Catalina Yachts

21200 Victory Blvd., Woodland Hills, CA 91367

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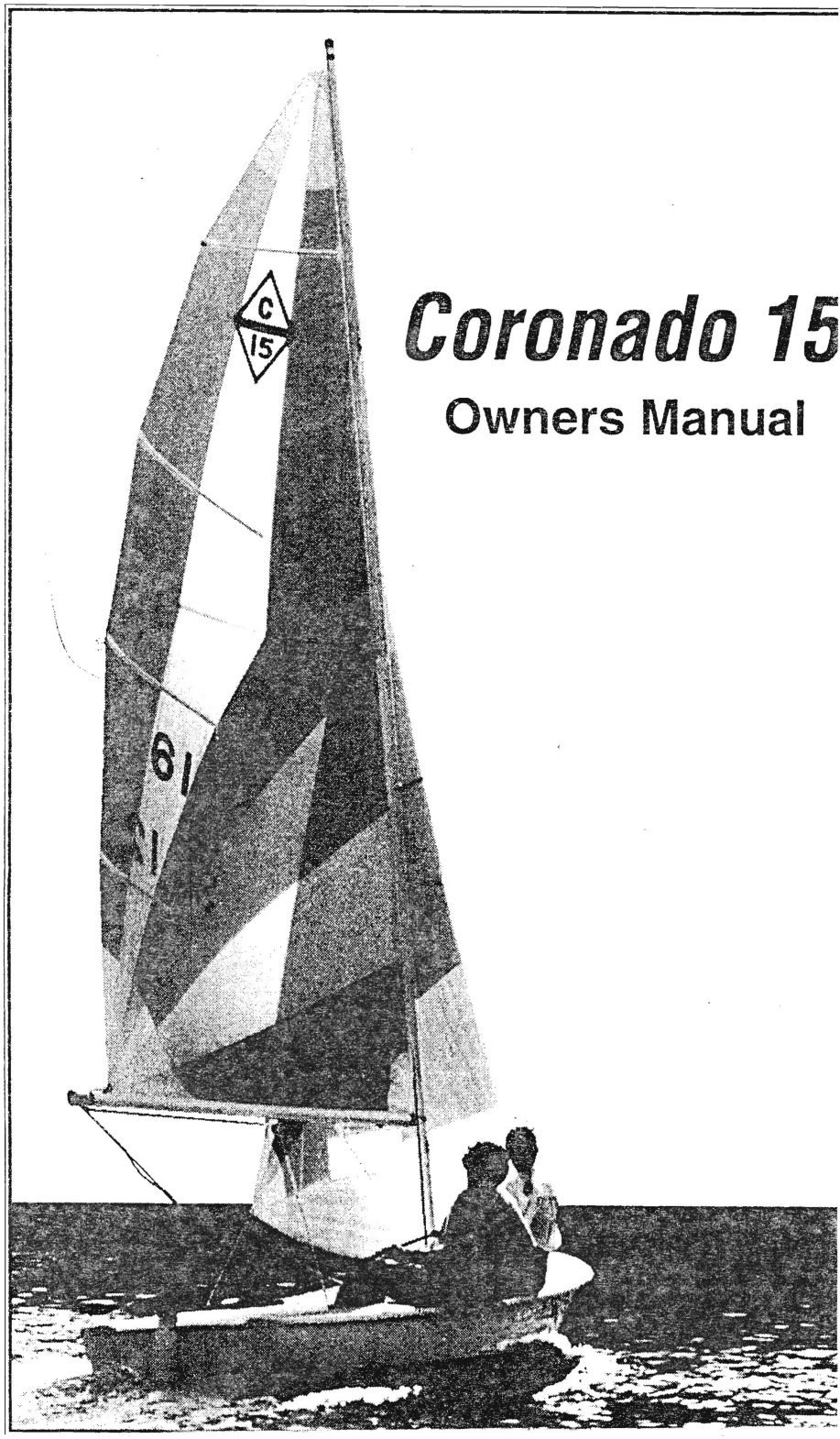

Coronado 15

Owners Manual

FOREWORD

This manual will discuss techniques and precautions especially for the Coronado 15. A General Handbook also accompanies this manual and we ask that you read both of the booklets prior to sailing.

The Coronado 15 is a high performance boat. Therefore you should read this manual carefully. Be cautious and practice until you feel confident. Once you have a "feel" for the balance of the boat you can enjoy hours of fun and excitement in a wide variety of wind conditions.

The boat is designed as a strict one-design sailboat (see your Coronado 15 Class Rules). Please do not make any modifications or changes without studying the Class Rules. Should you ever decide to race or sell your boat, you will want to be certain that it can meet the Class Rules.

The techniques discussed herein are only general. You may want to purchase one or more of the many books available on sailing theory after you have become more familiar with the boat. This Manual has been written with the novice sailor and beginning racing enthusiast in mind.

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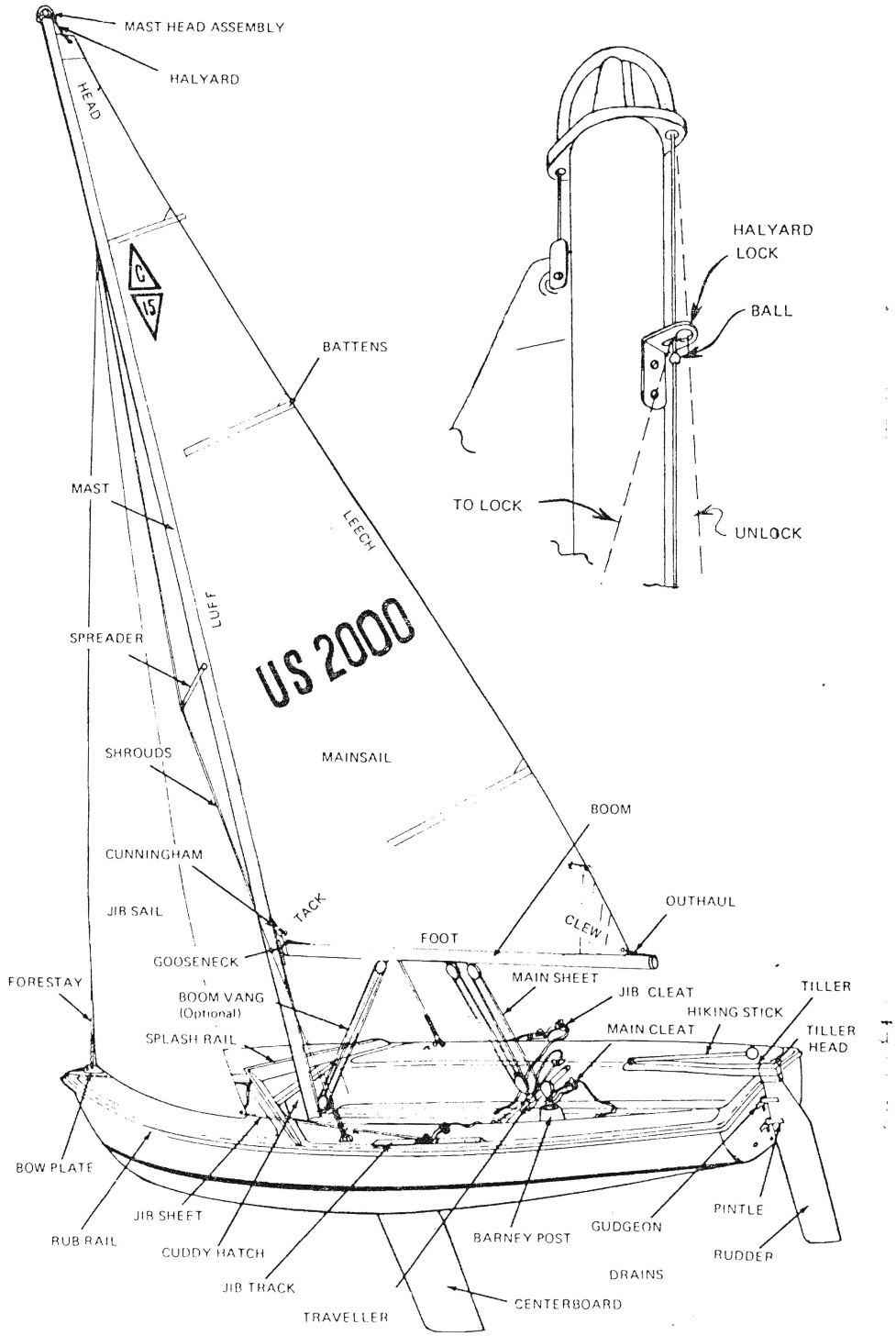


RIGGING

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

1. Mainsheet - The mainsheet consists of the lines, blocks, and 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 in reaching or running situations, or by hauling the sail inboard when sailing on a beat. The most important aspect of the mainsheet cleat is 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 performance position. Since jib sails are cut differently by different sailmakers, 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 under way and soon you will have the fairlead in its proper position.

3. Traveller - The traveller is used to control the shape of the mainsail, as are the outhaul, cunningham and the optional boom vang discussed below. The traveller can be left in the center position under all normal sailing conditions and by simply playing the mainsheet in and out, the boat will handle very nicely. Many skippers do not use the traveller until they are actually engaged in sailboat racing. Essentially, the traveller allows you to make subtle adjustments to the leech (trailing edge) of the mainsail. Its effect is to haul the boom inboard without pulling it downwards. There are many schools of thought regarding the position of the traveller in light versus heavy wind conditions. Experience and study will lead to the effective use of the traveller should you decide to race your boat.

4. 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 only when racing. Different skippers will devise a variety of systems for working the outhaul while the boat is underway. If your boat is not equipped with an adjustable outhaul arrangement, you must gauge the wind conditions while at the dock and then set the outhaul in an approximate position. The manufacturer has an adjustable outhaul available which can be ordered through your dealer. The mainsail is flattened by pulling the clew of the sail out towards the end of the boom and securing the line to the pad eye located on the end of the boom. Easing off on the tension on the outhaul line will increase the fullness of the mainsail for "light airs" sailing conditions.

5. Cunningham - The cunningham adjustment is used to control the luff (leading edge) of the mainsail. Once again, a variety of devices can be arranged to ease its operation. Generally speaking, the rule is to tighten down on the cunningham line as the wind increases in velocity and to loosen up on the line as the wind decreases. The draft of the sail, that is, the point of maximum curve or fullness in the sail, is moved forward by a downhauling on the cunningham. The reverse of this action, that is, an easing of the tension on the mainsail's leading edge, causes the draft of the sail to move aft. For everyday sailing purposes, a general rule to follow is that the cunningham should be pulled tight enough to remove any wrinkles in the luff of the sail for moderate to heavy winds – looser in lighter winds.

6. Boom Vang (Optional) - 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.

7. 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. By the same token, the rule is tighter rigging for choppy seas and looser rigging for flat water.

If, when steering the boat, the tiller has undue pressures 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 9 of this manual, "Tuning the Mast."

8. 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. A halyard lock at the top of the mast can be locked by first pulling the halyard line out from the mast, then down. Move the halyard line flush against the mast before releasing. If the sail is properly locked, you will feel the halyard locking ball click into place at the top of the mast. The rope tail of the wire halyard is tied off at the halyard cleat located at the base of the mast. (See Halyard Lock Illustrated on Page 2)

CENTERBOARD

The centerboard has been fiberglassed and sanded to a fine racing finish. Although this is a tough finish, much 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. A crack can leak water and cause serious delamination. See your General Manual for repair.

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.

RUDDER

The rudder is made of the same material as the daggerboard and should be cared for in the same manner.

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 halyard wire should be waxed from time to time to insure a smooth easy pull. The top of the mast is factory sealed and should be checked for leakage, by taking bottom cap off and pouring water in. If water leaks out of the head assembly, you can see the spot and squeeze some silicone sealer over the area and wipe off the excess. A well sealed mast will reduce the possibility of turtling.

TEAK TRIM

The teak can be allowed to bleach out with no maintenance, or you can every so often wipe on with a rag some teak oil available at your marine dealer. Un-oiled teak can in time take on weather splits. However, they can be sanded and then oiled. Oiled teak will look new for years. You can varnish your teak but it is not necessary.

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.

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.

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. A suggestion is to attach a shock cord snugly from hiking straps and over the tiller. This will bring the tiller straight ahead if you should accidently drop the tiller. The length of the tiller extension is optional and is necessary to steer the boat while hiking out.

OPTIONAL BEACHING RUDDER

The optional 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 daggerboard are quickly lowered.

When lowering the beaching rudder you simply push the rudder into the fully 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.

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 plugs while the boat is still on the trailer inclined on the ramp. You should always check these drain plugs prior to sailing and make sure they are tightly closed. If the plastic washer is not seated properly, you may incur leakage around the drain plugs, so verify that the plugs themselves are 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 out 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.

LAUNCHING AND TRAILERING

General trailering procedures for trailerable sailboats are discussed in the GENERAL HANDBOOK which accompanies this manual. Beyond those, there are a few special considerations relative to your particular trailer model that need to be discussed.

To begin with, the trailer has a "breaking" device located on the central cross bar. This device allows you to "break" the trailer in the middle when launching on a poor incline and thusly tilt the rear portion of the trailer to help ease the boat off and into the water. It is not necessary to immerse the wheels and bearings of this type of trailer. Instead, the trailer is backed into the water until the water level just reaches the tire rims. With the emergency break firmly set, and after the trailer winch bow line has been replaced by a dock line, the trailer can be "broken" by releasing the proper lever. While shoving the boat straight back into the water, the rear portion of the trailer will automatically tilt up and aid you in sliding the boat free.

After launching by this method, be sure to reset the locking lever before driving up the ramp to park. When hauling out your boat, once again "break" the trailer so it will tilt as you winch the boat onto the trailer. Be sure to reset the locking lever before leaving the ramp. It will not be necessary to use this lock release on a properly designed ramp.

Your trailer is equipped with a tie down belt which is designed to pass over the boat (but not the mast which rides on top of the boat). If this belt is cinched down while wet, it may slip or stretch while you are traveling. It pays to stop occasionally along your route and check the tension on the belt. Otherwise your boat may shift on the trailer and possibly the hull could get scratched on the trailer's fenders.

Tying the extra length of belt which is left over after cinching down will keep it from flapping in the wind while traveling, and thusly reduce the possibility of the belt loosening up while you are on the road.

While trailering, the mast should ride on the forward mast support of the trailer and be securely tied down at that point. The foot of the mast can ride either inside the boat's stern or tied across the transom with a minimum of overhang. Either way, be sure to pad the mast to prevent scratching the hull or transom. Some sailors use heavy rubber shock cords for securing the mast during travel because of their quick-release feature.

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. Connect the shrouds to the chain plates on each side of deck before starting to step the mast.

2. Make certain the halyards are not tangled and are tied down neatly to the halyard cleats at the base of the mast.

3. Lay the mast on top of the boat (down the centerline) with the grove of the mast face down and the mast foot forward at the bow and the top of the mast aft over the transom.

4. 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.

5. At this point, a word of caution. While stepping the mast, the 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 concrete. In the process, the person stepping the mast could lose his balance and fall.

6. Standing in the center of the boat, lift the mast while guiding the mast foot into the mast step tabernacle located just forward of the centerboard well. Your crew may be of some aid in helping to guide the mast foot into the tabernacle.

7. 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.

8. 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.

9. The mast is upstepped in the exact reverse of the stepping procedure. However, after the crew unfastens the forestay, he should proceed 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.

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

11. 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 releave 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).

How to bend on sails is discussed in the GENERAL HANDBOOK.

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. The boat has a mast known as a "bendy spar" and will normally bow forwards slightly. It should not bow in the athwartships direction to any appreciable degree and it should not bow aft.

The spreaders on the mast come equipped with adjustment screws. The adjustable spreader allows the skipper greater control over the fore and aft bending of the mast, but the exact setting of the screws is only of critical concern to the competitive racer. In the beginning, you can set the adjustment screws at a point where the shroud remains in a straight line when sighting up the shroud to the top of the mast. When the spreader swings to the fully aft position and then stops against the spreader bracket, this is when the shroud should be in a straight line. Later on, should you get involved with racing and add a "mast partner" to the boat, you will want to reset the screws.

Lubricating the halyard cables with WD-40 or wax will ease the process of raising and lowering sails.

Once the halyard is locked, tie it off to the cleat at the base of the mast and roll up the excess line to keep it out of your way. The jib sail has no locking device on the halyard and should simply be tied off on the other available cleat at the base of the mast and also roll up neatly.

Pull the jib up tight enough that it has no "scallops" or sagging in the cloth along the forestay.

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. Never sail your boat without the hatch cover securely attached.

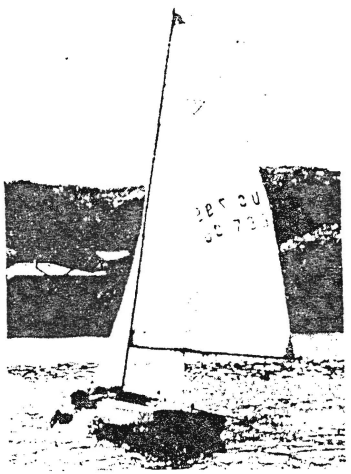
Righting the boat after accidental capsize is very simple if done correctly. Many sailing schools encourage the new sailor to intentionally capsize his boat on a light wind day and in warm waters, so that in the event of heavier weather the righting procedure is understood and properly executed.

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 to the transom, and in the event you should ever capsize and lose your rudder, take down all the 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 positive flotation.



CORONADO 15 CLASS ASSOCIATION

Dear Coronado 15 Owner:

On behalf of the Coronado 15 Class Association we would like to congratulate you on your ownership and welcome you to our sailing fraternity.

We would especially like to make sure that you send us your address and sail number on the Registration Card in your Warranty folder. The first year's membership in the National Association has been prepaid by your dealer. This will automatically include you in any and all newsletters and special bulletins pertaining to racing and rules. The newsletter will contain sailing tips, maintenance suggestions, photos and racing activities about Coronado 15.

The association will endeavor to maintain high standards and strict one design rules for you. We will be happy to hear suggestions from you.

We hope to hear from you soon.

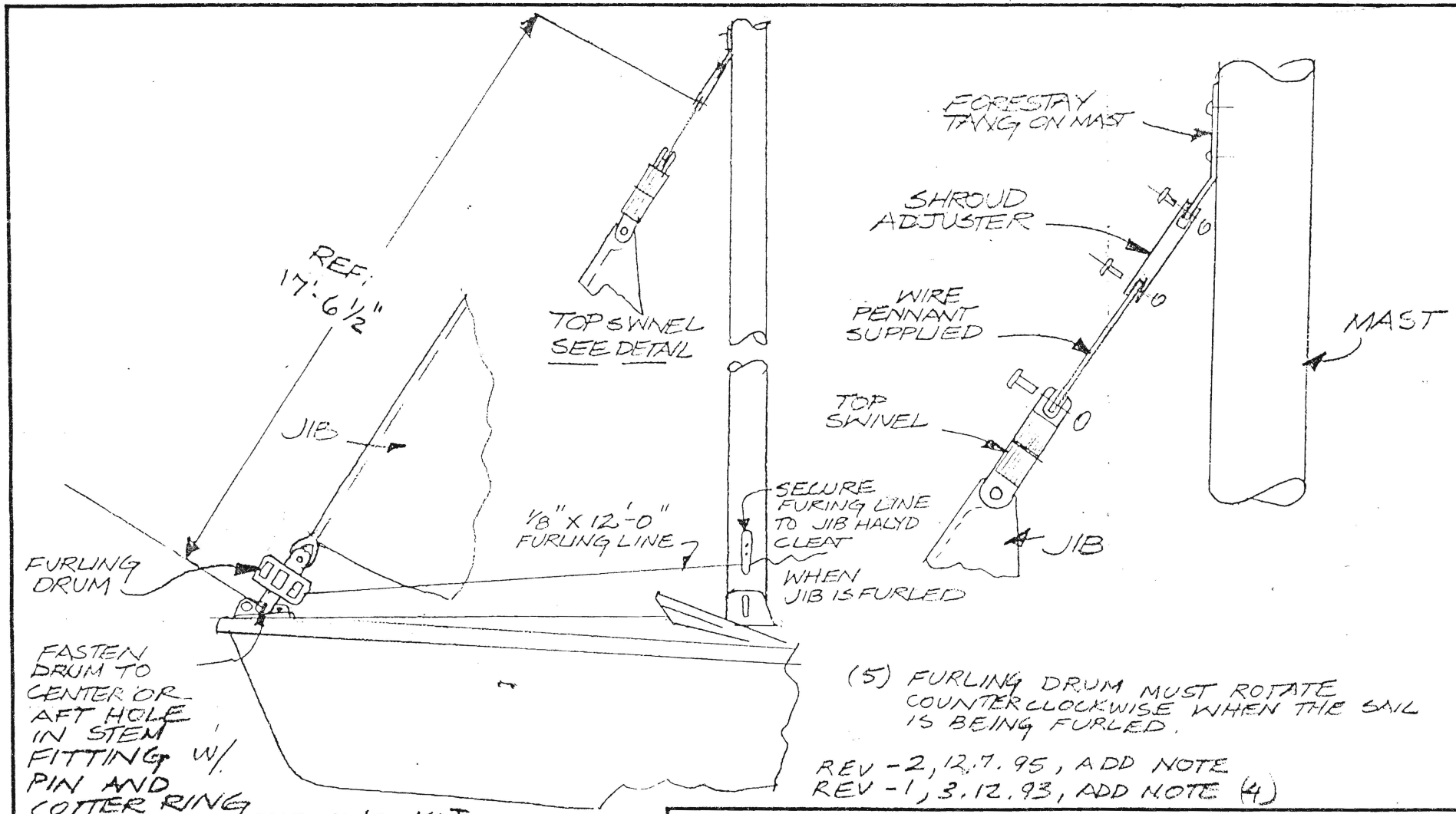
CORONADO 15 CLASS ASSOCIATION

CLOSING WORDS

The manufacturer believes that you will enjoy countless hours of fun and relaxation sailing your Coronado 15, 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.

GOOD SAILING!

CAPRI SAILBOATS



(4) JIB HALYARD BLOCK ON MAST IS DELETED WHEN FURLING IS SUPPLIED

(3) JIB HALYARD IS DELETED WHEN FURLING IS SUPPLIED

(2) STD. FORESTAY IS DELETED WHEN FURLING IS SUPPLIED

(1) FURLING DRUM AND SWIVEL ARE HARKEN BRAND, READ INSTRUCTIONS BEFORE ASSEMBLY

NOTES -

(5) FURLING DRUM MUST ROTATE COUNTERCLOCKWISE WHEN THE SAIL IS BEING FURLED.

REV -2, 12.7.95, ADD NOTE
REV -1, 3.12.93, ADD NOTE (4)

CAPRI SAILBOATS INC.
21200 VICTORY BLVD.
WOODLAND HILLS, CA

SCALE: NONE	APPROVED BY:	DRAWN BY G.D
DATE: 9-13-90		REVISED 3.12.93

JIB FURLING GEAR ASSEMBLY

CORONADO 15

DRAWING NUMBER 150 - 35030 - 2

8-28-86

CORONADO 15

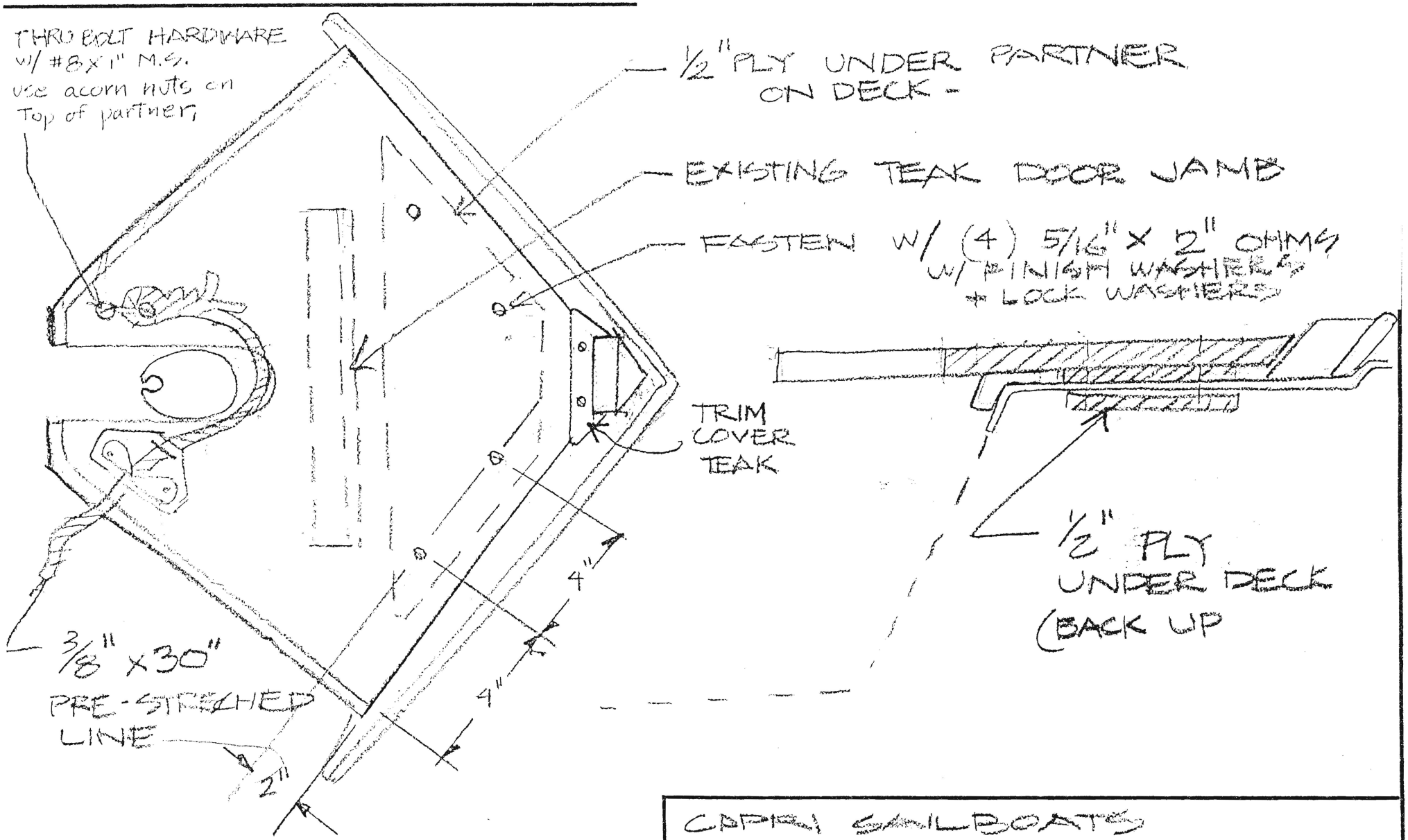
L.O.A.		15' 4"
BEAM		5" 8"
DRAFT	BOARD UP	4"
	BOARD DOWN	3' 8"
WEIGHT		385 LBS.

SAIL AREA, RATED, MAIN + JIB 139 SQ. FT.
WEIGHT OF SAILCLOTH, CATALINA SAILS
MAIN + JIB 3.9 OZ.

DISTANCE FROM WATERLINE TO MASTHEAD 22' 8"

RECOMMENDED NUMBER OF CREW 2

COMMON RATINGS CLASS RACING



CAPRI SAILBOATS		
SCALE:	APPROVED BY:	DRAWN BY
DATE: 6-5-79		REVISED
"MAST PARTNER		
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