## CATALINA 30 MARK II SPECIFICATIONS

## Appendix I to Bylaws, Adopted February 17, 2004

| HULL DIMENSIONS |  |
| :---: | :---: |
| Length - LOA | 29' 11" Note - LOA w/Bowsprit is approximately 32' more |
| Water Line - LWL | 25' 0" |
| Width - Beam | 10' 10" |
| Displacement | 10,200 \# |
| Ballast | 4,250\# (+/-100) |
| Wing Keel | 3' 10" |
| Shoal | 4'5" |
| Fin Keel | 5' 3" |
| Mast height from Waterline | Std 45' 11" Tall 47" 11" |


| BANDING SPECIFICATIONS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Between inner edges of tapes | PHRF CLASS <br> Standard (S) | w/Bowsprit (SB) | Tall Rig (T) wo/Bowsprit | PHRF CLASS <br> Tall/Bowsprit (TB) |
| "I" | 41'0" | 41'0" | 43' 0 " | 43' 0 " |
| "E" | 11' 6" | 11' 6" | 12'0" | 12'0" |
| "P" | 35' 6" | 35' 6" | 37' 6" | 37' 6" |
| "J" | 11' 6" | 13' 1-7/8" | 11'6" | 13' 1-7/8" |
| Whisker Pole 150\%"J" | 17' ${ }^{\prime \prime}$ | 19'9" | 17' 3" | 19'9" |
| Spinnaker Pole 100\% "J" | 11' 6" | 13' 1-7/8" | 11' 6" | 13' 1-7/8" |

Note - "P" measurement, Lower band is minimum 2' 9" above cabin top. Pole lengths are measured between outer faces of both jaws.

| SAIL SPECIFICATIONS |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| 110\%LP | 12' 7-3/4" | 14' 5-3/4" | 12' 7-3/4" | 14' 5-3/4" |
| 135\%LP | 15' 6-1/4" | 17' 9-3/16" | 15' 6-1/4" | 17' 9-3/16" |
| 155\%LP | 17' 9-7/8" | 20' 4-3/4" | 17' 9-7/8" | 20' 4-3/4" |
| Spin Luff | 40' 5-3/8" | 40' 10-7/8" | 42' 3-1/2" | 42' 8-5/8" |
| Spin Girth | 20' 8-3/8" | 23' 8-1/4" | 20' 8-3/8" | 23' 8-1/4" |

Only one each of these sails may be aboard during sanctioned racing.
Maximum main luff and foot measurements are same as "P" and "E" above.

## HANDICAP/CRUISING CLASS ALLOWANCES (sec/mile) Light/Heavy Air

| Bowsprits | +0 | $-12 /-6$ | $+12 /+6$ | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Fixed Prop 2 blade | $+6 /+3$ | $+6 /+3$ | $+6 /+3$ | $+6 /+3$ |
| Fixed Prop 3 blade | $+9 /+6$ | $+9 /+6$ | $+9 /+6$ | $+9 /+6$ |
| All DACRON Sails | $+9 /+0$ | $+9 /+0$ | $+9 /+0$ | $+9 /+0$ |
| Furler w/Drum | +6 | +6 | +6 | +6 |
| Small Headsail | $+6 /+0$ | $+6 /+0$ | $+6 /+0$ | $+6 /+0$ |

Notes - Light Air (up to 10 knots) versus Heavy Air (more than 10 knots) negates some large differences in sail area/materials and propeller drag.

