

# Catalina 37 One Design

## Handbook and Class Rules



LBYC Sailing Foundation

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# Catalina 37 One Design

## Class Constitution

### ARTICLE I

#### **Name:**

The name of the organization shall be Catalina 37 One Design Class Association, hereafter referred to as the Association.

The Handbook and Class Rules governs the use of Catalina 37 One Designs (hereafter referred to as the Fleet) during racing events, and provides a structure for managing Association races. All sections of this document shall here after be referred to as the Rules.

The Names "Catalina" and "Catalina Yachts" including any indicia or logos used in conjunctions with these names are copyrights owned by Catalina Yachts, located in Woodland Hills, California.

### ARTICLE II

#### **Objective:**

The objective of the Association is to provide safe, enjoyable and educational racing experiences for sailors on a national and international level; in a variety of competition formats including match racing, fleet racing, team racing and racing instruction.

### ARTICLE III

#### **Fleet:**

The fleet shall be limited to Catalina 37 One Design boats owned, operated and chartered by the Long Beach Sailing Foundation.

### ARTICLE IV

#### **Membership:**

Membership in the association shall be required for all individual Charters during each calendar year. The Long Beach Sailing Foundation Board shall set the class dues.

Corporate or organizational charters shall not be eligible for Association membership. Membership status shall be used to determine eligibility to apply for charter use of the fleet during the calendar year. Association members shall retain no other rights or responsibilities for administration of the fleet.

Yearly membership dues shall be \$30.00 and shall be payable upon first charter of the year for each individual.

### ARTICLE V

#### **Administration:**

Administration of the Association and of the Fleet shall be governed by the Long Beach Yacht Club Sailing Foundation.

LBYCSF Board members shall meet on a regular basis to determine administrative goals, procedures and objectives for the Association, to set its annual racing calendar, to oversee maintenance and upgrading of the Fleet, and to set prescriptions for chartering of the Fleet.

The LBYCSF Board shall consist of a President, Vice President, Secretary, Treasurer, and six directors.

## **Class Rules**

### 1. LANGUAGE

- 1.1 The official language of the Association shall be English.
- 1.2 In cases of rules interpretation, the words “shall” and “must” are mandatory; the word “may” is permissive.
- 1.3 For Fleet Racing events, no changes to the boats shall be permitted without prior written authorization by the Association or a so authorized delegate of the Association. For Match Racing events these rules shall not apply.

### 2. EQUIPMENT

- 2.1 Catalina 37's provided for charter by the Long Beach Yacht Club Sailing Foundation shall be held alike in all practical aspect of performance; including by not limited to:
  - a. Hull size, shape, cleanliness and weight.
  - b. Type, operation and tuning of standing rigging.
  - c. Type and operation of running rigging.
  - d. Sail type, size, weight and condition.
  - e. Number and performance of safety, docking and storage equipment.
  - f. Size, weight and cleanliness of keel and rudder.
- 2.2 The Fleet is provided for charter in proper operation and competitive condition.
  - a. Deficiencies noted by a Charterer shall be submitted to a LBYCSF representative prior to commencement of the charter.
  - b. After charter check-out, a boat's condition shall be the sole responsibility of the Charterer. Damage other than normal “wear and tear”(breakage of equipment while being used properly) shall be repaired by the LBYCSF and paid for by the Charterer either via invoice or out of original damage deposit.
- 2.3 The Fleet shall be sailed “as-rigged”.
  - a. NO ADJUSTMENT to standing rigging is permitted. Headstay, backstay, upper and lower shrouds and upper and lower lifelines shall remain fixed and sealed at all times.
  - b. The companionway storage box shall remain attached to the boat at all times and shall not be tampered with in any way.
  - c. Running rigging shall be connected as used in accordance with Appendix A: Rigging Requirements. Running rigging shall be added or removed.
- 2.4 The following additional equipment is permitted while racing:
  - a. Yarn, thread or sail cloth telltales may be attached anywhere in the rigging.
  - b. Masking tape or vinyl rigging tape may be attached anywhere above the waterline.
  - c. Hand bearing compass, normally equipped sail/rigging repair kit, watch or timer, code flag chart, code flags “B” and “I”, bosun's chair, VHF radio, personal sailing gear and binoculars

- 2.5 The following proved equipment shall be onboard and rigged at all times while racing:
- a. Three winch handles
  - b. Two genoa lead turning blocks
  - c. Two spinnaker turning blocks
  - d. Three spinnaker Foreguy blocks
  - e. Two genoa sheets
  - f. Two spinnaker sheets and two spinnaker afterguys
  - g. One spinnaker foreguy
  - h. One spinnaker pole
- 2.6 The following safety, dockage and storage gear shall be onboard at all times:
- a. Wearable PFD's for each person onboard
  - b. Emergency tiller assembly
  - c. Bilge pump and handle
  - d. Four dock lines and two fenders
  - e. Anchor and anchor rode
  - f. Horn and bell
- 2.7 The following are PROHIBITED:
- a. The use of duct tape
  - b. Additional sheets or running rigging
  - c. Winch handles not supplied with boats
  - d. GPS, Loran, computer or other electric device, except as noted in 2.4c and except at the US SAILING OFFSHORE CHAMPIONSHIP events held every even numbered year at LBYC.

### 3. CREW

- 3.1 A minimum of seven crew members is required for all events
- 3.2 Event administrators may require more than seven crew members to be on board
- 3.3 When no restriction on the number of crew members is specified in a Notice of Race, any number of crew members greater than six may sail
- 3.4 Charterers, skippers or competitors may be required to submit a listing or resume of their sailboat racing experience prior to being accepted for charter at an Association regatta.

### 4. WEATHER

- 4.1 Racing shall be postponed or cancelled when the wind strength measured by the race committee exceeds 20 knots on or before the warning signal. At the race committees discretion, if the wind has built to extreme excess of 20 knots during a race, the race committee may abandon that race.
- 4.2 Cancelled races shall not be grounds for refund of charter fees.

## **Appendix A**

### Rigging Requirements and Procedures

## 1. STANDING AND RUNNING RIGGING

### 1.1 Jib Sheets

- a. Jib lead cars shall be attached to the jib tracks, with the detaining pin facing aft.
- b. Jib sheets shall be led through the jib lead cars, through the turning block, and to the forward cockpit winch.\_

### 1.2 Spinnaker

- a. The spinnaker foreguy shall be rigged as a two-to-one purchase system, with the tails dead-ended at the foreguy cleats. All three foreguy blocks shall be attached (one on the spinnaker pole, two on foredeck eyestay.)
- b. The spinnaker afterguy shall lead from the forward cockpit winch through the afterguy deck block, then inside the lifelines to the sail.
- c. The spinnaker sheet turning blocks shall be attached to the outer, aft eyestraps near the shearline. The spinnaker sheets shall lead through these turning blocks and inside the lifelines.
- d. The spinnaker pole shall be gybed with its inner (mast) end attached at all times. (i.e. dip pole gybes) \_\_

## 2. ENGINE CONTROLS

- 2.1 The gear shift selection lever shall be in reverse at all times while under sail.
- 2.2 The prop shaft shall be properly aligned, with the white paint stripe pointed vertically upward.

## 3. SAILS

- 3.1 The mainsail, genoa and spinnaker provided for class racing shall not be altered or substituted.
- 3.2 Sails shall be flown as intended at manufacture: i.e. from each three provided reinforced corners.
- 3.3 Sail substitution may e made in the case of tearing or damage, by approval of and LYBCSF representative, race committee official or judge. Any substituted sail must be in similar competitive condition.
- 3.4 Mainsail
  - a. Four battens shall be inserted into batten pockets
  - b. The main halyard, outhaul shackle, clew strap, tack pin and Cunningham hook must be attached
- 3.5 GENOA
  - a. All luff hanks must be attached to the forestay and wrapped with electrical tape to prevent tears in spinnaker

## 4. RIGGING

- 4.1 Purchase on all sail controls shall remain "as-rigged"
- 4.2 The boom vang shall be trimmed by hand. No part of the boom vang purchase shall be led to any winch
- 4.3 The spinnaker pole bridle system shall be used "as-rigged"; NO adjustment, addition or removal of straps, wires or lines is permitted
- 4.4 Adjustment to the genoa lead car location shall be made by hand
- 4.5 All halyards shall remain in the mast
- 4.6 The stern lifelines shall remain attached while racing.