that the jib sheet and main sheet lines are *uncleated* and that the sheets are clear to run free. Then the crew should swim out to the top of the mast and give it an upward boost. The boat will right itself immediately.

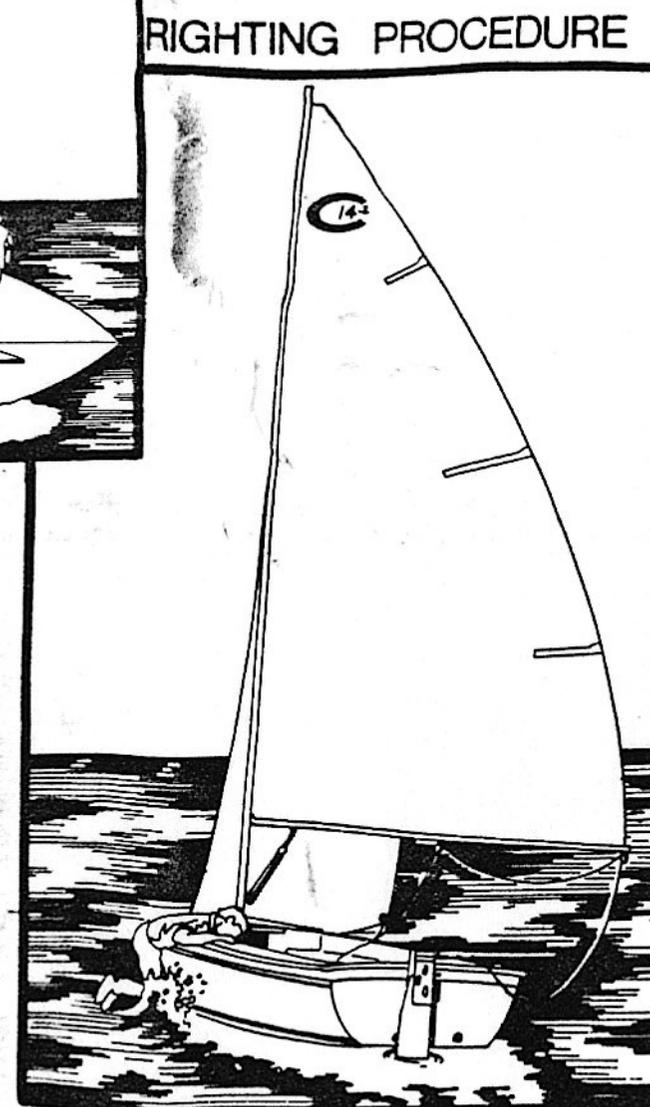
As the boat comes upright in the water, the skipper should give the hull a counter push to keep the boat from continuing to roll on over and capsize on the other side. Sometimes a little puff of wind on the luffing sails is all it takes to send a sailing dinghy right into a capsize on its other side. But as we have mentioned, the skipper is in a position to prevent this. The skipper and crew should climb in the boat from the stern.

The rudder of your boat should always be secured with a locking device while you are underway. If the rudder is not locked onto the stern, the rudder can fall off during capsize and you won't be able to steer your boat. If you neglect to properly lock your rudder onto the transom, and in the event you should ever capsize and lose your rudder, take down all sails immediately and paddle the boat into the dock or shore. Always make certain your rudder pintle locking device is functioning properly before going sailing.

Remember, don't panic, your boat cannot sink as it has built in flotation.



STEP 1.



STEP 2.

CLOSING WORDS

The manufacturer believes that you will enjoy countless hours of fun and relaxation sailing your Capri 14.2, if you will practice proper sailing and safety procedures both on land and on water. Take good care of your boat and take the time to learn the different phases of good seamanship.

OWNERS RECORD

BOAT NAME:

OWNER'S ADDRESS:

HULL NUMBER:

STATE REGISTRATION NUMBER:

INSURANCE COMPANY:

INSURANCE POLICY NUMBER:

CAUTION: The aluminum and other metal parts conduct electricity coming in contact with or near an electrical power line or lightning can cause severe injury or death. Stay away from overhead electrical power lines when sailing and/or launching the boat.