



Capri 22 Sailing Guide

Preparation Guide

Halyards

The stock Capri 22 is equipped with inexpensive sheets and halyards that tend to stretch under normal sailing loads. The main, genoa, and spinnaker halyards should be replaced with a low-stretch line. Spectra is the best option here because of its strength-to-weight ratio, and it doesn't stretch or soak up water. Plus, Spectra can make sharp turns over a sheave or block without damaging the integrity of the line. The only drawback with Spectra is that it breaks down quickly in ultraviolet light.

The main halyard comes with a shackle. This needs to be removed in order for the main to reach the top band and get maximum performance.

Spinnaker Sheets & Twings

We recommend replacing the stock spinnaker sheets with Spectra as well. The low-stretch quality works great when the spinnaker pole is within a foot of the headstay. A stock piece of line will stretch until the pole hits the headstay!

Another good improvement is to rig a set of twings for the spinnaker sheets. These are very helpful to keep the pole off the headstay in heavy air under load. In addition, the twings work well as a foreguy. In fact, many boats remove the foreguy when using twings.

Sailing Guide

Mainsail Trim

Backstay

The Capri 22 has a large mainsail with six different adjustments including the outhaul, cunningham, mainsheet, traveler, backstay, and boom vang. The backstay is a very critical adjustment because it affects headstay sag and the shape of the headsail. When the wind builds, the backstay needs to be tightened to flatten the mainsail and reduces the amount of headstay sag. This will also flatten the headsail. As the wind gets lighter, ease the backstay to make the mainsail more powerful and induces headstay sag, making the headsail more powerful as well. When you adjust the backstay, the mainsheet and genoa sheet will need to be adjusted at the same time.

To determine your maximum backstay adjustment, pull the backstay on until the main develops wrinkles from the middle of the mast to the clew. Place a couple of marks on the backstay for a quick visual reference. This will be your maximum backstay adjustment.

Traveler

Due to the size of the mainsail on the Capri 22, the traveler becomes a critical adjustment

to keep the boat sailing at the proper angle of heel. A good technique to maintain speed when the boat has too much heel is to de-power the sail by dumping the traveler, then pull it right back towards the middle of the track. Done successfully, this maneuver will de-power and then accelerate the boat without slipping sideways. Keeping the boat flat in the puffs is very important. This can be practiced while single handing the boat.

Genoa Trim

Light Air

In light air, keep the genoa out against the lifelines until the boat is up to speed. Slowly bring it in, talking to the driver the entire time about distance off the spreader. When you are all the way up to speed, you should be 8" inches off the spreader. If the boat slows at all, ease the genoa and sail deeper to keep the speed up. Never letting the boat slow down is the key to success in the Capri 22.

Keep 8" long wrinkles coming off of the hanks by easing the halyard. If the wrinkles are over 8", add some halyard tension to reduce them.

Medium Air

You can bring the sail in sooner in medium air than in light air; but make sure you are not over-trimmed. If the boat has good point, but is hard to keep up speed, your headsail is too tight. By keeping the speed up, the point will come. Still carry 8" wrinkles off the hanks.

Heavy Wind

In heavier wind, trim the genoa off the spreader about 1-2" with the foot slightly tighter. This allows more wind to pass through the "slot" and keeps the backwind on the mainsail minimal.

When sailing in light to moderate breeze with large swells or big chop, ease the genoa sheet so the foot of the sail is touching the lifelines. This will help the boat maintain speed and power through the sea conditions.

Spinnaker Trim

The Capri 22 sails fairly deep. Trim the spinnaker with the pole as aft as you can, and ease the sheet to keep the foot about 1' off the forestay. Also, heeling the boat to weather helps make the spinnaker more stable. The spinnaker pole should be the same height as the free clew of the spinnaker.

Crew Organization for Spinnaker: Hoisting and Jibing on a Capri 22

Many sailing articles have been written describing how to perform the perfect jibe or spinnaker set, but rarely do you read exactly what the specific tasks of each crew member are for those maneuvers. The details of each job may sound a bit basic, but this kind of organization is the key to performing your maneuvers well. As we all know, many races are won not by the fastest boat, but by the boat that makes the fewest mistakes. Having a plan, such as the one we suggest, should help to delegate responsibilities and avoid confusion. It is also valuable when

organizing your new crew for the next season or getting a new crew member acquainted with your system. The end result will be smoother maneuvers.

We hope this will minimize your mistakes, maximize your rewards and increase your fun factor.

The Hoist for a Standard Bear-Away Set

Bow Person:

1. Secure halyard to spinnaker and open the hatch.
2. Hook the halyard on the final approach to the mark.
3. Take down the headsail and make sure it is ready to go back up at the leeward mark.
4. Clear off the foredeck ASAP and get ready for a jibe.
5. Get your weight back on the rail.
6. Put the pole on mast.
7. Hoist the spinnaker halyard on command from the cockpit.
8. Call out when the sail is to the top of the mast and cleated, so the sail can be trimmed.
9. Take down the headsail.
10. Trim the vang, ease outhaul, and ease cunningham as necessary.
11. Get your weight back on the rail.

Mainsheet:

1. Ease the sheet, keeping the sail full through the mark rounding.
2. Ease the backstay.
3. Trim (pump) the sheet – as necessary -- to give added speed and balance.

Sheet Trimmer:

1. Ease the genoa sheet through rounding, but not too much – approximately 1.5 feet.
2. Pre-feed the guy out of the hatch.
3. Set up and trim the spinnaker sheet. DO NOT trim the spinnaker until the halyard is all the way up. Your hoist will be faster and smoother this way.
4. Talk with the helmsman about sheet pressure and speed.

Helmsman:

1. Watch the mark.
2. Call the hoist.
3. Drive the boat for speed.

End-for-End Jibe

Bow/Mast Persons:

1. Stand in front of the mast on the weather side.
2. On command, trip the pole from the mast.
3. Bring the pole into the boat and release the old guy from the jaw. The sail is now free flying and the pole is floating across the boat.
4. Walk to the new weather side.
5. Take the opposite sheet/guy and place it into the jaws of the pole.
6. Push the pole out and forward to the clew of the spinnaker and attach the pole to the mast.

Helmsman/ Mainsail:

1. When the wind becomes directly astern, pull the mainsheet by grabbing the entire purchase system and bring the mainsail across.
2. Clear the traveler and setup your positioning for the leeward mark.
3. Trim for speed.
4. Make sure the spinnaker is full and drawing.
5. Steer the boat slowly and smoothly through the jibe, carving a nice turn.
6. It is better to take an extra few seconds to complete a clean jibe than to rush and have to untangle a twisted spinnaker.
7. Make sure all excess bodies are on the rail to balance the boat.

The Takedown

Always take down to port. It sets the boat up for the next mark rounding and keeps the crew on the correct side of boat. It also will simplify the situation coming into the bottom mark if the crew always knows that the spinnaker is coming down on the same side.

No matter what the conditions are, a successful takedown can be simple. There are many variations of takedowns but the one we describe here is straightforward, reliable and almost foolproof.

Bow Person:

1. Tighten the outhaul, cunningham, etc
2. Raise the genoa to a mark made on your genoa halyard.
3. Take the pole down and store.
4. Make sure hatch is open.
5. Human guy the sheet after the pole is down to keep the boat moving.
6. Get on the rail. There will be time to clean up later.

Sheet Trimmer:

1. Keep the spinnaker flying when the pole is dropped.
2. Have the genoa sheet ready to trim on at a winch. Do not trim the headsail as it may cause the spinnaker to collapse.
3. When the spinnaker halyard is released, gather the spinnaker and stuff it in the launch bag.
4. Trim the genoa for speed as necessary for the mark rounding.

Helmsman /Mainsail:

1. Tighten up the backstay.
2. Adjust the traveler and running backstays for upwind trim.
3. Trim the mainsail for a powerful mark rounding.
4. **DRIVE THE BOAT!**
5. Concentrate on a good, fast, tactical rounding.
6. Do not over-steer. Go for speed.
7. Communicate with your trimmers for optimum speed.
8. Ignore everything else on the boat!!!

Note: After you have the boat up-to-speed, one person should clean up and prepare the boat for the next mark rounding. The rest of the crew should be on the rail to balance the boat.