

CATALINA 34 FLEET 1 ONE DESIGN CLASS RACING RULES

PURPOSE OF THESE RULES. The Catalina 34 is a One-Design Class using the stock performance cruising Catalina 34 (all Marks) designed and manufactured by Catalina Yachts. These rules are intended to ensure that the yachts are as alike as possible in all aspects affecting performance. Where performance characteristics differ, rating adjustments are intended to equalize racing among yachts. Further, it is the owners' collective responsibility to protect the integrity of the class, to ensure that competitive results are the result of sailing skills and seamanship by Corinthians.

OWNERS' RESPONSIBILITY. It is the responsibility of the owner to ensure that yacht, spars, sails, equipment, and crew comply with these One Design Class Racing Rules. Exceptions should be addressed to the Fleet 1 Race Committee.

CLASS MEMBERSHIP. For Fleet 1 regattas, the owner shall be a member in good standing of Catalina 34 Fleet 1.

CONSTRUCTION AND MEASUREMENT RULES

- 1) **BACKSTAY ADJUSTERS.** Any style and technology.
- 2) **BOOM.** Construction shall be at least 90% aluminum and in accordance with the relevant general arrangement, standard, construction and specifications of Catalina Yachts for any Catalina 34 design. The boom shall be fixed to the mast at the standard attachment point.
- 3) **BOOM TOPPING LIFT/BOOM VANG.** A boom topping lift is required on yachts not equipped with a hard vang that can support the boom and the mainsail. Any boat may be upgraded to a hard vang.
- 4) **EQUIPMENT.** All USCG and other government agency safety and legal requirements for recreational boats based on a Catalina 34 length.
 - a. A personal flotation device (PFD) shall be worn by all crewmembers while traveling to and from the race course and during all races.
 - b. An anchor weighing not less than 13 pounds, with not less than 6'0" of 0.25" in chain, 150'0" of 0.5" rope shall be stored in the anchor locker while not in use during a race.
 - c. All interior trim as delivered from Catalina Yachts including cushions (except main salon table cushion,) table, stove and head.
 - i. There will be no rating adjustment for differences in factory construction or standard equipment, e. g. windlass, refrigeration, open transom.
- 5) **HULL AND DECK.** Construction shall be glass reinforced polyester resin (GRP) and in accordance with the relevant general arrangement, standard, construction and specifications of Catalina

Yachts for any Catalina 34 design.

- a. Repairs that do not change the shape of the hull or deck may be made.

- 6) **KEEL.** Construction shall be of lead and in accordance with the relevant general arrangement, standard, construction and specifications of Catalina Yachts for any Catalina 34 design.
 - a. The wing keel shall receive a rating adjustment; see Table 1.
 - b. Repairs that do not change the shape of the keel may be made.
 - c. Fairing of the keel shall be allowed
- 7) **MAST.** Construction shall be at least 90% aluminum and in accordance with the relevant general arrangement, standard, construction and specifications of Catalina Yachts for any Catalina 34 design. Standard and tall rigs are approved; tall rigs racing against standard rigs shall receive a rating adjustment; see Table 1.
- 8) **PROPELLERS.** Propellers may be fixed, folding, feathering, of any blade length with any number of blades, attached to a standard one-inch shaft. Yachts with fixed props may receive a rating adjustment; see Table 1.
- 9) **RIGGING.** Rigging and fittings that do not alter the shape of the hull or deck may be added. Factory installed items such as pulpits, lifelines, stanchions, etc., may not be removed.
 - a. Standing Rigging. All attachment points of the standing rigging on the mast and boat must be in the as-manufactured position.
 - b. Running Rigging. The tail of any line may run to any point on the boat and may be cleated to any point of the boat with any type of cleat.
 - c. The purchase of any line may be increased or reduced.
 - d. The main sheet must be sheeted to the traveler which shall be mounted in the as-manufactured location.
 - e. Jib sheets must be sheeted through blocks mounted on either the inboard or outboard jib car tracks, or blocks at any point along the gunwale/toe rail line; both tracks must be in the as-manufactured position, but may be extended.
- 10) **ROLLER FURLING.** May be used.
- 11) **RUDDER.** Construction of the rudder blade and stock shall be in accordance with the general arrangement, standard, construction and specifications of Catalina Yachts for any Catalina 34 design.
 - a. The Mark II elliptical design is approved for use on all Catalina 34 designs.
 - b. Repairs which do not change the shape of the rudder may be made.
 - c. Fairing of the rudder shall be allowed.

- 12) **SAILS.** Sails shall be measured in accordance with the current USSA/IYRR Sail Measurement

Instructions. Sail material may be of any weight. All sails and materials must be commercially available and constructed by a means available to the general sailing public.

a. **Mainsail.**

- i. Material: Polyester fiber, commonly called Dacron.
- ii. Construction: Constructed from flat panels of material. Neither the panels nor the sail may be preformed in any way – i. e. not molded. Mainsail battens may be of any number, material, width, thickness or length.
- iii. Size: The mainsail must conform to the measurement requirements set for PHRF rating in Northern California: See NCPHRF Guidelines for additional details <http://www.yra.org>
- iv. MGU \leq The greater of: $0.28 * E + 0.016 * P + .85$ ft or $0.38 * E$.
- v. MGM \leq The greater of: $0.5 * E + 0.022 * P + 1.2$ ft or $0.65 * E$.
- vi. 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 38’6”, for the tall rigs 40’6”. The maximum “E” measurement for both rigs shall be 12’0” and the boom shall be marked.
- vii. Yachts with furling mains may receive a rating adjustment; see Table 1.
- viii. Battens, any size and any number may be used.

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

- i. Material: Material including polyester fiber, commonly called Dacron, nylon, Mylar, Kevlar and polyester materials similar to Dacron. Carbon fiber may not be used.
- ii. Construction: Constructed from flat panels of material.; neither the panels nor the sail may be preformed in any way – i.e. not molded.
- iii. Size: Maximum “LP” measurement of 17’7”, that is 130% of the “J”. Headsails with an “LP” greater than 17’7” may be used with the approval of the Fleet 1 Racing Committee, provided they are furled in such a manner to have an “LP” of 17’7” when racing.
- iv. Yachts with head sails 110% or less may receive a rating adjustment; see Table 1.
- v. Headsails attached 8 inches or more from the deck (with or without rolling furling) may receive a rating adjustment; see Table 1.
- vi. Battens , any size and any number, may be used in any sail with LP equal to or less than J.

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

c. **Spinnaker.** A spinnaker may not be used during one design racing.

13) **SPINNAKER EQUIPMENT.** Although the spinnaker may not be used under these one design rules, all equipment associated with spinnakers, e.g. halyard, blocks, spinnaker pole, may be mounted as the owner prefers, and all equipment may be used when racing under these rules.

14) **WHISKER POLE.** Shall be constructed with a minimum of 90% aluminum content.

- a. The overall length of the pole, including fittings, shall not exceed 16'9".
- b. Adjustable whisker poles shall be visibly marked at the point where the overall length including fittings exceeds 16' 9".
- c. The point of attachment shall be on the forward face of the mast on a fixed pad eye fitting or an adjustable car on a mast track.
- d. The pole end fittings may be of any material or design.

CREW. All Crew members including the helmsmen shall be Corinthians; a Corinthian is a person who is not a boating industry professional with financial gains from either boating or sailing. No crew member, including the helmsman shall receive financial gains from sailing or the boating industry.

RATING ADJUSTMENTS. The Fleet 1 Race Committee will assign each yacht racing under these rules a rating with the objective of making racing between all yachts fair and competitive.

Table 1.

NCPHRF Base Rating : 147

Adjustments for equipment variations:

<u>Item</u>	<u>Adjustment (sec/mile)</u>
Tall Rig	-9
Furling or non-furling Jib with the tack 8" or more above deck	+9
In-the-mast or in-the-boom main sail furling	+6
Wing Keel	+6
Fixed 2 blade propeller	+3
Fixed 3 blade propeller	+6
Small Jib (110% or less or with a luff of 38' or less)	+6

New Racer Allowance: Any boat joining the C34 One Design racing fleet may petition the C34 Race Committee on a per-series basis to receive consideration for a New Racer rating allowance. The any allowance will be based on the racing experience of the Skipper and Crew and the race readiness of the boats (e.g. Dacron sails)

CHANGES AND EXCEPTIONS: The Fleet 1 Race Committee shall approve all changes and exceptions to these One Design Class Racing Rules.