

IC30A BYLAWS

Adopted February 28, 2004

I. CERTIFICATE of MEASUREMENT

A. The Association's Certificate of Measurement, as issued by the Chief Measurer, shall be binding upon all organizations conducting races for the Catalina 30 one-design class. Every boat must have a valid Certificate of Measurement to participate in a sanctioned event. A competing boat is always subject to re-measurement by order of the Executive Committee, or Chief Measurer or Fleet Measurer.

B. Fleet Measurers shall have the responsibility of measuring Catalina 30s within their Fleets. Appeals from a ruling by a Fleet Measurer may be made to the Chief Measure whose decision may only be overruled by a majority vote of the Executive Committee. Rulings on controversial changes or changes that affect sailing characteristics must be referred to the Chief Measurer for evaluation and presentation to the Executive Committee, if required. Fleet Measurers shall not measure their own boats except under the supervision of a disinterested Fleet or Association Officer.

C. The Chief Measurer reserves the right to declare ineligible any boat that does not conform to the spirit as well as the letter of these rules and specifications.

II SPECIFICATIONS

A. General Hull and Trim.

1. The Catalina 30 shall be sailed in class basically as designed by Frank Butler and built by Catalina Yachts, Inc. Construction of all hulls shall be molded fiberglass in or over an approved mold manufactured by Catalina Yachts Inc., or its successors or assigns. Ballast is to be from a lead keel from a pattern maintained by the builder. No inside ballast shall be allowed except for required equipment.

2. Any departure in the hull configuration, displacement, sail plan, ballast (as for amount or location), and rigging, without prior approval of the Association, would render that boat ineligible to compete as a Catalina 30 one-design boat.

3. Catalina Yachts declares that there are no known or intended deviations from the original design sail plan or hull and keel characteristics that would significantly alter the performance of the Mark I, Mark II or Mark III configurations. The shoal, wing and fin keels are considered equivalent by Catalina Yachts.

4. All measurements, equipment, and characteristics of the Catalina 30 shall comply with the details listed and described herein and as tabularized in Appendix I.

5. The Catalina 30 shall be raced in cruising trim and the owners should recognize the spirit of this requirement. Cruising trim shall mean that the boat is equipped with a galley, dinette or table installation, and water tank or comparable weight thereof, and head, life lines, running lights in working order, 12-volt rechargeable marine battery, inboard motor, fuel, regular bunk pads, and all equipment normally furnished with the boat such as drawers, covers, and hatches.

6. All removable parts of hull, cabin, or deck, shall be on board during a race.
7. A Catalina 30 shall carry ground tackle and lifesaving equipment conforming to U.S. Coast Guard requirements, with a minimum of 100-foot anchor line and a #13S Danforth (or anchor of equivalent power).
8. The crew limit for all racing divisions and classes is eight persons. All persons on board will be considered as crew.

B. Spars and Rigging.

1. Catalina 30 one-design specifications are conveniently shown in Appendix I for all four manufactured rigging configurations. They are the Standard rig (SR), Standard with Bowsprit (SBS), the Tall rig without Bowsprit (TR) and the Tall rig with Bowsprit (TBS). Note that very few of the SBS and TR were actually built and are not defined racing class boats.
2. The mast and boom shall be made of aluminum to the drawings and dimensions in Appendix I.
3. Double tracked head foils are allowed, but only one jib halyard may be used when changing headsails.
4. Double head stays, running back stays, hydraulic vang or back stay adjusters, baby stays, and double spreaders are not allowed.
5. Mast and Boom shall be banded with a contrasting stripe at least 1" wide. Maximum distance between bands ("P" and "E") is measured from the inside edges of each band. Mast lower band is 2' 9" (min) from cabin top. "P" is from the top edge of the boom. "E" is from the back edge of the mast track. "I" and "J" measurements are to the (theoretical) intersection of the mast and foredeck (not the cabin top). Whisker poles and spinnaker poles are to be measured from the outer faces of the jaws. These dimensions are specified by Catalina Yachts.

C. Sails.

1. The Fleet Measurer shall stamp all sails on the tack of the sail with waterproof ink with the official stamp issued by the Association. The Fleet Measurer shall sign and date the sail within the stamped area. The Chief Measurer shall issue these stamps to all Fleet Measurers. Sails that are not stamped with the official Catalina 30 stamp and signed and dated by a Fleet Measurer, shall not be considered legal and shall disqualify any Catalina 30 if they are used while racing.
2. Sail construction, materials and weights are unrestricted unless otherwise stated. The sail locker for all Catalina 30 one-design races shall be restricted to the following six types: a main, jib (<100%), 110%, 135%, 155%, and spinnaker. Only one of each of these sails may be onboard during a race.
3. The same set of sails must be used for the entire series of races for any one-design regatta. Damaged sails may be replaced between races with another certified stamped legal sail of equivalent size, material and construction.

4. While being measured, sails shall be pulled tight to remove wrinkles, but not so tight as to put tension in the sailcloth. Dimensions are from the outer edges of the cloth surrounding the tack, clew or head cringles, rings or loops. Since the main luff and foot material cannot legally be stretched to exceed the "P" and "E" measurements, the main does not have to be measured. The jib/genoa "LP" is measured from the luff perpendicular to the outside cloth at the clew. Only the jib/genoa "LP" need be measured and can be performed on the boat. Spinnaker luff and girth must be measured. (Note main luff and foot measurements are deleted from the specifications appendix 1 and the certificate form.)

5. Battens shall not be used in any jib.

III. **PHRF One-Design Status.**

A. The PHRF regions have offered to recognize defined one-design class boats, which will be entitled to apply for separate one-design class starts in PHRF events. Only one configuration will be recognized in any region, but each region may be different. These bylaws, specifications and class rules establish the SR and TBS configurations described herein as eligible for separate PHRF region recognition and may be used to apply for such status.

IV. **RACING CLASSES**

A. Standard and Tall Rig Divisions. The Association declares that only the Standard rig (SR) and Tall rig with Bowsprit (TBS) will be eligible to compete as one-design racing classes. Separate Standard Rig (SR) and Tall Rig (TBS) division starts will be offered in all one-design fleet or national events, subject to minimum entry requirements.

B. One-Design - Spinnaker. This class will be formed and sailed, in both SR and TBS divisions, according to the specifications and regulations herein, without additional restriction or handicap. It will be assumed that the typical boats are fully equipped with full racing equipment and sail inventories.

C. One-Design - Non-Spinnaker. This spinnaker-less class will be formed and sailed, in both SR and TBS divisions, according to the specifications and regulations herein, without additional restriction or handicap. It will be assumed that the typical boats will be otherwise equipped with full racing equipment and sail inventories.

D. Handicap Class. This main and jib only class will be formed and sailed, in both SR and TBS divisions, with only the following types of mandatory handicap allowances. Fleets are encouraged to add these handicap classes to increase participation of all boats excluded from the racing classes above. See Appendix I for specific allowances.

1. Only one headsail over 100% LP will be allowed. If the headsail size is less than 85% of the maximum allowable headsail for the regatta, it will receive a sail size allowance.

2. A boat with an operating headsail roller furling device and using only a single overlapping headsail (>100% LP) with sunshade shall receive a furling allowance. A sunshade is defined as a separate layer of sacrificial material (not chemicals) sewn or glued to the leach and foot that completely covers the headsail when furled.

3. If only Dacron main and headsail materials are used exclusively, the boat shall receive a sail material allowance.

4. If a boat is eligible for multiple headsail furler, size or material allowances, only the single most advantageous will be awarded.
5. Boats with 2 bladed or 3 bladed fixed propellers shall receive a propeller allowance.
6. Bowsprit allowances will be applied to Standard rigs with a bowsprit and to Tall rigs without a bowsprit.

V. **REGATTA SAILING INSTRUCTIONS**

- A. The rules in this (former NCR) section are mandatory additional sailing instructions for all Catalina 30 one-design regattas.
- B. Regional regattas may be held by any association Fleet in good standing at any time of the year. Regional regattas are open to all association fleets and members in good standing. The Executive Committee shall select one of the regional regattas to be the annual Catalina 30 National Championship Regatta (NCR). The same Fleet should not sponsor the NCR consecutively.
- C. The Host Fleet shall appoint a member as Race Chairman (RC) or members as Race Committee (also RC), who will be responsible for the arrangements and conduct of these events. He/she/they shall report directly to the Vice Commodore in all matters pertaining to the NCR.
- D. The Host Fleet shall determine exact time, the date, place and venue of the regatta. Due to specific venue or prevailing types of yachts or sailing conditions and anticipated entries, the host RC, can further modify the specific sailing instructions included here. Proposed sailing instructions that deviate from these bylaws, shall be submitted to and approved by the Executive Committee at least ninety (90) days prior to the first race day of the regatta.
- E. The host Fleet will circulate an official Notice of Race to all Fleets and in the Association newsletter as early as possible. Valid entry classes, maximum headsail size and any special equipment shall be specified, in the Notice of Race.
- F. The regatta shall be conducted in accordance with the racing rules of the USSA, the approved host fleet notice and sailing instructions, and the Constitution and Bylaws of the Association.
- G. The host Fleet will publish final Sailing Instructions including applicable handicaps and equipment no later than one month prior to the first race day of the regatta. The host fleet will send copies of the sailing instructions to all duly registered Fleets and all registered competitors.
- H. All classes will be initially offered. Every attempt will be made to provide charter or loaner boats for visiting fleet competitors in as many classes as possible. Not all classes have to be sailed, if there are not enough valid entries to form defined classes.
- I. A minimum of three (3) races shall be scheduled. If more than three (3) races are scheduled, one such race shall be declared a throwout.
- J. Final starting sequence and times will be posted before the first race of the regatta.

K. The Time on Distance (TOD) correction method will be used in the handicap divisions.

L. The handicaps in Appendix I are mandatory regardless of local applications.

M. Only a member in good standing shall be considered eligible to race in the Regatta as skipper and shall act as principle helmsman during the race to specifically include both the start and finish.

N. Except for the owner, the crew must be all Corinthians. For purposes herein, Corinthians shall be defined as 'one who does not make his primary living in the sailboat industry or related sail activities nor can profit by making a competing yacht go faster. This shall include sail makers, spar makers, riggers and others who would fit into said definition.

O. A national champion will be declared within each class that starts. A Catalina 30 National Championship Regatta Perpetual Trophy will be awarded to each national champion.

VI. **INTERPRETATION**

A. Specifications, however complete, cannot anticipate every possible situation that may arise. If a point is not covered herein, or governed by the dictates of common sense, a ruling must be obtained from the Chief Measurer. In interpreting any point not covered or of obscure meaning, the Chief Measurer shall consider the intended meaning rather than any technical misconstruction that may be derived from the wording, and shall bear in mind the basic principles of the specification for maintaining a Catalina 30 as a one-design class.

B. Questions as to the interpretation of the rules and restrictions as stated in the Bylaws, and questions regarding the legality of anything about the Catalina hull, rigging, sails or accessories, shall be referred to the Chief Measurer in writing. The Chief Measurer shall make a prompt decision that shall be recorded and sent by the Secretary to all board members. Rulings and decisions shall become effective ten (10) days after said rulings are received, unless such rulings and/or decisions are overruled by a majority of the Executive Committee.

VII. **DISQUALIFICATION**

Any proven violation, knowingly or otherwise, of the published rules and regulations of the Association may result in the mandatory disqualification of that owner and/or his boat for the duration of the violation. The responsibility of knowing the rules rests with the member.

VIII. **RATIFICATION**

This is a valid copy of the Bylaws and Appendixes as approved by the Executive Committee and adopted by the membership by mail ballot vote on February 17, 2004 and supercedes entirely all previous versions.

Rick Caselli _____ date 28 Feb 04
Commodore

Max Munger _____ date 28 Feb 04
Treasurer