

## **CONSTITUTION & BYLAWS**

I. NAME: Catalina 25/250 National Association

II. OBJECTIVES:

A. The purpose of the Catalina 25/250 National Association shall be to promote the enjoyment of sailing, cruising and racing by establishing and maintaining design standards and specifications in order to ensure competition between boats of identical design and performance in all essential areas such as hull lines, weights and sail plan.

B. Promoting design class racing under uniform rules and regulations which will test the skills of the skipper and crew.

C. Promoting a program of family cruising and social activities so that members may enjoy the good fellowship associated with sailing a Catalina 25/250 sloop.

D. Keeping the cost of acquisition and up-keep of the Catalina 25/250 sloop within modest limits, without sacrificing high standards of performance and seaworthiness.

E. Cooperating with other yachting organizations and, in turn to assist on the observance and compliance with the rules and regulations of the Catalina 25/250 National Association.

III. MEMBERSHIP ELIGIBILITY:

A. A Regular Member has privileges of holding office and voting. He may command a Catalina 25/250 sloop in sanctioned races, in accordance with the By-Laws. He must be an owner or a part owner, and a Corinthian (amateur yachtsman). The term "regular member" is to include the spouse of the owner.

B. An Honorary Member is a person, usually a non-owner of a Catalina 25/250, who joins the Association because of any interest in the welfare of the class. An Honorary Member, as such, may not vote on any matters, hold office, or represent the Fleet as skipper, but may as crew.

IV. DUES: Association dues shall be fixed by a majority of Regular Members in good standing responding to a mail-in ballot in the Mainsheet or TellTales magazines. Association dues must be paid before a member can be in good standing.

## V. NATIONAL ASSOCIATION OFFICERS

A. The officers of the National Association shall be: Commodore, Vice Commodore, Secretary, Treasurer and Chief Measurer. Terms of office shall commence October 1. The duties of the National Association Officers are:

**COMMODORE:** Shall fix the date of any National Association meetings. He shall preside at any National Association meetings or meetings of the officers, approve annual reports and official actions of other officers, appoint special committees, rule on procedure and jurisdiction, authorize Association expenditures and perform other functions as may be warranted for the proper management of the Association. The Commodore shall coordinate Association activities with other Catalina fleets as appropriate. The term of office shall be for one (1) year.

**VICE COMMODORE:** Shall, in the absence of the Commodore, preside and perform the duties of the Commodore and such other duties as specified by the Commodore. The Vice Commodore shall serve as Chairman of the National Championship Regatta and appoint the Race Committee. The term of office shall be for one (1) year.

**SECRETARY:** Shall maintain the Association minutes, records, registration of members and boats and distribute ballots and notices of meetings. Secretary will provide a copy of the current registration of members to the other officers on request. The term of office shall be for one (1) year.

**TREASURER:** Shall receive dues and fees and deposit funds in the depository, prepare annual financial statements and budgets and conduct the financial affairs of the Association. Treasurer shall publish in the TellTale, a proposed budget for the next operating year prior to the Annual Meeting. All books and records may be inspected by any member for any proper purpose at any reasonable time. All check expenditures shall be authorized by any two of the following: Commodore; Vice Commodore; Treasurer. A petty Cash Fund may be established by the

Treasurer with the approval of the Commodore. The term of office shall be for one (1) year.

CHIEF MEASURER: Shall maintain the Design Class Rules for the C-25 and C-250 Sloops. Shall make evaluations of and prepare for presentation to the other Association Officers, rulings on controversial changes or changes that affect the sailing characteristics of the Catalina 25/250. He shall administer and interpret the Design Class Rules. Changes in the Class Rules must be presented to the membership and voted by ballot proposal published in the Mainsheet or TellTale. The Chief Measurer, or his designate, shall supervise the measuring, recording and inspection of all sails and boats, and verify compliance with class rules and registration at the National Regatta. The term of office shall be for one (1) year.

B. The above officers shall be elected by a majority of the members responding to a ballot in the Mainsheet or Telltales magazines. Regular Members, in good standing, may submit nominations to be published and placed on the ballot. The election shall take place between May 1 and October 1. Ballots shall be directed to an independent third party for tabulation. Write-in ballots will be accepted and counted. Nominees and write-in candidates must give their consent to the third party tabulator prior to announcement of the results. Results are to be published in the next issue of the Mainsheet or TellTale.

C. The above officers shall constitute a voting body for the purposes of conducting Association business of a significant nature that would tend to affect the entire membership. For such instances, a quorum of 3/5 of the sitting officers.

D. VACANCIES: A vacancy in any of the officer positions may be filled by a majority vote of the remaining officers.

#### VI. MEETINGS:

A. Meetings of the National Association general membership may be called as necessary by the Commodore.

B. Notice of any National Association meeting will be published in the Mainsheet or TellTales magazines.

C. Minutes of any meeting of the National Association or the officers shall be posted on the web site within four (4) weeks of the meeting and made available

in written form by request to the Secretary.

VII. VOTING: General Membership Meetings: A majority of votes of the Regular Members present shall be required to carry. Regular members whose dues are in arrears or who are otherwise not in good standing; and Honorary Members shall not be entitled to vote. In case of a tie vote, the Commodore shall cast the deciding vote. Proxy votes are not allowed.

#### VIII. SUSPENSION:

A. Any officer or member may be suspended or expelled by a three-fourths (3/4) vote of the membership for conduct or action deemed prejudicial or injurious to the fleet.

B. Any officer that is known to alter his membership status (III.A) is expected to surrender the office immediately.

IX. AMENDMENTS: The Constitution and By-Laws may be amended by a vote of two-thirds (2/3) of the Regular Members, in good standing, voting through a ballot printed in the Mainsheet or Telltales magazines. The Association Officers may pass new rules not in conflict with the Constitution or Design Class Rules. The Association Officers shall have the power to simplify, clarify or correct the language of any Article, if the intent or purpose remains unchanged.

[Editors note: Deletion of previous VI. A. caused a re-lettering of previous B,C and D incrementing them up.]

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## CATALINA 25 DESIGN CLASS RULES

### A. GENERAL

1. All boats seeking recognition as a Catalina 25 Class Racing Sloop must be made from molds approved by the Catalina 25 National Sailing Association, herein to be known as the Association.
2. Any modification to the hull and/or deck of the Catalina 25 must be approved in writing by the Rules Committee of the Association unless specifically permitted herein.
3. Modifications to the interior of the boat may not decrease the structural integrity of the boat. Specifically, changes made for the purpose of weight distribution will not be allowed.

### B. RUDDER

1. Rudders shall be of fiberglass-foam-wood composition and from an approved mold. (Rudders manufactured for C-25s by Catalina Yachts prior to the publication of these rules are considered to be approved. In the case where the rudders are obviously different from those now being manufactured, proof of origin may be required.
2. Changes to the rudder to affect weight distribution will not be allowed.
3. Beaching rudders will be allowed provided they comply with B-1.

#### C. KEEL

1. Keels may be either retractable or fixed. In either case, they shall be as supplied by the manufacturer. They shall remain unmodified in composition, size, and shape. Refinishing the surface of the keel shall not be considered a modification.
2. Retractable keels shall remain in the down position unless the safety of the crew or boat requires otherwise. The cable may be removed or attached along the trailing edge of the keel.
3. Fixed and swing keels may race together as one class.

#### D. MAST AND BOOM

1. The mast shall remain fixed when stepped. No adjustable steps will be allowed. No step may raise the base of the extrusion more than an inch above deck level.
2. The extrusion of the mast and its fittings shall adhere to the specifications of the manufacturer and changes in shape and weight shall not be allowed.
3. The boom extrusion must be of a standard shape and weight as specified by the manufacturer.
4. Whisker poles including end fittings may not exceed 16 feet, 3 1/4 inches. Telescoping whisker poles may be used, providing they are banded in a manner as to appear as one 2" band at each joint when adjusted properly or two narrow bands when over-extended at each joint.

(PREVIOUSLY - NO PROVISION FOR EXTENDABLE WHISKER POLES. AMENDED BY MAINSHEET BALLOT VOL. 3 NO 1 SPRING '85)

5. Spinnaker poles including end fittings may not exceed 10.5 feet.
6. Boom extensions disallowed (1986).

## E. SAILS

(PREVIOUSLY- THERE WAS AN EXTENSIVE PICTORIAL VIEW OF MAXIMUM SAIL DIMENSIONS. AMENDED VOL. 3 NO 1 SPRING '85)

### 1. Sails allowed:

Spinnaker class: (6 sail limit)

- 1 Mainsail
- 3 Headsails (max 155%)
- 2 Spinnakers

Non-Spinnaker class: (4 sail limit)

- 1 Mainsail
- 3 Headsails (max 155%)

In any one regatta the same sails must be used to fill the requirements of this section, unless there are extenuating circumstances, in which case the measuring official may waive this requirement.

a. Spinnaker sails are authorized and may be used in the National Championship Regatta and all sanctioned Regattas as a separate spinnaker class. Only two measured spinnakers may be used in the same regatta.

### 2. Measurement of sails

#### a. General

(1) Sails shall be measured in a dry state laid on a flat surface with just enough tension to remove wrinkles across the line of measurement being taken.

(2) The term "sail" shall be taken to include the headboard, tabling, bolt and foot ropes (or tapes). It shall not include cringles which are totally outside of the sail.

(3) Windows may not have an area greater than 3 square feet (including telltale windows), in any one sail, nor may be closer than 6 inches to any edge.

(4) For the National Championship Regatta, that suit of sails which a competitor intends to use shall be submitted upon request prior to the start of the first official race, and marked by the Chief Measurer or his designated representative. The mark shall be a 6 inch tall representation of the class insignia placed on the starboard side of the sails in the vicinity of the tack grommet as determined by the measurer. Directly below the mark shall be written the location and date of the regatta.

#### b. Definitions

(1) Head - The head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.

(2) Clew - The clew shall be taken as the aftermost point of the sail projected to the foot or its extension.

#### c. Mainsails

(PREVIOUSLY - LEECH-THE LENGTH OF THE LEECH SHALL BE TAKEN AS THE DISTANCE BETWEEN THE HEAD AND THE CLEW.- REPEALED BY MAINSHEET BALLOT VOL. 2 NO 1 SPRING '84)

(1) Luff - The length of the luff shall be taken as the distance between the uppermost point and the lowermost point of the leading edge of the sail. The dimension shall not exceed: Tall Rig - 27' 8"; Standard Rig - 24' 8".

(2) Foot - The length of the foot shall be taken as the distance between the forwardmost and aftermost points of the lower edge of the sail. The dimension shall not exceed 9' 7".

(3) Battens - The mainsail shall have four battens with no maximum length restriction.

#### d. Headsails

(PREVIOUSLY - LEECH-THE LEECH SHALL BE THE DISTANCE BETWEEN THE HEAD OF THE SAIL AND THE CLEW ON A STRAIGHT LINE. THE POINT OF MEASUREMENT AT THE HEAD SHALL BE TAKEN AS THE POINT OF INTERSECTION OF THE LUFF OF THE SAIL, OR LUFF EXTENDED, AND THE POINT OF MEASUREMENT AT THE CLEW SHALL BE THE POINT OF INTERSECTION OF THE LEECH, OR LEECH EXTENDED IGNORING ANY ROUND OR HOLLOW OF THE LEECH, WITH THE FOOT OR FOOT EXTENDED IGNORING ANY ROUND OR HOLLOW OF THE FOOT. REPEALED BY MAINSHEET BALLOT VOL 2 NO 1 SPRING '84)

(1) Luff - The luff shall normally be the distance between the lowest part of the sail on the luff rope or wire and the head. At the discretion of the measurer, if it appears that there has been liberty taken so as to take advantage of this rule in order to build a sail longer than would ordinarily be permitted under this rule, the point of measurement at the tack shall be taken as the point of intersection of the luff of the sail or the luff extended, and the foot of the sail or the foot extended, ignoring any round or hollow of the foot. Likewise the point of measurement of the head of the sail shall be taken as the point of intersection of the luff of the sail, or luff extended, and the leech of the sail extended ignoring any round or hollow of the leech. The dimension shall not exceed: Tall Rig - 32'; Standard Rig - 30'. The luff shall be attached to the forestay by either a head foil OR a minimum of four (4) hanks (or similar mechanisms) equally spaced along the luff between the tack and the head of the sail (1995).

(2) Longest Perpendicular - The "LP" shall be measured on the perpendicular from the luff (outside edge) to the clew. The dimension shall not exceed 16' 3 1/4".

#### e. Spinnakers

(1) Luff - The length of the luffs shall be taken as the distance between the highest point of the sail and the foot measured around the edge of the luff. The dimension shall not exceed: Tall Rig - 31' 1"; Standard Rig - 29' 3 1/2".

(2) Girth - The maximum shall be measured across the widest point of the sail between points equidistant from the head. The dimension shall not exceed 18' 10 3/4".

#### 3. Fleet Measurer

Each fleet will, through normal procedures as set forth in fleet by-laws, select a fleet measurer. The name of the measurer will be sent to the Association. Upon measuring a set of sails and finding that they comply with rules set forth herein, the measurer will affix to the area near the tack of each sail measured: C-25, his initials, and three numbers indicating the month measured and the last two digits of the year measured. For example the numbers 4-83 indicate that the sails were measured in April of 1983.

#### F. RATINGS

1. All boats shall be rated according to the current area PHRF rating of the host fleet as available to them. Fixed, retractable, and winged keel boats with tall and standard rigs will be rated accordingly.

2. Rating adjustments will be allowed as follows: Inboard engines, fixed prop +.1; and inboard engines, folding prop +.05. No adjustments will be made for headsails smaller than 155%.

#### G. STANDING RIGGING

1. The standing rigging must remain unmodified and attached unless otherwise specified herein.

2. The backstay may be split or a dual system may be used. A backstay adjusting mechanism may be incorporated.

3. Headfoils are allowed.

4. Open turnbuckles are allowed.

## H. RUNNING RIGGING

1. Unless otherwise specified or limited, running rigging will remain open to modification.
2. Travelers must remain on the transom and will be limited so that the mainsheet attachment point may not travel past the point at which the factory installed traveler bar intersected the transom. No rope or wire travelers will be permitted.
3. Deck gear, unless otherwise specified or limited, will remain open to modification.
4. Instruments, unless otherwise specified or limited, will remain open to modification.
5. Internal halyards allowed (1985).

## I. REQUIRED SAFETY EQUIPMENT

General - Every yacht while racing shall have aboard the following:

1. An operable outboard motor whose combined weight with associated fuel tank must weigh at least 40 pounds. Should this weight limitation not be met, then ballast must be added to meet the above weight requirement. Engine must be mounted and ready to use (1985). No minimum horsepower requirement for outboard motor (1993).
2. An anchor, chain, and line whose combined weight is at least 15 pounds. Should this weight limitation not be met, then ballast must be added to meet the requirement.
3. U.S.C.G. approved personal flotation devices for all persons aboard.
4. Operable U.S.C.G approved lights.
5. A fire extinguisher.
6. A horn.
7. Such other equipment as is required by the agency having jurisdiction on the waters where the regatta is being held. The Race Committees shall indicate such in the race instructions.

## J. ANTI-HIKING

General - While participating in Catalina 25 Class races no person while on board and while racing may position themselves in any manner which will extend their torso outside and beyond the vertical extension of the sheer other than temporarily.

1. While in a position to make sail changes, criteria stated in J above will not apply.

#### K. MEASUREMENT

1. The Association will issue to each fleet measurer forms for the measurement of yachts. The measurer will fill out the certificate in duplicate. One copy will be given to the owner of the yacht and one copy will be sent to the Association Rules Committee (Chief Measurer). Additional copies may be kept on file by the fleet. The Association shall issue a Measurement Certificate. The Catalina 25 National Sailing Association Measurement Certificate shall be binding upon all organizations conducting one-design races for the Catalina 25 Class. A yacht having been granted such certificate shall not be subject to protest on measurement unless reasonable grounds can be shown to give evidence of subsequent alteration.

2. Protests of measurements must be accompanied by a check in the amount of \$15.00 made out to the Catalina 25 National Sailing Association. If the protest is disallowed the check will be forwarded to the Association, if it is allowed the check shall be returned to the protester.

3. The Association Championship Regatta race committee, under the direction of the Vice Commodore of the Association, may require measurement of any or all parts of a yacht participating in the regatta as a condition of participation or issuance of awards.

#### L. CHAMPIONSHIP REGATTA

1. Special regulations related to the organization and operation of the National Championship Regatta will be established by the Championship Regatta Race Committee (Vice Commodore, Chairman). These rules may relate to the conditions under which a yacht may enter and the equipment that she may use except that under no circumstances will equipment be permitted which is not allowable under the rules governing the class. These rules will be published in the race invitation or sailing instructions.

#### M. PARTICIPATION

1. Eligibility - Participation in Catalina 25 Class regattas in the capacity of skipper/helmsman shall be limited to owners of Catalina 25 Class sloops and

their immediate families. You must be a member, in good standing, of the National Organization to sail in Catalina 25 class regattas.

2. Establishment of Ownership - Ownership is established by the presence of the name of the person in question on the Certificate of Registration of a Catalina 25 or, in the case of a charter, a Certificate of Registration of the charterer's Catalina 25.

3. Partnership - Partnerships are authorized in the Catalina 25 Sailing Association.

a. Sharing the capacity of skipper (co-skipper) while participating in class races is authorized.

b. Those owners having partnerships in yachts entered in any Fleet, Regional, or National Regatta must be able to furnish race officials written proof of ownership upon request.

4. Amateur Sport - No person on board a Catalina 25 entering either the officially sanctioned National or Regional Regatta, either in the capacity of skipper or crew, shall be a professional yacht racing person. Specifically, any such person or persons on board who earn the principal part of their living as a maker of sails or builder or designer of sailing yachts shall cause the boat entered to be automatically disqualified from participation in the race. Disqualification shall not require protest but remain in the judgment and at the discretion of either the National Racing Committee of second in charge, the local Race Committee. However, a professional yacht racing person may be present on board a racing Catalina 25 if that professional person is a full owner of a Catalina 25 and can show bona fide papers to prove this fact. Interpretation of the words "principal part of living" shall be left to the particular rules and/or racing committee in charge of the regatta. Whether ownership papers presented are "bona fide" shall be left also to the particular committee in charge.

#### N. HELMSMAN

1. The helmsman of the Catalina 25 shall be the skipper unless emergency or necessity requires that he give up the helm for a short period of time.

#### O. REVISION OF CLASS RULES

1. Ballots will be made available at the time of publication and voting will close by the date printed on the ballot. Results are to be published in the first issue of Mainsheet or TellTale following the balloting.

2. Only Catalina 25 owners are eligible to vote (only one vote per boat), balloting, etc., in any election.

3. Any interpretations of these Rules by the Rules Committee shall be published annually when the rules are published but the interpretation shall not be considered a part of the rules.

## P. INTERPRETATION

Specifications, however complete, cannot anticipate every situation which may arise. If a point is not herein covered a ruling should be obtained from the Rules Committee. In interpreting these rules and specifications the Rules Committee shall consider the intent rather than the technical construction that might be derived from the wording. It shall bear in mind always the basic principle of the specifications which is to maintain the Catalina 25 National Sailing Association as a design class.

## RULES COMMITTEE OF THE ASSOCIATION

1985: Engine must be mounted and ready for use. Internal halyards are permitted.

1986: Boom extensions disallowed.

1993: No minimum horsepower requirement for outboard motor.

1995: (Addition to Section E. Sails, 2. Measurement of sails, d. Headsails, (1) Luff) The luff shall be attached to the forestay by either a head foil OR a minimum of four (4) hanks (or similar mechanisms) equally spaced along the luff between the tack and the head of the sail.

1996: C.2 Retractable keels shall remain in the down position unless the safety of the crew or boat requires otherwise. The cable may be removed or attached along the trailing edge of the keel. The only time the motor will be tested is at the time the Chief Measurer inspects it before the first race of the fleet event. No other time will the participant in the regatta be required to test his motor except for the changes or other modifications during the fleet regatta.

1998: The Standard and Tall rigs shall race as separate classes. (This clarifies the Bylaws statement: "establishing and maintaining design standards and specifications in order to ensure competition between boats of identical design and performance in all essential areas such as hull lines, weights and sail plan.)

(ALL OF THE ABOVE "RULES COMMITTEE" RACING RULES WERE MADE AT THE RESPECTIVE NATIONAL REGATTA AND WERE NOT PRESENTED AS A BALLOT MEASURE THROUGH THE MAINSHEET MAGAZINE)

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## CATALINA 250 DESIGN CLASS RULES

## A. GENERAL

1. All boats seeking recognition as a Catalina 250 Class Racing Sloop must be made from molds approved by the Catalina 25/250 National Association, herein to be known as the Association.
2. Any modification to the hull and/or deck of the Catalina 250 must be approved in writing by the Rules Committee of the Association unless specifically permitted herein.
3. Modifications to the interior of the boat may not decrease the structural integrity of the boat. Specifically, changes made for the purpose of weight distribution will not be allowed.
4. Due to design differences and production options, all C250 boats will race with handicap ratings according to Section F. Ratings.

## B. RUDDER

1. Rudders shall be of fiberglass-foam-wood composition and from an approved mold. (Rudders manufactured for C-250s by Catalina Yachts prior to the publication of these rules are considered to be approved.) In the case where the rudders are obviously different from those now being manufactured, proof of origin may be required.
2. Changes to the rudder to affect weight distribution will not be allowed.
3. Beaching rudders will be allowed provided they comply with B-1.
4. Modification to gudgeons will be allowed for the purposes of balancing pressure on the helm.

## C. KEEL

1. Keels may be either retractable (centerboard) or fixed. In either case, they shall be as supplied by the manufacturer. They shall remain unmodified in composition, size, and shape. Refinishing the surface of the keel shall not be considered a modification.
2. Centerboards may be retracted from the full down position at the discretion of the skipper. The cable may be removed or attached along the trailing edge of the board.
3. Fixed keels and centerboards may race together as one class. See Section F. Ratings.

## D. MAST AND BOOM

1. The mast shall remain fixed when stepped. No adjustable steps will be allowed. No step may raise the base of the extrusion more than an inch above deck level.
2. The extrusion of the mast and its fittings shall adhere to the specifications of the manufacturer and changes in shape and weight shall not be allowed.
3. The boom extrusion must be of a standard shape and weight as specified by the manufacturer.
4. Whisker poles including end fittings may not exceed 16 feet 3 ¼ inches. Telescoping whisker poles may be used, providing they are banded in a manner as to appear as one 2" band at each joint when adjusted properly or two narrow bands when over-extended at each joint.
5. Spinnaker poles including end fittings may not exceed 10.5 feet.
6. Boom extensions disallowed.

## E. SAILS

1. Sails allowed:

Spinnaker class: (6 sail limit)

1 Mainsail

3 Headsails (max 135%\*)

2 Spinnakers

Non-Spinnaker class: (4 sail limit)

1 Mainsail

3 Headsails (max 135%\*)

\*Boats that were originally built and supplied with jib sails larger than 135% will be allowed with appropriate handicap ratings.

In any one regatta the same sails must be used to fill the requirements of this section, unless there are extenuating circumstances, in which case the measuring official may waive this requirement.

a. Spinnaker sails are authorized and may be used in the National Championship Regatta and all sanctioned Regattas as a separate spinnaker class. Only two measured spinnakers may be used in the same regatta.

2. Measurement of sails

#### a. General

(1) Sails shall be measured in a dry state laid on a flat surface with just enough tension to remove wrinkles across the line of measurement being taken.

(2) The term "sail" shall be taken to include the headboard, tabling, bolt and foot ropes (or tapes). It shall not include cringles which are totally outside of the sail.

(3) Windows may not have an area greater than 3 square feet (including telltale windows), in any one sail, nor may be closer than 6 inches to any edge.

(4) For the National Championship Regatta, that suit of sails which a competitor intends to use shall be submitted upon request prior to the start of the first official race, and marked by the Chief Measurer or his designated representative. The mark shall be a 6 inch tall representation of the class insignia placed on the starboard side of the sails in the vicinity of the tack grommet as determined by the measurer. Directly below the mark shall be written the location and date of the regatta.

#### b. Definitions

(1) Head - The head shall be taken as the highest point of the sail projected perpendicular to the luff or its extension.

(2) Clew - The clew shall be taken as the aftermost point of the sail projected to the foot or its extension.

#### c. Mainsails

(1) Luff - The length of the luff shall be taken as the distance between the uppermost point and the lowermost point of the leading edge of the sail. The dimension shall not exceed:

Tall Rig - 27.5'; Standard Rig - 24.5.

(2) Foot - The length of the foot shall be taken as the distance between the forwardmost and aftermost points of the lower edge of the sail. The dimension shall not exceed 11'.

(3) Battens - The mainsail shall have four battens with no maximum length restriction.

#### d. Headsails

(1) Luff - The luff shall normally be the distance between the lowest part of the sail on the luff rope or wire and the head. At the discretion of the measurer, if it appears that there has been liberty taken so as to take advantage of this rule in

order to build a sail longer than would ordinarily be permitted under this rule, the point of measurement at the tack shall be taken as the point of intersection of the luff of the sail or the luff extended, and the foot of the sail or the foot extended, ignoring any round or hollow of the foot. Likewise the point of measurement of the head of the sail shall be taken as the point of intersection of the luff of the sail, or luff extended, and the leech of the sail extended ignoring any round or hollow of the leech. The dimension shall not exceed: Tall Rig - 32.5'; Standard Rig - 29.5'. The luff shall be attached to the forestay by either a head foil OR a minimum of four (4) hanks (or similar mechanisms) equally spaced along the luff between the tack and the head of the sail.

(2) Longest Perpendicular - The "LP" shall be measured on the perpendicular from the luff (outside edge) to the clew. The dimension shall not exceed 12.15'.

#### e. Spinnakers

(1) Luff - The length of the luffs shall be taken as the distance between the highest point of the sail and the foot measured around the edge of the luff. The dimension shall not exceed: Tall Rig - 32.025'; Standard Rig - 29.286'.

(2) Girth - The maximum shall be measured across the widest point of the sail between points equidistant from the head. The dimension shall not exceed 16.2'.

### 3. Fleet Measurer

Each fleet will, through normal procedures as set forth in fleet by-laws, select a fleet measurer. The name of the measurer will be sent to the Association. Upon measuring a set of sails and finding that they comply with rules set forth herein, the measurer will affix to the area near the tack of each sail measured: C-250, his initials, and three numbers indicating the month measured and the last two digits of the year measured. For example the numbers "4 - 00" indicate that the sails were measured in April of 2000.

### F. RATINGS

1. All boats shall be rated according to the current area PHRF rating of the host fleet as available to them. Fixed keel and centerboard boats with tall and standard rigs will be rated accordingly.

2. Rating adjustments will be allowed as follows: Inboard engines, fixed prop +.1; and inboard engines, folding prop +.05. Adjustments for appropriate headsail size will be made.

### G. STANDING RIGGING

1. The standing rigging must remain unmodified and attached unless otherwise specified herein.
2. The backstay may be split or a dual system may be used. A backstay adjusting mechanism may be incorporated.
3. Headfoils are allowed.
4. Open turnbuckles are allowed.
5. Headsail roller furling gear is allowed

#### H. RUNNING RIGGING

1. Unless otherwise specified or limited, running rigging will remain open to modification.
2. Travelers must remain "as produced" and will be limited so that the mainsheet attachment point may not be changed from the point which the factory installed traveler was delivered as a new boat.
3. Deck gear, unless otherwise specified or limited, will remain open to modification.
4. Instruments, unless otherwise specified or limited, will remain open to modification.
5. Internal halyards allowed.

#### I. REQUIRED SAFETY EQUIPMENT

General - Every yacht while racing shall have aboard the following:

1. An operable engine whose combined weight with associated fuel tank must weigh at least 40 pounds. Should this weight limitation not be met, then ballast must be added to meet the above weight requirement. Engine must be mounted and ready to use. No minimum horsepower requirement for the engine.
2. An anchor, chain, and line whose combined weight is at least 15 pounds. Should this weight limitation not be met, then ballast must be added to meet the requirement.
3. U.S.C.G. approved personal flotation devices for all persons aboard, plus one additional throwable flotation device.
4. Operable U.S.C.G approved lights.

5. A fire extinguisher.

6. A horn.

7. Such other equipment as is required by the agency having jurisdiction on the waters where the regatta is being held. The Race Committees shall indicate such in the race instructions.

#### J. ANTI-HIKING

General - While participating in Catalina 250 Class races no person while on board and while racing may position themselves in any manner which will extend their torso outside and beyond the vertical extension of the sheer other than temporarily.

1. While in a position to make sail changes, criteria stated in J above will not apply.

#### K. MEASUREMENT

1. The Association will issue to each fleet measurer forms for the measurement of yachts. The measurer will fill out the certificate in duplicate. One copy will be given to the owner of the yacht and one copy will be sent to the Association Rules Committee (Chief Measurer). Additional copies may be kept on file by the fleet. The Association shall issue a Measurement Certificate. The Catalina 25/250 National Sailing Association Measurement Certificate shall be binding upon all organizations conducting one-design races for the Catalina 250 Class. A yacht having been granted such certificate shall not be subject to protest on measurement unless reasonable grounds can be shown to give evidence of subsequent alteration.

2. Protests of measurements must be accompanied by a check in the amount of \$15.00 made out to the Catalina 25/250 National Association. If the protest is disallowed the check will be forwarded to the Association, if it is allowed the check shall be returned to the protester.

3. The Association Championship Regatta race committee, under the direction of the Vice Commodore of the Association, may require measurement of any or all parts of a yacht participating in the regatta as a condition of participation or issuance of awards.

#### L. CHAMPIONSHIP REGATTA

1. Special regulations related to the organization and operation of the National Championship Regatta will be established by the Championship Regatta Race Committee (Vice Commodore, Chairman). These rules may relate to the

conditions under which a yacht may enter and the equipment that she may use except that under no circumstances will equipment be permitted which is not allowable under the rules governing the class. These rules will be published in the race invitation or sailing instructions.

## M. PARTICIPATION

1. Eligibility - Participation in Catalina 250 Class regattas in the capacity of skipper/helmsman shall be limited to owners of Catalina 250 Class sloops and their immediate families. You must be a member, in good standing, of the National Organization to sail in Catalina 250 class regattas.
2. Establishment of Ownership - Ownership is established by the presence of the name of the person in question on the Certificate of Registration of a Catalina 250 or, in the case of a charter, a Certificate of Registration of the charterer's Catalina 250.
3. Partnership - Partnerships are authorized in the Catalina 25/250 National Association.
  - a. Sharing the capacity of skipper (co-skipper) while participating in class races is authorized.
  - b. Those owners having partnerships in yachts entered in any Fleet, Regional, or National Regatta must be able to furnish race officials written proof of ownership upon request.
4. Amateur Sport - No person on board a Catalina 250 entering either the officially sanctioned National or Regional Regatta, either in the capacity of skipper or crew, shall be a professional yacht racing person. Specifically, any such person or persons on board who earn the principal part of their living as a maker of sails or builder or designer of sailing yachts shall cause the boat entered to be automatically disqualified from participation in the race.

Disqualification shall not require protest but remain in the judgment and at the discretion of either the National Racing Committee or second in charge, the local Race Committee. However, a professional yacht racing person may be present on board a racing Catalina 250 if that professional person is a full owner of a Catalina 250 and can show bona fide papers to prove this fact. Interpretation of the words "principal part of living" shall be left to the particular rules and/or racing committee in charge of the regatta. Whether ownership papers presented are "bona fide" shall be left also to the particular committee in charge.

## N. HELMSMAN

1. The helmsman of the Catalina 250 shall be the skipper unless emergency or necessity requires that he give up the helm for a short period of time.

#### O. REVISION OF CLASS RULES

1. Ballots to revise these rules will be made available at the time of publication and voting will close by the date printed on the ballot. Results are to be published in the first issue of Mainsheet Magazine or Telltale newsletter following the balloting.

2. Only members in the Catalina 25/250 National Association are eligible to vote (only one vote per boat), balloting, etc., in any election.

3. Any interpretations of these Rules by the Rules Committee shall be published annually when the rules are published but the interpretation shall not be considered a part of the rules.

#### P. INTERPRETATION

Specifications, however complete, cannot anticipate every situation which may arise. If a point is not herein covered a ruling should be obtained from the Rules Committee. In interpreting these rules and specifications the Rules Committee shall consider the intent rather than the technical construction that might be derived from the wording. It shall bear in mind always the basic principle of the specifications, which is to maintain the Catalina 25/250 National Association as a design class.

(As Adopted by the Officers of the Catalina 25/250 National Association on June 4, 2002)