



**Long Beach
Sailing
Foundation, Inc.**

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Catalina 37 -RULES FOR THE HANDLING OF BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the standing rigging, of any kind, are permitted. While all reasonable steps are taken to equalize the boats, variations in performance, equipment supplied or sails shall not be grounds for redress, unless specifically authorized by an event NOR or SI.

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by a judge or official from the organizing authority otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended
- 2.3 The replacement of any equipment without the sanction of the Race Committee
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result
- 2.5 Moving equipment from its normal stowage position except when being used
- 2.6 Boarding a boat without prior permission
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the Race Committee, or, on race days, while the "AP" is displayed ashore
- 2.8 Hauling out a boat or cleaning surfaces below the waterline

- 2.9 Attaching lines to the fabric of spinnakers
- 2.10 Perforating sails, even to attach tell tails
- 2.11 Movement or detachment of companionway storage box
- 2.12 Adjusting or altering the tension of the standing rigging
- 2.13 Using a winch to adjust the mainsheet, backstay or boom vang
- 2.14 Adjusting life line tension
- 2.15 Cross winching of fore sails
- 2.16 Omitting any headsail car or turning block before sheeting onto a winch
- 2.17 The use of electronic instruments other than a hand bearing compass, watch or timer and VHF radio.
- 2.18 Marking directly on the hull or deck with permanent ink.
- 2.19 After the starting signal and while sailing close hauled for more than 10 seconds, the main boom position shall be controlled only by using the mainsheet and traveler as they exit the blocks on the cockpit floor and by the vang
- 2.20 End for end gybes – spinnaker poles are to be gybed with the inner end attached to the mast at all times
- 2.21 Customization of spinnaker poles – they are to be used as rigged without any additional equipment or modification. The length of the trip line shall remain as rigged.
- 2.22 Taking apart a winch
- 2.23 Removal of foredeck hatch handles – they shall be taped over to prevent damage from the running rigging
- 2.24 Removal of any of the battens from the mainsail while sailing
- 2.25 Use of duct tape anywhere on the boat
- 2.26 Writing instructions or making marks directly on the boat, unless on tape strips
- 2.27 Removal or addition of any running rigging
- 2.28 The use of winch handles not supplied with the boat

2.29 Adjusting the genoa leads by any means other than by hand.

2.30 Disconnecting the stern lifelines while racing

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

3.1 A ditty bag containing:

- a. Basic hand tools
- b. Vinyl or masking tape
- c. Line (elastic or otherwise, of 4mm diameter or less)
- d. Marking pens
- e. Tell tale material
- f. Watches or timers, and/or a hand held compass
- g. Shackles and clevis pins
- h. Velcro tape
- i. Boson's chair or climbing harness
- j. Personal gear

3.2 Using the contents of the bag to:

- a. Prevent the fouling of lines, sails or sheets
- b. Attach tell tales
- c. Prevent sails being damaged or falling overboard
- d. Mark control settings
- e. Make minor repairs

3.3 A crewman is permitted to go aloft only to inspect the mast or rigging, or to make a necessary on-the-water repair while racing. Additional taping of spreader tips is not permitted by crews. If additional spreader tip taping is required, a repair request must be submitted to a Race Committee member for handling by the regatta rigger.

4 MANDATORY ITEMS AND ACTIONS

The following shall be mandatory:

4.1 The completion of a written damage report before leaving a boat and submitting it to the Race Committee, only if damage or loss is recorded

4.2 At the end of each sailing day:

- a. Folding, bagging and placement of sails as directed

- b. Leaving the boat in the same state of cleanliness as when first boarded that day
 - c. Locking hatch upon leaving boat for the day except when otherwise directed
- 4.3 At the end of the final day for a particular boat, the crew shall clean the boat (cabin and decks), remove all trash and remove all tape and marks
- 4.4 Any request to alter, in any way the equipment on a boat, shall be in writing and worded to permit a yes or no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving and returning to the berth or mooring.
- 4.6 The engine gear lever shall be in the reverse position while racing with the prop shaft aligned with the white stripe facing upward.
- 4.7 When shifting from forward to reverse or reverse to forward, idle the engine before engaging the new gear.
- 4.8 Infringement of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit
- 4.9 The spinnaker foreguy shall be rigged as 2 for 1 purchase systems, with the tail ends dead ended at the foreguy cleats. The spinnaker afterguy shall lead from the forward cockpit winch through the afterguy deck block, then to the sail, remaining attached at all times while racing. The afterguy shall lead inside the lifelines unless the lifelines have been removed by the organizing authority.
- 4.10 Spinnaker sheet turning blocks shall be attached to the outer aft eye strap near the shear line, with the sheets led through the blocks, inside the life lines.
- 4.11 Three fore guy blocks shall be attached (one to the spinnaker pole, two to the fore guy eye on the deck).
- 4.12 Luff hanks are to remain attached to the headstay while sailing and taped to prevent sail damage
- 4.13 Halyards shall remain in the mast while sailing
- 4.14 The outhaul shackle, clew strap and cunningham hook shall remain attached to the mainsail while sailing. The tack of the mainsail shall be attached to the gooseneck tack pin and retained at the gooseneck while sailing.
- 4.15 Jib lead cars shall be attached to jib tracks with the retaining pin facing aft

- 4.16 Jib sheets shall be led through jib sheet lead cars, through the turning blocks and to the forward cockpit winches.
- 4.17 The following approved 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
- 4.18 The following Safety Equipment shall be on board at all time:
- 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