

# Catalina 37 One Design

## Handbook and Class Rules



## Long Beach 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 Sailing Foundation.

LBSF 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 LBSF 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 Sailing Foundation shall be held alike in all practical aspect of performance; including by not limited to:
  - a. Hull size, shape, cleanliness and weigh.
  - 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 charter shall be submitted to an LBSF representative, in writing prior to commencement of the charter.
  - b. After charter checkout, 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 LBSF and paid for by the charterer either via invoice or out of the original damage deposit. See Appendix B for proper use/operation of rope clutches and main sheet tune and traveler.
- 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 not 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 flag “B”, 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. Three dock lines and two fenders
- e. Anchor and anchor rode
- f. Horn, bell or whistle

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 as the US Sailing Offshore Championship events.

### 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 seven, but no more than twelve 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 committee's 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 eyestraps).
- 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 and shall be flown as intended at manufacture, ie, from each three provided reinforced corners

3.2 Sail substitution may be made in the case of tearing or damage, by approval of and LBSF representative, race committee official or judge. Any substituted sail must be in similar competitive condition.

### 3.3 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

### 3.4 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.

## **Appendix B – Operation of Rope Clutches and Main Sheet Traveler**

Your charter agreement provides that the charterer is responsible any and all damages or lose suffered during the term of the charter, other than ordinary maintenance, regardless of fault. The following items are of particular note:

### **1. Rope Clutches**

When a Lewmar clutch is installed between a turning block and a winch the **same tension** must be loaded on the winch to release the cage in the clutch when you pull back the handle to release the clutch. All halyards on the Catalina 37s are set up with Lewmar rope clutches. The proper process to release the rope clutch and adjust the halyard is to load the tail section of the line on the forward self tailing winch, put it under load and under control. It is then safe to release the clutch handle and use the winch to make adjustments or release the halyard. Failure to properly utilize the rope clutches has resulted in an inordinately high number of clutches being damaged in previous of sailing seasons. This is a serious maintenance and safety issue.

**This type of damage is not considered damage due to normal wear and tear. Charterers will be responsible for the cost of repairs.** Please ensure that any of your crew handling the clutches and halyards clearly understands the proper and safe operation of the equipment.

### **2. Main Sheet Rigging**

The main sheet travelers on the Catalina 37s are set up with the traveler lines secured to the stanchions on both sides of the cockpit. This acts as a “preventer” by stopping the car from hitting the end stops. When the car is allowed to hit the end stop, the end cap on the car can be broken and the car damaged due to the loss of the ball bearings. Unfastening the traveler lines from the stanchion or attempting to adjust them in any way is in violation of the Catalina 37 class rules which requires the boats to be sailed “as rigged.”

**Damage to the traveler car as a result of altering the set up of the traveler lines is not considered damage due to normal wear and tear. Charterers will be responsible for the cost of repairs.**

Please ensure that any of your crew handling the mainsheet traveler clearly understand the proper set up of the traveler and the prohibition of making any adjustments to the preventers.



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## **RULES FOR THE HANDLING OF CATALINA 37 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 an umpire 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 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 as it exits the blocks on the cockpit floor, by the boom vang or by the traveler.
- 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 any of the battens from the mainsail while sailing
- 2.24 Use of duct tape anywhere on the boat
- 2.25 Writing instructions or making marks directly on the boat, unless on tape strips
- 2.26 Removal or addition of any running rigging
- 2.27 The use of winch handles not supplied with the boat
- 2.28 Adjusting the genoa leads by any means other than by hand.
- 2.29 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
- 3.2 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.
- 3.3 Four dock lines and two fenders shall be carried aboard while racing.



## 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 or LBSF charter representative.
- 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.
- 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. The spinnaker sheet and guy shall remain attached to the spinnaker at all times while set. The afterguy shall lead inside the lifelines unless the lifelines have been removed by the organizing authority. The sheet and guy shackles may be connected to facilitate attachment to the sail.
- 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.
- 4.15 Jib lead cars shall be attached to jib tracks with the detent 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 or whistle