

**CATALINA 34 FLEET 1
ONE DESIGN CLASS RACING RULES**

1. PURPOSE OF THE CLASS RULES

The Catalina 34 is a One-Design Class using the stock performance cruiser Catalina 34 designed and manufactured by Catalina Yachts. The intention of these rules is to ensure that the yachts are as alike as possible in all aspects effecting performance. Where performance characteristics may differ, rating allowances shall be made to equalize racing among yachts.

2. OWNERS RESPONSIBILITY

It is the responsibility of the owner to ensure that his yacht, spars, sails, equipment, safety equipment and crew comply with these Racing Rules.

3. CLASS MEMBERSHIP

The owner shall be a member in good standing of the Catalina Fleet 1

4. PROTECTION OF THE ONE-DESIGN CLASS

If the owner considers that there has been any attempt to depart from these class rules in any way, he shall report the matter to the Fleet 1 Race committee.

5. CONSTRUCTION AND MEASUREMENT RULES

5.1 HULL AND DECK

Construction shall be of glass reinforced polyester resin (GRP) and shall be in accordance with the relevant general arrangement and construction plans and specifications of Catalina Yachts for both the Mark I and Mark II designs

The hull and deck shall be of standard construction by Catalina Yachts. Modifications/repairs, which do not change the shape of the hull, may be made.

The Mark II design is approved.

5.2 KEEL

The keel shall be of lead and of standard construction by Catalina Yachts. Repairs may be made which do not affect keel shape or weight.

The optional wing keel shall be considered equal in performance to the standard fin keel.

Fairing shall be allowed

5.3 RUDDER

The rudder blade and stock shall be of standard construction by Catalina Yachts. Repairs may be made which do not change the shape of the blade.

The Mark II elliptical design is approved for use on both Mark I and Mark II hulls.

Fairing of the rudder shall be allowed.

5.3 WEIGHT

Fully rigged boat weight shall include the yacht, her spars and rigging; auxiliary engine; sails; complete standard interior including cushions (except the main salon table cushion); tables and bulkheads; all legally required safety equipment and personal gear, and sufficient fuel and water for the regatta.

All original equipment installed by the factory or its equivalent, shall be aboard including the head, batteries, and stove with gas tank.

Additional weight in the form of cruising equipment, i.e., refrigeration, heaters, etc., permanently affixed to the Catalina 34, but shall not receive any rating compensation.

A dodger may be removed.

5.4 MAST

The mast shall be of standard height and construction by Catalina Yachts made of alloy extrusion with a minimum of 90% aluminum content. When a standard rig yacht races against a "tall rig" yacht, the latter shall receive a rating compensation as determined by the Fleet 1 race committee.

5.6 BOOM

The boom shall be of standard construction by Catalina Yachts of alloy extrusion with a minimum of 90% aluminum content and shall be fixed to the mast.

5.5 WHISKER POLE

The pole shall be constructed of alloy extrusion with a minimum of 90% aluminum content. Pole end fittings may be of any material.

The overall length of the pole, including fittings, shall not exceed 16 feet 9 inches.

Adjust whisker poles shall be marked at the point where the overall length including fittings in 16 feet 9 inches.

The point of attachment shall be on the forward face of the mast fixed on either a pad eye fitting or an adjustable car on a mast track.

5.6 RIGGING AND FITTINGS

Riggings and fittings that do not alter the shape of the hull may be added to the Catalina 34. Factory installed items such, as pulpits, lifelines, etc., may not be removed.

Boom topping lift may be removed if the yacht is equipped by a hard vang.

5.7 PROPELLERS

Propellers may be fixed, folding, or feathering, of any blade length or number of blades, attached to the standard one-inch shaft.

When yachts with fixed propellers race against yachts with folding or feathering propellers, the former may receive a rating compensation as determined by the Fleet 1 race committee.

6. SAILS

Sails shall be measured in accordance with the current USSA/IYRR Sail Measurement Instructions. Sails may be constructed of any material and be of any weight.

Reinforced carbon fiber sails and sails of molded construction shall not be allowed.

Spinnaker are not approved for use under these One Design Racing Rules

6.1 MAINSAIL

The maximum "P" measurement for the standard rigs shall be 38.5 feet, for the tall rigs 40.5 feet.

The maximum "E" measurement for both rigs shall be 12 feet and the boom shall be marked.

Battens may be of any number, material, width, thickness or length.

6.2 HEADSAIL

The headsail shall be affixed to the permanent forestay by hanks, grooved track, or roller furling track. The headsail may have a maximum "LP" measurement of 17'7" that is 130% of the "J".

Headsails mounted on roller-furling system or attached an equivalent distance from the deck may receive rating compensation over headsails attached at the deck as determined by the Fleet 1 Race Committee.

7. EQUIPMENT

The following equipment shall be on board when racing:

- a) All USGC and other government agency safety and legal requirements for Catalina 34 sailing yachts. Safety equipment such as personal flotation devices shall be worn during all races.
- b) An anchor weighing not less than 13pounds, with not less than 6ft of 0.25 in chain, 150ft of 1/2 in rope shall be stored in the anchor locker during the race, unless needed during the race.

8. CREW

There shall be not more than a total of eight (8) persons on board when racing.

All Crewmembers including the helmsmen shall be categorized as a Corinthians. No crewmember including the helmsmen shall receive financial gains from sailing or the boating industry.

A Corinthian is a person who is neither a boating industry professional nor has any financial gains from sailing.

9. PHRF RATINGS

The Fleet 1 Race Committee will assign each yacht racing under these One Design Racing rules a PHRF (time on distance) rating with the objective of making racing between all yachts competitive. The Race Committee may from time to time adjust these rating based on changes in the competitive situation.

10. CHANGES AND EXCEPTIONS

The Fleet 1 Race Committee shall approve all changes and exceptions to these One Design Racing Rules.