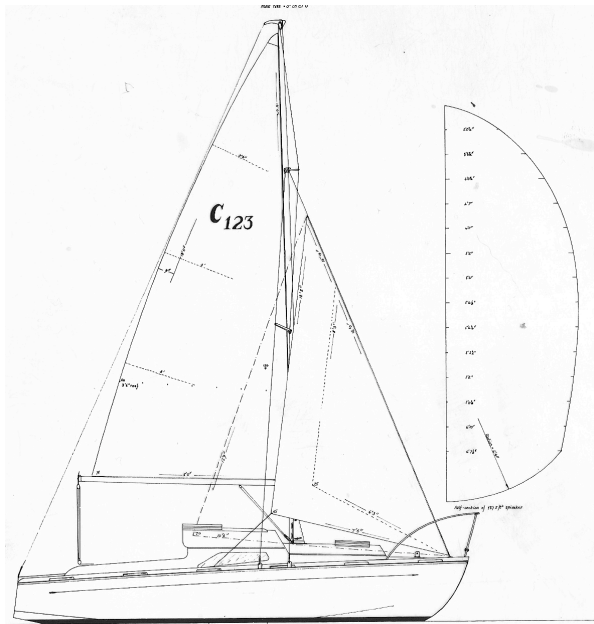


CAPRICE

Designed as a small "pocket" cruiser, slightly larger than the successful SILHOUETTE but featuring a reverse sheer to give greater internal volume and increased form stability. One other major difference was the use of twin bilge keels compared to the three of the S III.

	Mark I	Mark II & III
Moulded dimensions;		
LOA	18'4"	18'6"
LWL	13'6"	15'0"
Beam	6'1"	6'3"
Draft	1 '9"	2'0"
Disp't	1380lbs	1640lbs
Ballast	370lbs	600lbs



Marks I & II were both of plywood construction built originally by C. E. Clark of Shepperton and subsequently at Cowes between 1957 and 1967 generally sold as complete boats. In addition plywood boats were also constructed by amateur boatbuilders. Externally the difference is easy to spot as the mark I has only a doghouse arrangement, whereas the II has a doghouse and raised forward cabin arrangement, also the bilge keels of the I were symmetrical and asymmetrical in the II. The mark I was designed in 1957 and the mark II became standard in 1962. C. E. Clark failed circa 1966/67 owing to investment in 1&2 man hovercrafts and failure to transfer into GRP.

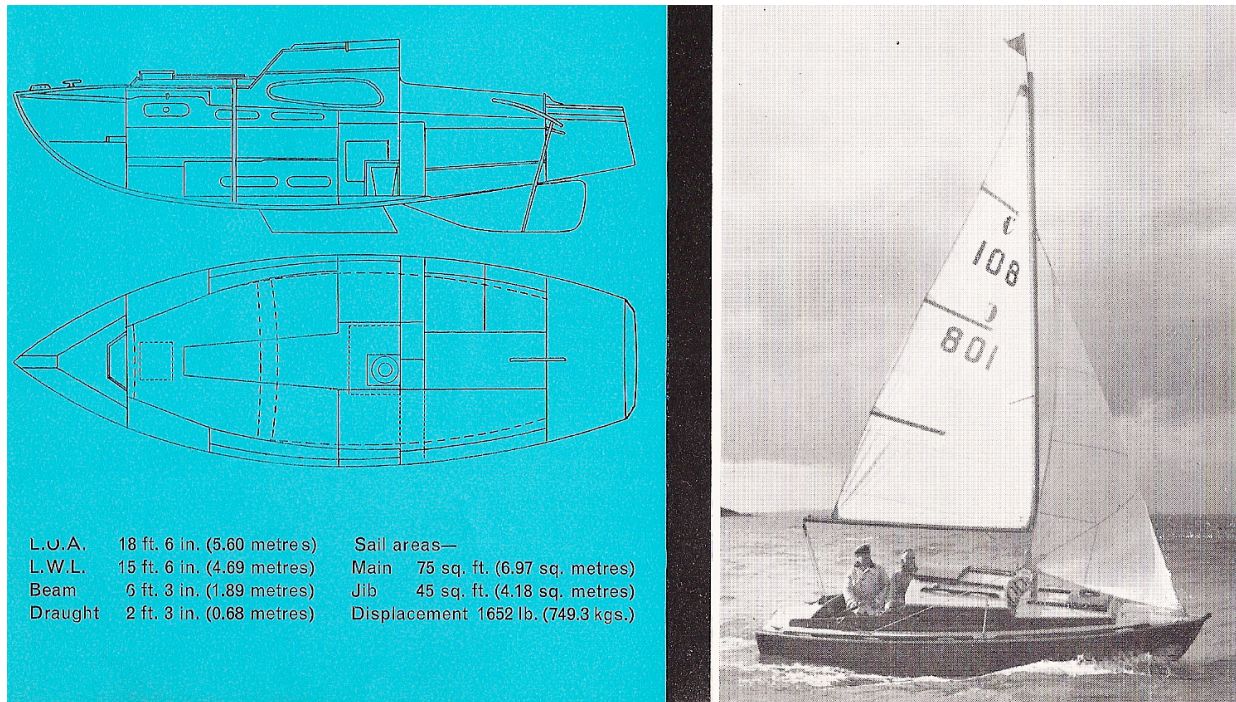
The mark III is a GRP version featuring a tight round bilge (almost a rounded chine) hull form and integrally moulded bilge keels, mostly sold as complete boats with an occasional amateur

outfit. Builder was originally Southerly Marine (no relation to the current firm of that name) and subsequently by Yachthaven Ltd., Bradford on Avon, Wilts ..

Marks V and onwards were variations of the mark III based around a modified deck and superstructure moulding providing slightly higher headroom's.

The mark IV is a GRP version from a mould taken directly from a plywood mark II, by Island Plastics, Ryde, Isle of Wight and features bolted on bilge keels like the II. These were sold as sets

of mouldings for amateur out fit. Some were sold as hull only with the deck and superstructure



being built by the owner in plywood and timber.

With the exception of certain versions of the mark V which feature a deep fm keel arrangement, plus the mark I all others marks utilise the same masthead sailplan design.

The majority of boats are powered by an outboard engine normally affixed to the transom but some were fitted with inboard engines mostly petrol or petrol/paraffin.

Keels are bolted on, asymmetric hydrofoil, cast iron ballast with timber deadwood above except mark ill where ballast is secured internally in the moulded keels. All boats feature a full depth skeg for three point standing and to protect the rudder from damage.

Some 1000 boats have been constructed to our specific knowledge and there remained a thriving enthusiastic owners association up to about 1991. This association organised a fair number of events around the country with the highlight being a Round the Island Race usually at Whitsun/ Spring Bank holiday. I took part in a number of these and thoroughly enjoyed them and the general camaraderie. The Caprice was well known for her seaworthiness and conformed to the JOG stability requirements of the day. This seaworthiness was tested to the limit and came through with flying colours by 'SHRIMPY' a Mark I close to thirty years old when the circumnavigation was completed, as recorded in Shane Acton's books of his incredible voyages.

Reprints of drawings available;

	mark I	mark II	mark III
sheet no			
1	sailplan 3/4 rig	sailplan 3/4	rig hull lines and offsets
2	hull & deck lines	hull & deck lines	deck & SS lines & offsets
3	3 berth layout	layout	construction, plan&profile
4	2 berth layout	constr', plan&profile	accom' & constr' sections
5	constr', plan&profile	accom' & constr' sections	accom' & constr' sections
6	accom' & constr' sections	coachroof detail	layout
7	details & offsets	bilge keel details	fin keel lines & sailplan
8	keel details	mast fittings	
9	mast & spar details	offsets & rudder detail	
10	JOG sailplan	masthead rig standard bilge keel	
11		masthead rig special fin keel	
12		special fin keel arrangement	

The CAPRICE also spawned a number of offshoots notably the CAPRICCIO at 22 '8" best described as a CAPRICE with longer drawn out ends the first of which happily crossed the Atlantic and the C20 which is just a larger version of the standard CAPRICE and uses many of the same drawings for construction detail.

MATERIALS LIST

CAPRICE II

ITEM	SCANT'G	NO. OFF	LENGTH/SIZE
Topsides,bottom,transom			
B'heads, superstructure	9mm ply	11 sheets	8' x 4' (2.4x1.2m)
Cabinet carcass,	9mm ply	9 sheets	8' x 4' (2.4x1.2m)
Coachroof	8mm ply	4 sheets	8' X 4' (2.4x1.2m)
Chine, Sheer & Carlins			
Frames	50X25		30m run
Stem/hog (laminated)			
King plank	100X12		15m run
Bilge Stringers	125X18		12m run
Frames (sawn)	50X25		60m run
Beams (laminated)	25X12		15.5m run
Half beams	32x32		6m run
Floors & skeep	150x50		3m run
Deadwood	75x75		10m run
Cabinet framing - basic	32x32		49m run
Beading for sealing	32; 25; 19 quarter round		85m run

SCREW & BOLT SIZES

12 x 75 x 14g; 12 x 65 x 12g; 50 x 25 x 110g; 450 x 50 x 10g; 300 x 25 x 8g;
1000 x 32 x 8g; 300 x 38 x 8g; 500 x 16 x 6g; 150 x 5mm bolts;
Bronze or Silicon Bronze.

SUITABLE TIMBERS

Frames (Sawn)	Agba, Khaya, Utile
Beam Shelf/Chines/carlins	Agba, Khaya, Iroko, Makore
Stem/Hog (Laminated)	Agba, Khaya, Iroko
Floors	Iroko, Oak, Afrosia, Keruing, Opepe
Dead woods	Iroko, Oak, Keruing, Opepe
Beams (Laminated)	Khaya, Makore, Ash (Ash only to be used between other timber laminations)

This list is by no means exhaustive but covers the major structural items and planking. All plywood for external purposes e.g. deck, cockpit etc. to be to BS 1088 marine specification or equivalent, internal plywood for bulkheads and furniture to WBP specification. Adhesives to be waterproof types either, epoxy, phenolic, resorcinol. Chine constructed boats feature sawn/fabricated frames. All boats are constructed on the bulkheads with attendant frames plus a small number of temporary moulds. An amount of additional timber will be required for the building jig and to form temporary bracing but the majority, if of good quality, can be recut and used for internal furniture framework, All joints should be screwed and glued. The attachment of plywood to both longitudinal and transverse framing is by glueing and screwing, although some barbed nails could be used.