

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

(Revision 07 - March 2008)

## **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.

## **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.

## **CLASS MEMBERSHIP**

The owner shall be a member in good standing of the Catalina Fleet 1 with the exception for National Regattas. For National Regatta, the owner shall be a member in good standing in the Catalina 34 International Association.

## **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.

## **CONSTRUCTION AND MEASUREMENT RULES**

### **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 or Mark II designs

The hull and deck shall be of standard construction by Catalina Yachts for the Mark I or Mark II designs.

Modifications/repairs, which do not change the shape of the hull or deck, may be made.

The Mark II design is approved.

### **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

### **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 designs.

Fairing of the rudder shall be allowed.

### **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.

### **MAST**

The mast shall be of standard height and construction by Catalina Yachts made of alloy extrusion with a minimum of 90% aluminum content.

Standard and tall rigs are approved. When yachts with tall rigs race against yachts with standard rigs the former may receive a rating penalty as determined by the Fleet 1 Race Committee.

### **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.

A boom topping lift is not required on yachts equipped by a hard vang that can support both the boom and the mainsail.

### **WHISKER POLE**

The pole shall be constructed of alloy extrusion with a minimum of 90% aluminum content. The 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 visibly marked at the point where the overall length including fittings in 16feet 9inches.

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

### **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.

### **PROPELLERS**

Propellers may be fixed, folding, or feathering, of any blade length or number of blades, attached to a 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.

### **SAILS:**

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

### **MAINSAIL**

Material: Commercially available Woven Dacron

Construction: Constructed from flat panels of material. Neither the panels nor the sail can be preformed in any way – i.e. not molded. No load bearing tapes and/or fibers shall be added either during or after the manufacture of the sail.

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

Size:

The mainsail must conform to the measurement requirements set for PHRF rating in Northern California:

MGU  $\leq$  The greater of:  $0.28 * E + 0.016 * P + .85$  ft or  $0.38 * E$

MGM  $\leq$  The greater of:  $0.5 * E + 0.022 * P + 1.2$  ft or  $0.65 * E$

MGU (Main Girth Upper) and MGM (Main Girth Middle) are girths measured on the mainsail. These girths measure the width of mainsails  $1/4$  and  $1/2$  the distance down the leech from the head.

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.

<See NCPHRF Guidelines for additional details <http://www.yra.org> >

### **HEADSAIL:**

The headsail shall be affixed to the permanent forestay by hanks, grooved track, or roller furling track.

Material: Commercially available material which does not include any carbon fiber.

Construction: Constructed from flat panels of material. Neither the panels nor the sail can be preformed in any way – i.e. not molded.

Size: Maximum “LP” measurement of 17’7” that is 130% of the “J”.

A headsail with “LP” less than or equal to “J”, may be equipped with battens.

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 at the sole discretion of the Fleet 1 Race Committee.

Headsails with an “LP” greater than 17’7” can be used, with the approved of the Fleet 1 Racing Committee,

provided they are furling in such a manner to have an "LP" of 17'7" when racing.

### **SPINNAKER:**

A spinnaker cannot be used during one design racing

### **EXISTING SAILS:**

Sails that do not conform to the above and have been used in a Catalina 34 one design race January 1, 2008 may continue to be used with the approval of the Fleet 1 Race Committee.

### **EQUIPMENT**

The following equipment shall be on board while racing:

1. All USGC and other government agency safety and legal requirements for Catalina 34 sailing yachts.
2. A personal flotation device (PDF) shall be worn by all crewmembers while traveling to and from the racecourse and during all races.
3. An anchor weighing not less than 13 pounds, with not less than 6ft of 0.25 in chain, 150ft of 1/2 in rope shall be stored in the anchor locker while not in use during a race.

### **CREW**

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

The helmsman must be the owner of the C-34 or a Race Committee approved designate. The registered helmsman must be on the helm at least 75% of the time for each race.

A Corinthian is a person who is not a boating industry professional with financial gains from either boating or sailing.

## **RATINGS**

The Fleet 1 Race Committee will assign each yacht racing under these One Design Racing rules a PHRF rating with the objective of making racing between all yachts competitive.

The allowances for equipment variations are:

<u>Item</u>	<u>PHRF Adjustment (sec/mile)</u>
Standard Rig	147
Tall Rig	-9
Furling Jib	+10
Non-Furling jib with tacked 8" above deck	+10
In-the-mast main sail furling	+6
Fixed 2 blade propeller	+10
Fixed 3 blade propeller	+25
Small Jib	+5
110% or less with a luff length of 38 feet or less	

## **CHANGES AND EXCEPTIONS:**

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