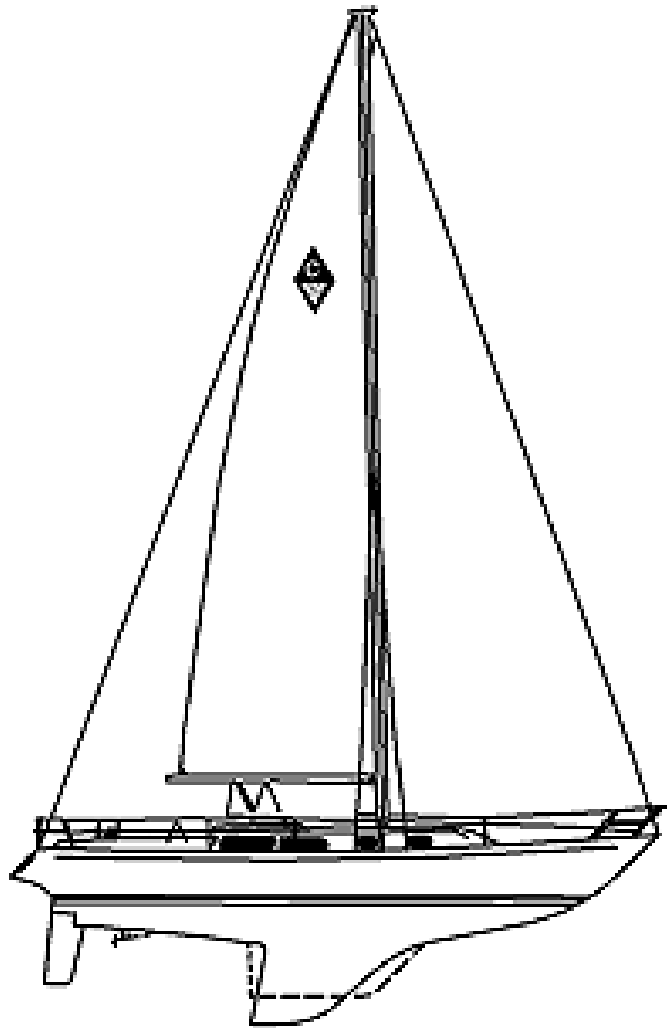


# Catalina 38 Class Rules Specifications and Eligibility



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References

US Sailing The Racing Rules of Sailing for 2009-2012 (or most current revision)

## 1.0 Introduction

The intent of the following Catalina 38 class racing rules is to provide an equitable and just format for fleet racing and competition with the knowledge that there have been modifications and upgrades to boats that were first produced in 1979. For the purpose of class racing all boats will be rated the same using the median PHRF rating of 117 as reported by USSailing. It is at the discretion of the local race authority to adjust particular boats rating based on modifications that it deems warrant an adjustment. Ratings will only be adjusted downward based on modifications that significantly improve sailing performance. Adjustments will be commensurate with adjustments made by the local PHRF authority. Modifications will not be awarded based on the age of sails, shape of the bottom or the condition of ships gear.

The class rules only attempt to capture the stock production sailing characteristics of the Catalina 38 and default to the skipper to insure that the boat is properly equipped for the type of race and the conditions in which

she will be sailed. The class rules also assume and require that the boat meets current USCG requirements along with any and all local laws. It is understood that sailing can be a dangerous sport in which bodily harm and/or fatalities may occur and that the skipper is solely responsible for the safety of his vessel and crew and the final decision to race or not rest with the skipper.

Asymmetric Spinnakers have been included in the inventory of class approved sails provided that the overall square footage is not greater than 1,174 square feet which is the area listed in the Catalina 38 One Design Racing Sails document for Symmetric Spinnakers.

## 2.0 Definitions

Catalina 38: A masthead sloop originally designed by Sparkman and Stephens as the Yankee 38 and later manufactured by Catalina Yachts and sold as the Catalina 38. Yachts sailing in the Catalina 38 class must have been manufactured and marketed by Catalina Yachts with the following specifications.

LOA	38'
LWL	30.3'
Beam	11'10"
Displacement- Standard	15,900 lbs.
Displacement- Shoal Draft	16,500 lbs.
Ballast - Standard	6,850 lbs.
Ballast - Shoal Draft	7,650 lbs.
I	49.80'
P	44.00'
J	15.50'
E	11.50'
Waterline to Mast Head	56'

Class Race: An exclusive start for Catalina 38 yachts racing under class rules

Joint Start: Starting with other classes or fleets but having all C38 yachts racing under class rules.

MIR Marine Industry Representative

### 3.0 Eligibility

In order for a Catalina 38 to be eligible in a class racing event:

- 3.1** The skipper/helmsman must be the owner of a Catalina 38 (as identified on vessel registration) or an immediate family member (Husband, Wife, Son or Daughter)
- 3.2** The Skipper/Helmsman must be a current, paid up member in good standing of the Catalina 38 Association.
- 3.3** The boat is compliant with all rules and specifications for the Catalina 38 class.
- 3.4** Must meet current USCG and local jurisdictions laws and requirements.
- 3.5** A skipper/helmsman whose boat is not available for a race may charter or borrow another qualified Catalina 38.
- 3.6** Only one MIR (Marine Industry Racer) as defined by the local PHRF organization may be on the boat during any class race. This MIR, unless he or she is legal owner or part owner as described in 3.1 above may not be at the helm (steer) at any time.
- 3.7** In the event that a skipper/helmsman is not able to be on the boat due to an unavoidable conflict a regular (non-MIR) crewmember may drive the boat, but only for a maximum of 50% of the Regatta. A crewmember is defined as someone who has crewed on the boat for a minimum of 25% of the races that the boat has participated in the previous 12 months.
- 3.8** The Catalina 38 Association defers to PHRF decisions regarding MIR status and waivers, these cannot be obtained retroactively. The skipper is responsible for determining crew eligibility and MIR status prior to the first start of the Regatta.
- 3.9** All local laws, USCG regulations and US Sailing The Rules of Sailing must be adhered to and take precedence to class rules in the event of a conflict

### 4.0 Specifications

The following specifications define the Catalina 38 during the years she was produced. Over time many of these may have been changed, repaired or upgraded from their original state. The following specifications attempt to capture the original class boat design.

**4.1 Boom**

The boom must have a measuring band  $\frac{3}{4}$  of an inch wide at the maximum foot (E) length of 11.50 feet. The boom is 11.9 feet in length (Appendix A).

**4.2 Engine**

An engine capable of propelling the boat at hull speed. Original engines weighed 425 pounds and had 24HP at 2800 RPMs.

**4.3 Genoa Track**

One (1) additional maximum six (6) foot Genoa track may be added to each side on the deck, per the builder's specifications. This would provide two tracks on each side of the boat mounted on the deck.

**4.4 Hull and Appendages**

Fin keel or Shoal Draft  
Rudder (Appendix B)

**4.5 Interior**

All standard factory amenities shall remain in place. This includes but is not limited to, the galley sink, icebox, head sink, and head, water tankage, fuel tank, holding tank, cushions, doors, hatches, partitions, floorboards, etc. The only exceptions are carpeting, the salon table and all vertical bunk cushions, the horizontal forepeak cushions and the cushion that covers the table while in the down position all of which may be removed. Modifications can be made to personalize the interior for comfort or amenities, which are not designed to enhance or improve the sailing performance. Original stoves may be replaced but the vessel must retain the ability to cook meals and heat water.

**4.6 Propeller**

An installed propeller that is adequate to propel the vessel at hull speed may be either fixed, folding or feathering.

**4.7 Poles**

The spinnaker pole length is 100% of J (15.50 feet) and may be as long as 16.6 feet to facilitate jibing an asymmetrical spinnaker. Boats racing in a designated Non-Flying Sails class may use a whisker pole with a maximum length not exceeding

1.4 X J. Adjustable length whisker poles must have a band in contrasting color, of minimum width of  $\frac{3}{4}$  of an inch, at the maximum length. When in normal use, these poles shall not be extended beyond their maximum allowable length, and shall be attached to any point on the mast.

#### **4.8 Spars**

Shall conform to the original mast and spars as described in (Attachment C). The mast must have a measuring band of  $\frac{3}{4}$  of an inch wide at the maximum luff height (P) of 44 feet.

#### **4.9 Spreaders**

The lower spreader must be 40 inches at 1 degree. The upper spreaders must be 32 inches at 7 degrees. (Attachment C)

### **5.0 Sail Specifications**

#### **5.1 Sail Materials**

There are no restrictions on sail materials and/or fabrics

#### **5.2 Headsail**

Appendix D is amended so that Headsails Shall not exceed an LP of 155% of J (24.025 feet), the luff shall not exceed a maximum of 49.80 feet and the clew must be within 12 inches of the standard upper lifeline height when sheeted in. Boats may carry and use as many headsails as they choose.

#### **5.3 Main Sail**

The luff (P) shall not exceed a maximum of 44 feet; the foot (E) shall not exceed 11.5 feet. Reefing capabilities are optional. Only one (1) mainsail is permitted to be onboard during a race.

#### **5.4 Spinnakers**

Appendix D is amended to allow Symmetrical and Asymmetrical Spinnakers as well as all materials and weights. Asymmetric spinnakers may be flown from a bow sprit extending past the bow, provided that the organizing committee is notified and adjustments to ratings made prior to the race. No spinnaker shall exceed 1,174 square feet of sail area per Catalina 38 National Class Association, One Design Racing Sails.  $Area = 0.83 * (((SLU+SLE)/2) * (SGF+4* SGM)/5)$

#### **5.5 Class racing sails**

Shall consist of a mainsail, any number of headsails and spinnakers as described above in 5.2, 5.3 and 5.4, Staysails and

Bloopers are prohibited in class racing. No more than two class sails may be purchased in a 12 month time period, with the exception of a new owner who may outfit his boat appropriately.

- 5.6** Local fleets for local racing may make exceptions to the sail specifications

## **6.0 Required and Recommended Equipment**

### **6.1 Anchor (Required)**

A commercially manufactured anchor which meets the anchor manufacturer's recommendations based on the specifications of the vessel, and dedicated suitable rode which is at least 150' in length which includes at least one half boat length of suitable chain.

### **6.2 Bow Roller (Required)**

Boats must be equipped with a suitable bow roller, which may be extended from the point that the deck intersects the forestay by 1.1 feet in order to help facilitate jibing an asymmetrical spinnaker.

### **6.3 Radio transceiver (Required)**

With a minimum rated output power of 5 watts, capable of working the VHF/FM marine frequencies (156-158 MHz). Provisions for emergency antenna must be made regardless of primary antenna location.

Vessels shall monitor VHF channel 16 during the race and communicate with the race committee via a designated ship to ship, ship to shore channel.

### **6.4 Navigation lights (Required)**

To be shown when conditions warrant, as required by the International Regulations for Preventing Collisions at Sea, mounted so they will not be obscured.

### **6.5 Pulpits and Life Lines (Required)**

Bow and Stern pulpits are required, along with life lines that meet the current published requirements of ISAF Offshore special regulations. Carbon fiber is not permitted in either pulpits or stanchions. Lifelines shall be either stranded stainless wire or single braided UHMWPE. They shall be sized as either Stainless Steel 316 wire with a minimum diameter of 5/32 of an inch or for UHMWPE rope with a minimum diameter 3/16 of an inch.



## **6.6 USCG Requirements (Required)**

All vessels shall meet or exceed all United States Coast Guard requirements for equipment, machinery and gear. (Appendix D)

## **7.0 Class Eligibility Certificate**

I \_\_\_\_\_ am the documented owner or partial owner of a Catalina 38 that meets the requirements listed in the "Catalina 38 specifications and eligibility" document dated January 2013. I have read the Catalina 38 specifications and eligibility document and fully understand my responsibilities and duties.

I am a current paid up member in good standing of the Catalina 38 Association

I also certify that my boat is equipped with all of the required equipment as outlined in the "Catalina 38 Specifications and Eligibility" document and it is in good working order.

I understand that while this is a class race not all Catalina 38s may be outfitted to the exact same standards but I default to the local race authority to make the necessary rating adjustments to equalize the differences between boats to the best of their ability.

Although PHRF may allow sails that are not listed in the Catalina 38 Specifications and Eligibility document I agree to only fly class approved sails during a Catalina 38 class event that I am registered as a competitor.

I understand that the required and recommended equipment in this document only represents a portion of what may be deemed to be adequate to race in the type of race, along with the present and forecasted conditions. I take full responsibility for the safe operation of my vessel.

I have read the Notice of Race and the Sailing Instructions and understand that Sailing can be a dangerous sport in which injury and loss of life can occur. I take full responsibility for my crew and boat and hold harmless the Catalina 38 Association along with all officers past and present. I am the sole judge as to whether my boat and crew are capable of racing in the conditions present on the course during the day of the race. I also have full understanding that any decision to continue in a race is solely my decision.

\_\_\_\_\_  
Signature

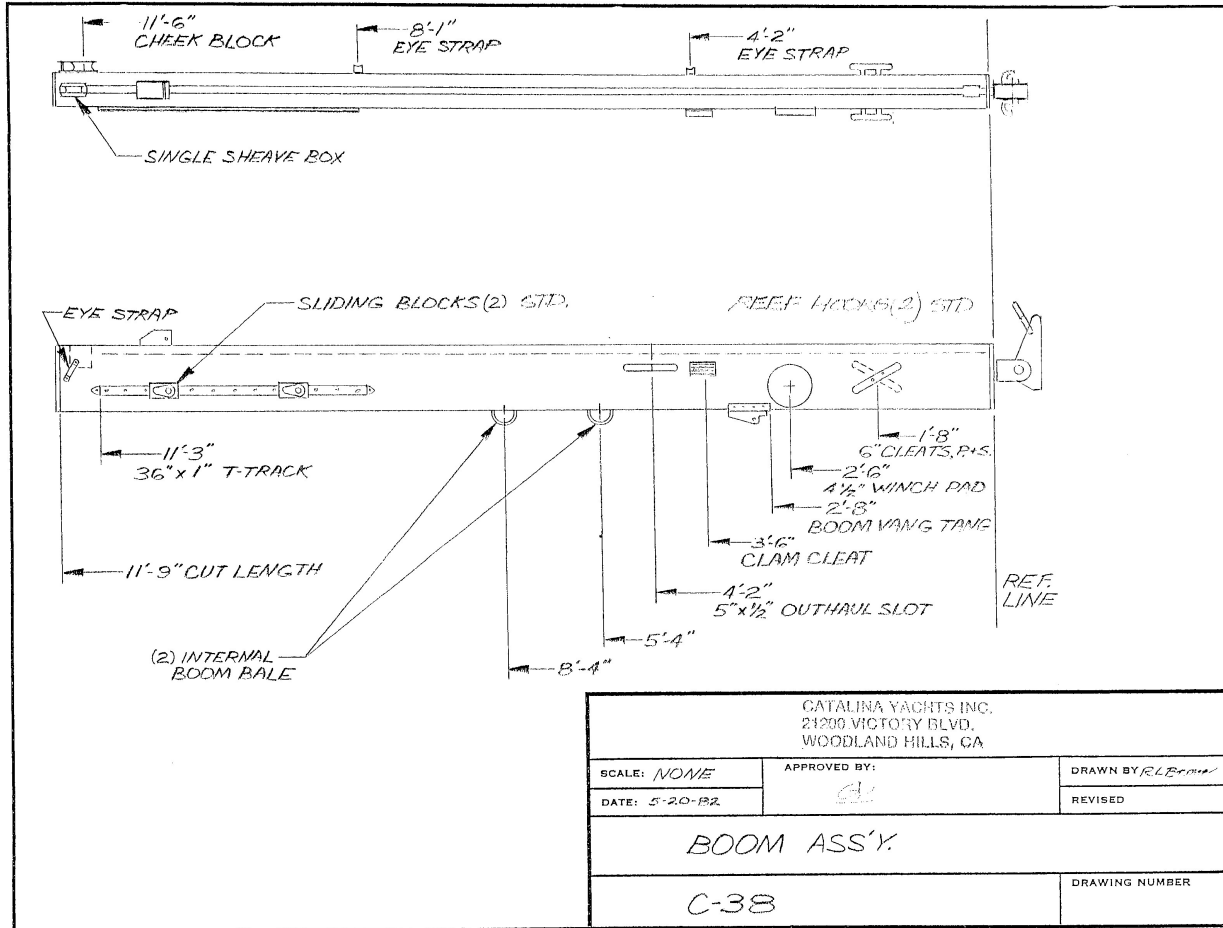
Date

I have notified the race authority of the following modifications to my boat (Circle those that apply).

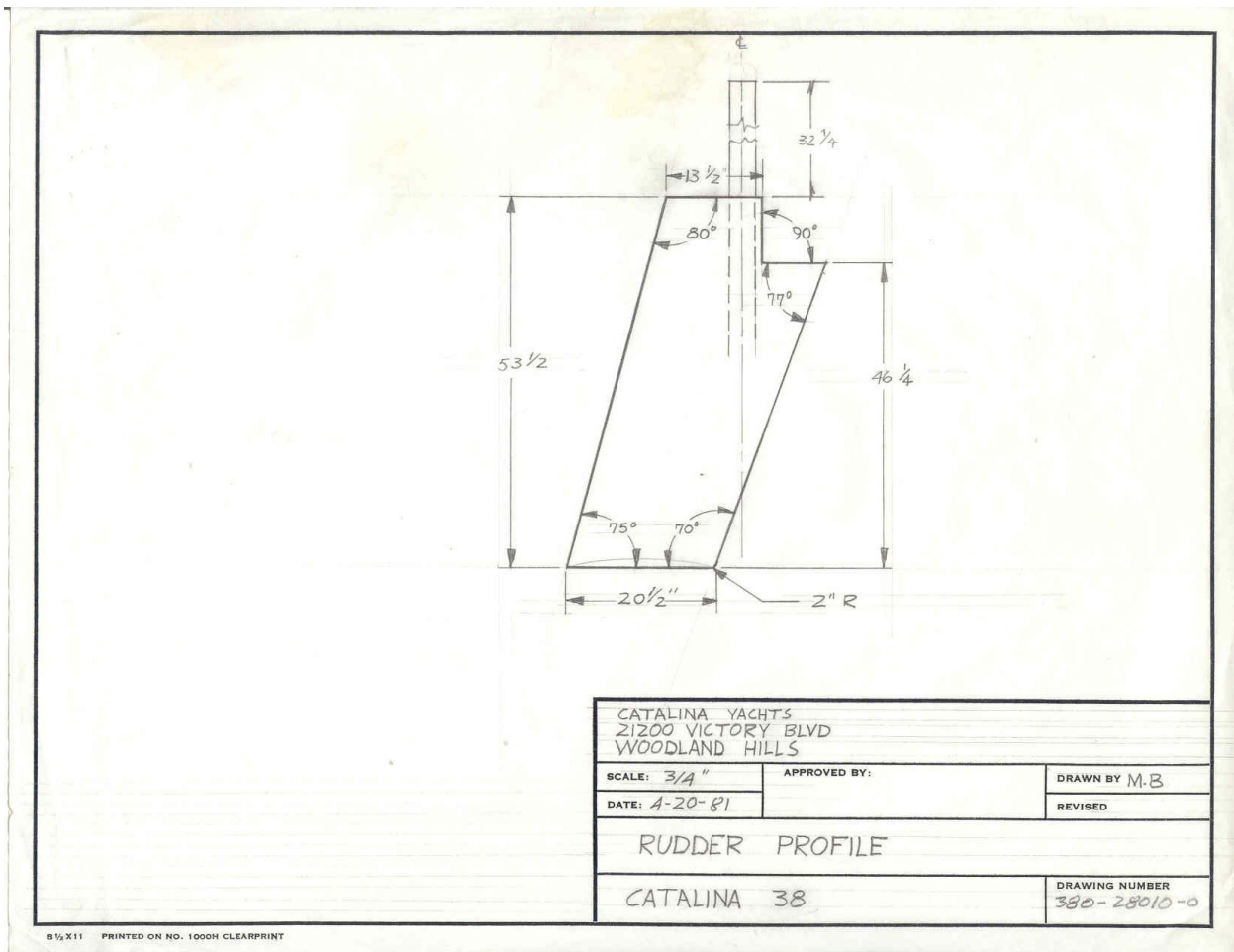
Bow Sprit   Spars   Rudder   Propulsion

List others \_\_\_\_\_

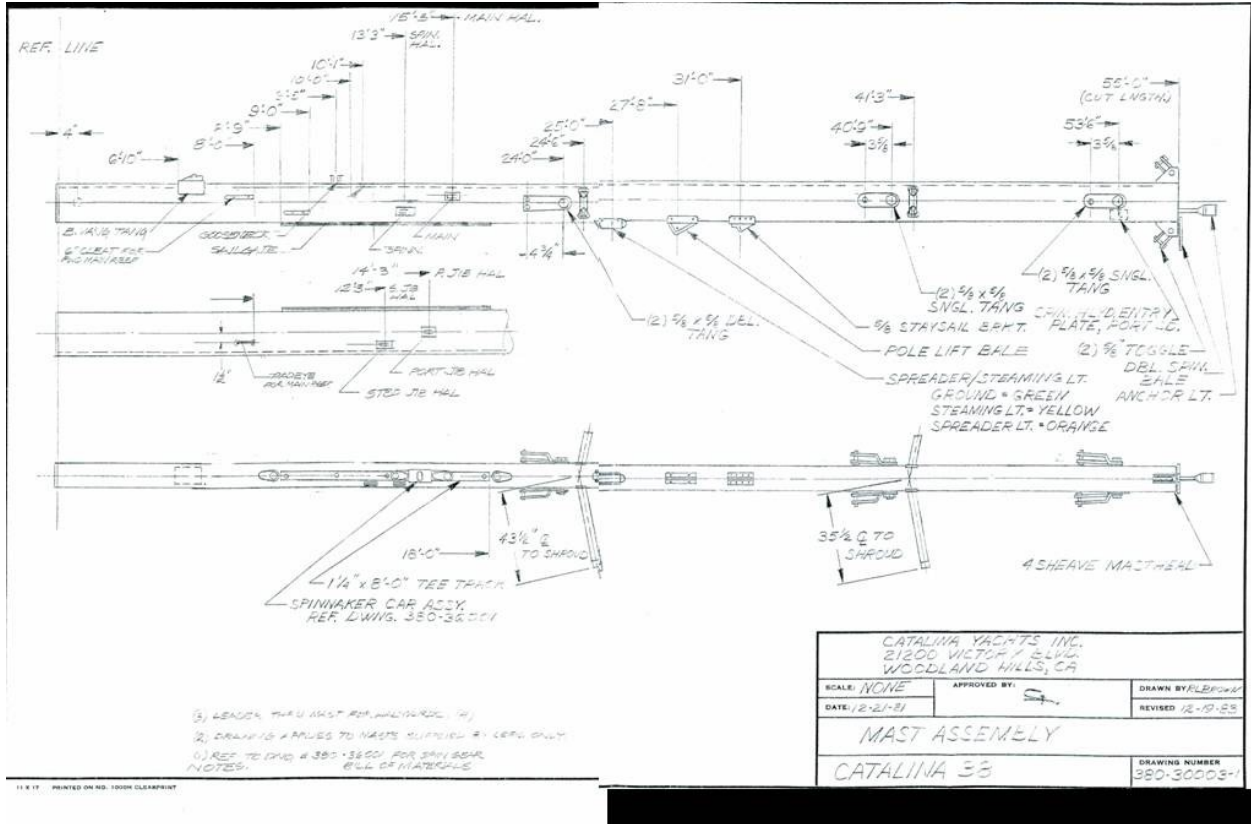
**Appendix A Boom Profile**



**Appendix B  
Rudder Profile**



Appendix C  
Mast Profile



**Appendix D**  
 Catalina 38 National Class Association, One Design Racing Sails

## **Appendix E USCG Requirements 1/4**

### VESSEL SAFETY CHECK DECAL REQUIREMENTS

Item Yes No N/A

1. Display of Numbers
2. Registration/Documentation
3. Personal Flotation Devices (PFD)
4. Visual Distress Signals (VDS)
5. Fire Extinguishers
6. Ventilation
7. Backfire Flame Control
8. Sound Producing Devices/Bell
9. Navigation Lights
10. Pollution Placard
11. MARPOL Trash Placard
12. Marine Sanitation Devices
13. Navigation Rules

14. State and/or Local Requirements
  15. Overall Vessel Condition: as applies
    - a. Deck Free of Hazards / Clean Bilge
    - b. Electrical - Fuel Systems
    - c. Galley - Heating Systems
- Item Yes No
- I. Marine Radio
  - II. Dewatering Device & Backup
  - III. Mounted Fire Extinguishers
  - IV. Anchor & Line for Area
  - V. First Aid and PIW Kits (\*\*over)
  - VI. Inland Visual Distress Signals
  - VII. Capacity/Certificate of Compliance
  - VIII. Discussion Items: as applies
    - a. Accident Reporting - Owner Responsibility
    - b. Offshore Operations
    - c. Nautical Charts / Navigation Aids
    - d. Survival Tips / First Aid
    - e. Fueling / Fuel Management
    - f. Float Plan / Weather & Sea Conditions
    - g. Insurance Considerations
    - h. Boating Check List
    - i. Safe Boating Classes
    - j. Maritime Domain Awareness