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# Boating

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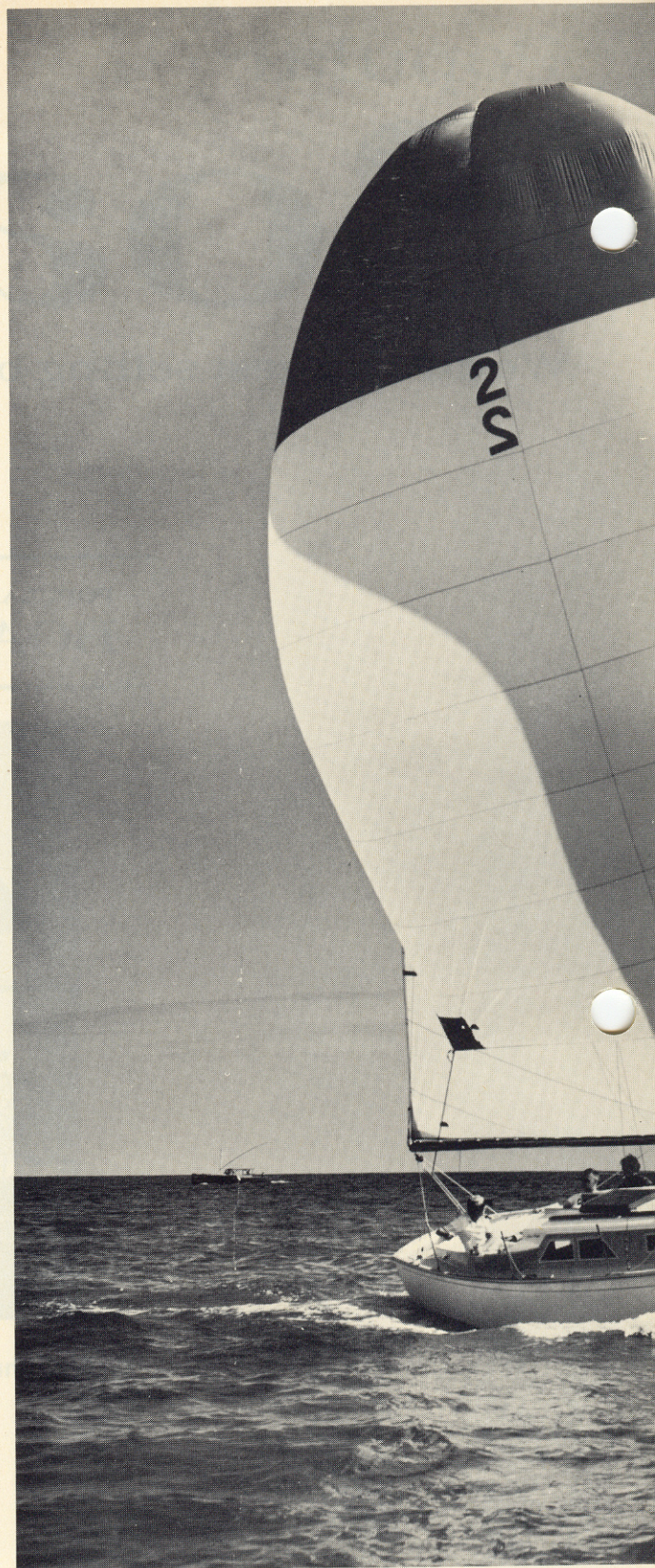
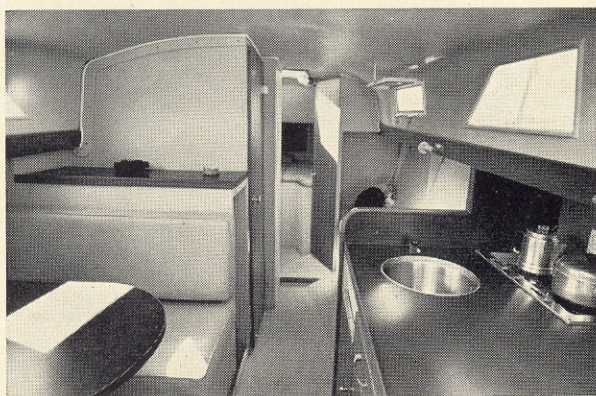
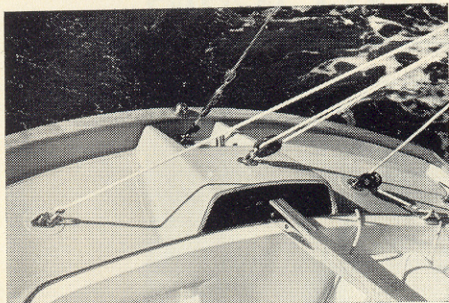
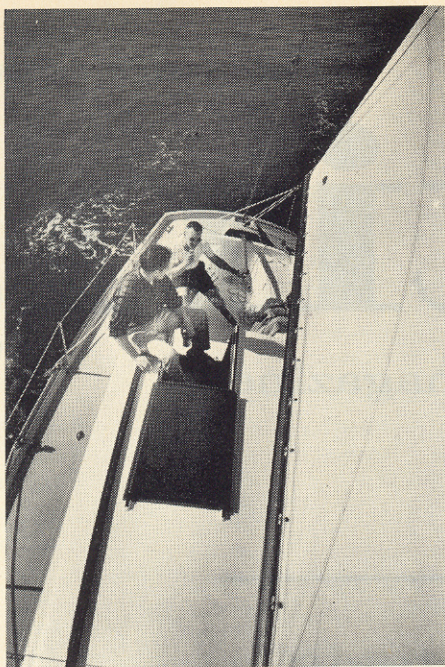
BOATING tests

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The Chris-Craft Capri 30 *Ted Jones*

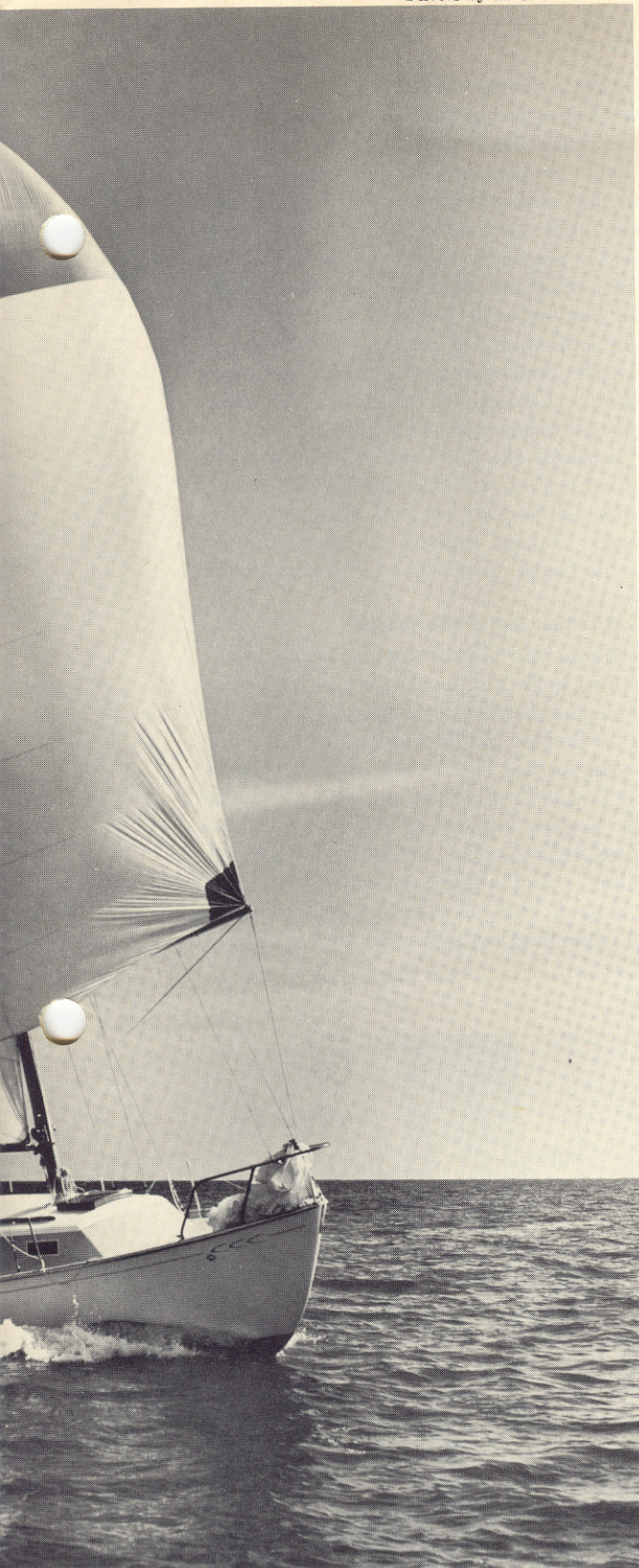




## A Big, Able

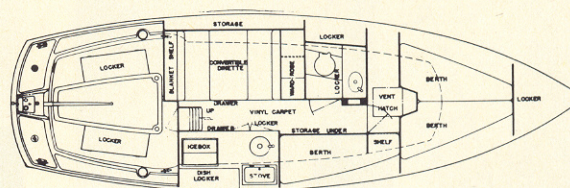
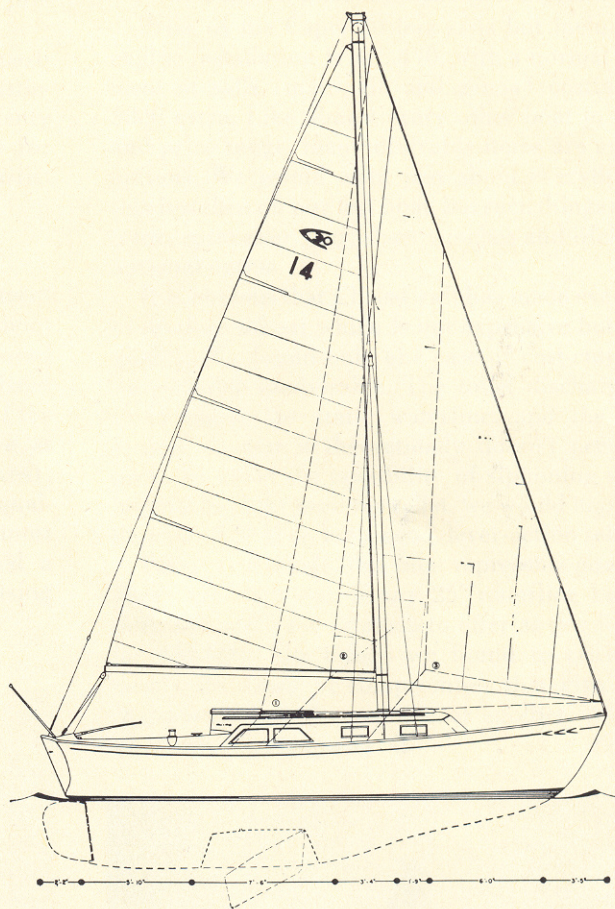
After being favorably impressed with Chris-Craft's 35-footer last year, I jumped at the chance to get a sail aboard the new Capri 30. Associate Editor Dick Borden jumped with me, so armed with tape recorder, note pads, pencils, sunglasses, and Stanley Rosenfeld, we invaded Fort Lauderdale for our second sail of a young 1964.





## The Chris-Craft Capri 30

Designers.....Sparkman & Stephens and Chris-Craft  
 Length overall.....30' 0"  
 Designed waterline length.....25' 0"  
 Beam .....9' 8"  
 Draft (centerboard up).....3' 9"  
 Designed displacement.....11,740 lbs.  
 Ballast weight.....4,000 lbs.  
 Sail area (100% fore triangle).....476 sq. ft.  
 Auxiliary power.....25 hp Gray Seascout 91 (optional)



# 30-footer

Chris-Craft's new entry into the fiberglass auxiliary market proves well engineered and a lot of boat for both the size and the money

The weather for our sail was perfect—a warm, sunny day with winds from 5 to 10 knots—and the Gulf Stream flowed north with a gentle ground swell.

Our first and lasting impression of the Capri 30 is that she is a carefully thought out, well executed design. She is a rugged, safe, well-built boat that shows attention to detail that is most impressive and

indicative of a degree of perfectionism rarely approached in production boats of this type. She's clearly a comfortable cruiser—and it's our guess she'll find her biggest market as a cruiser. But she is designed to fit the MORC rule.

Bill Jopson, Chris-Craft's naval architect for the

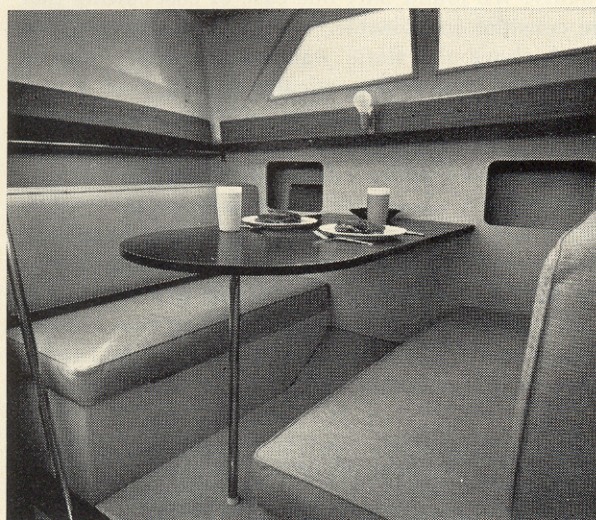


Sailboat Division, who was responsible for the overall development of the boat, was aboard to answer questions and explain technical details of the Capri's design and construction.

#### **Her rugged hull is well engineered**

One interesting feature of the Capri's construction is that all interior woodwork is installed as pre-assembled, pre-finished units. These include the forward V-berth assembly, the toilet room, the starboard berth, the dinette, and the galley. This procedure accelerates production time, especially on a small boat, by minimizing the number of people working inside the confined space.

Hull and deck construction is fiberglass with an ingenious split mold used for the deck which allows molding more complex shapes, such as winch bases, raked coamings, and the clam shell ventilators which are molded into the forward ends of the coamings.



**Dinette is comfortable, converts to full-size double berth.**

Hand layup is used throughout although resin is applied with depositor guns which give an excellent resin-to-glass content of 60%-40%. No chopper guns are used. A combination material called "fabmat," which is woven roving and mat combined in one roll, is used to facilitate production.

The layup consists of 15 to 18 mils of pigmented gel-coat,  $\frac{3}{4}$  oz. mat,  $7\frac{1}{2}$  oz. of cloth (all of which is cured before further layup, to prevent the reeding through of the mat and cloth into the gel coat). Then layers of fab-mat up to a shell thickness of  $\frac{5}{16}$ " at the sheer and  $\frac{5}{8}$ " at the keel. Stem, stern quarters, transom and keel centerline are doubled for a total reinforced thickness of  $1\frac{1}{4}$ ".

The shroud over the tiller is a multi-purpose feature that exemplifies the many carefully thought-out details of the Capri's construction. This unit covers the rudder post, keeping lines from snagging the cap fitting; it carries the centerline mainsheet block (Bill assured us it was amply strong for this service); it holds the fuel fill deck plate containing any accidentally spilled fuel and draining it overboard

through transom scuppers; and it holds the stern ensign staff socket. It's a clever gadget.

#### **The interior is amazingly roomy**

In designing the Capri, Chris-Craft started with an interior plan idea. Sparkman and Stephens furnished lines plans, sail plan, and rigging details. Bill Jopson's staff took it from there, designed the interior and styled the exterior.

We had to remind ourselves continually that we were not aboard an average 30-footer, but a 25' waterline boat. This accounts for the amazing amount of useable space inside the cabin.

The dinette is a practical cruising arrangement that does double duty as a table by day and a berth at night.

The galley is large, has good counter space, and the icebox loads from the top, rather than from the inboard side. One of the nicest features of the galley is the new flush-mounted pressure alcohol stove which is available in gimbals as well as fixed. Our test boat had the fixed unit, but Chris-Craft wants to make the gimballed unit standard equipment.

The hanging locker, located between the dinette and the head, is—in our opinion—too deep and not wide enough. And because it is low and amidships—instead of the more conventional location opposite the head—it is vulnerable to sloshing bilge water. The other stowage spaces are adequate. What appears to be wasted potential locker space on the port side of the forward cabin between the berth and the toilet room is actually very convenient and practical floor space that makes an otherwise cramped forward cabin spacious and useable. Convenient shallow lockers could be installed along the hull to extend to (but not beyond) the cabin trunk side, but a hanging locker might spoil the stateroom.

#### **The electrical system is thoughtfully laid out**

Two interesting innovations have been worked out for the interior wiring. A U-shaped shelf is molded into the cabin overhead liner, under the side decks, in which all wiring is laid. This effectively gets the wires out of the way but assures their ready access. Mast wires (running lights, spreader lights, etc.) lead through the mast step (on deck) and into the mast support column which is hollow. The starboard side of this column is removable, so that wires can be exposed. They are attached to a terminal strip inside the column. These two features simplify service and facilitate making future additions to the electrical system.

The main electrical terminal is located in the engine room with a switch panel through the engine room bulkhead into the galley.

Copper tubing of  $\frac{3}{4}$ " diameter is used for lightning ground protection. This is covered with one layer of fiberglass cloth to hold it in position against the hull. All standing rigging is connected to this system which ends in two Dynaplates (port and starboard) mounted under water. In addition there is separate bonding system which protects the underwater metal fittings from electrolysis.



### Rigging is superbly done

All hardware and fittings appear to be first class. The mast and boom are both aluminum, the boom being fitted with a new Merriman roller reefing gear and outhaul that is a worthwhile improvement over previous units. Mast winches and cleats are well placed, quality fittings. Another example of the thought which went into this boat's execution: all halyards were secured through special eyes with stopper knots—a small, but important, detail, and one not usually found on a new boat whether it be prepared by the builder or rigged by a dealer.

The only thing we questioned in the rigging department was the diameter of the lifelines. The plastic-covered  $\frac{1}{8}$ " Monel lines on the test boat were plenty strong enough, but too thin to be comfortable for hanging onto or leaning against. Heavier plastic-coated wire will be offered in later boats.

### Sailing, she's fast and stiff

The Capri's long waterline and ample displacement seem to drive her through a chop smoothly without hesitation or pounding. During our sail, she proved dry and comfortable. While we had no boat at hand to sail her with, she seemed fast for the weight of the breeze (which we admit is about as conclusive as comparing apples to oranges without the oranges). All in all, we were very pleased with her sailing qualities, except that she had a heavy helm. Like most long-keel boats, she will steer herself and hold a course well—a desirable characteristic in a cruising

boat. But conversely, her long keel makes her resist changes in direction—makes her hard to turn. It is not that the Capri doesn't respond to tiller pressure, it just takes a lot of pressure to make her go where you want her to; particularly under power. A worm-type steerer would counteract this tendency by limiting the feedback of rudder pressure; however, Chris-Craft has no plans to offer this type of steering gear on the Capri 30.

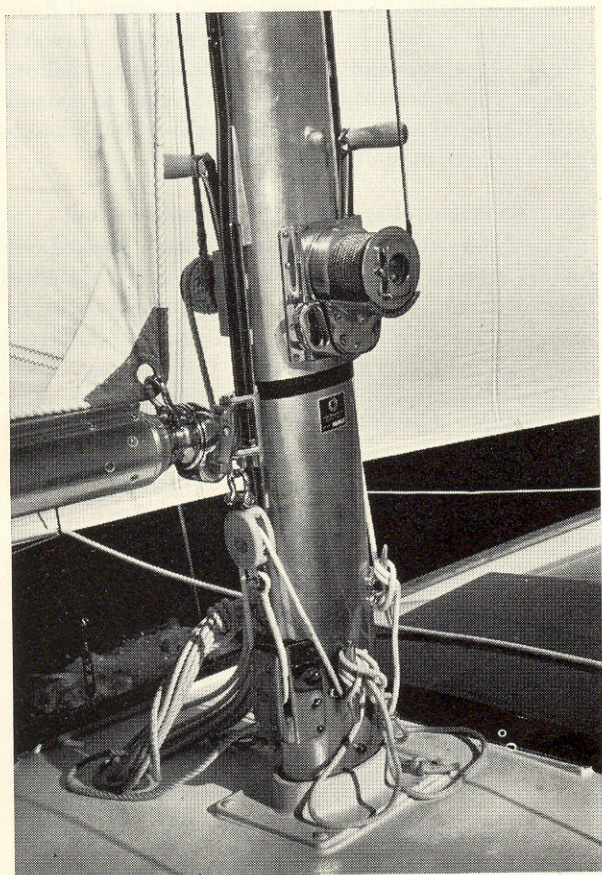
### The \$15,470 price tag makes her a good value

Price of the Capri 30 less sails but including the engine installation is \$15,470, with a normal complement of sails (main, jib and genoa) costing about \$800 extra. Like almost every other boat in this size and price range, many desirable items are extra-cost options. We would want just about everything that was installed on our test boat, but such things as genoa track, spinnaker gear, sheet winches and lifelines are optional extras.

It is obvious that Chris-Craft has made every effort to produce a boat which is not expensive but of high quality. We found only one case of cost-cutting that we consider inadvisable. The toilet discharge is located above the static waterline, and the loop is vented, so that it theoretically doesn't need a sea-cock. To avoid the possibility of siphoning seawater into the boat through the toilet, we would happily pay the extra \$30 or so for a good, lever-action sea-cock.

Taken as a whole, this boat represents good value. There are very few, if any 25' waterline boats that sleep five and have as much to offer as this boat does for \$16,000. The things we found to criticize are mostly the result of compromises that give her one characteristic at the expense of another. And that's what makes horse races. ⚓

*Ted Jones*



High quality hardware is positioned for maximum efficiency.

