

DESCRIPTION

If you have been looking for a radio controlled model yacht that majestically sails and elegantly maneuvers like a crew driven Maxi or 60 footer, the Santa Barbara One-Design (OD) is for you. The Santa Barbara is a fractional rigged sloop on a near 6 foot long hull. It's designed for racing in a range of sailing conditions from performing well in light winds to being, well behaved and manageable in rough waters and 15 knots of wind. It was introduced in 1964 and was one of the first classes to be accepted by the newly formed AMYA in 1971. It is recognized as a modern classic throughout the association. Because of the one-design concept the boats built in the 1960's are competitive to those boats built in the 90's when racing around the buoys. Because of the history of stability in design the Santa Barbara remains popular in the association as a "class boat". The portability of the Santa Barbara is enhanced due to the removable mast, rudder and keel. Most sedans or coupes can transport your yacht to the nearest pond for a day of sailing.

SANTA BARBARA ONE-DESIGN SPECIFICATIONS

GENERAL

1.1 ONE-DESIGN AND FAIR SAILING

Because the Santa Barbara yacht has had more than one manufacturer and several design changes in its manufacturing history, it cannot truly stand as a strict one-design yacht. Therefore, the purpose of this specification is to assure Santa Barbara skippers as close adherence to the One-Design concept for sail boats as can be obtained. The One-Design concept assures that all yachts of a class are equal in hull hydrodynamics and maximum sail configuration. Under these considerations, except for tuning, the boat does not become a factor in winning regattas. This allows for better application of the ISAF (formerly IYRU) , Fundamental Rule C, Fair Sailing. This rule says; "A yacht, her owner, and crew shall compete only by sailing, using their skill, and by individual effort, in compliance with the rules and in accordance with recognized principles of fair play and sportsmanship."

YACHT CERTIFICATION

Hull and keel must be from a certified manufacturer to insure conformity to the one-design concept. Hull and keel profiles and sections must not be altered. The Class Secretary or his designee will measure a hull and keel produced by a new manufacturer, and if found acceptable will certify the manufacturer for production of hulls and keels. The manufacturer will be required to apply to each yacht sold, permanently installed on the inside of the hull in such location as to be visible from the hatch opening, his builder's plate, showing name and sequence number. Yachts from certified manufacturers will be accepted for all S/B O-D events without further measuring of the hull and keel. Those manufacturers who were certified for manufacturing of SB O-D hulls and keels were:

Hull #	Manufacturer
100 to 211	Tom Protheroe, Ltd

300 to 1200	Vortex, Inc.
1300 to 1400	Dwight Hartman
1500	Don Spielberger using Dwight Hartman's molds
1600	Larry Ludwig
2000 to 2005	Pond Boats (Ron Thornhill & Mike Kelly - made 5 hulls)
2006 to 2015	Scott Todd — Blue Crab
2016 to 2099	Chesapeake Performance Models - David Ramos
2100 to 2199	Dan Robinson — from boat #768

YACHT REGISTRATION

Owners of S/B O-D yachts are assigned registration/sail numbers for their yacht by the Class Secretary, when the yacht is registered with the AMYA.

SPECIFICATION

2.1 HULL, DECK, KEEL and RUDDER

2.1.1 HULL The beam tolerance, measured at a point 37 inches from the bow must be 12.50 to 13.00 inches.

2.1.2 DECK The deck of the S/B O-D may be the cabin style of the Vortex Model Engineering 300 Series of the Ocean Racer style found on hull serial numbers of 720 and above. The Protheroe Limited hulls had flush decks. There were short kits sold by the manufacturers where owners provided his own deck. To maintain the esthetic quality of the Santa Barbara O-D class the deck material used must be of a opaque, rigid material. Materials such as, model aircraft covering film are not allowed, nor any other material that is used in a similar fashion. Decks made of these material are commonly called "soft decks" and are not allowed. The crown of the main deck will not exceed 1.62 inches at the mast.

2.1.3 KEEL The keel ballast is not to exceed 14 pounds, or to be less than 12 pounds. Ballast of removable keel is acceptable if the detached keel weight is between 13.50 and 16.50 pounds. Ballast of fixed keels can be checked by placing the keel on a scale, with the lower sheer supported at the same level as the scale platform, with sail and mast removed from the yacht. Scale should indicate between 13 pounds and 17 pounds weight. Poured lead ballast is prohibited.

If ordering a new keel, be sure to check with the manufacturers above as there are two types of keels. Both are the same size and shape; the difference is the top of the keel in the mounting configuration. One keel is rounded on top, and the other is flat, and they can have one, two, or three bolt mounting.

2.1.4 RUDDER The rudder is not to exceed 30 square inches or extend below the bottom of the hull more than 7 inches. Rudder skeg, if used, with rudder may not exceed 40 square inches in total area.

SPARS

The greatest section dimension of mast and booms must not exceed one inch. Permanently curved mast and booms are not allowed. Mast and booms may be constructed of any material. Hollow spars are permitted.

2.2.1 MAST Rotating mast is not allowed. A grooved mat is permitted.

2.2.2 BOOMS Slotted booms are allowed.

2.2.3 RIGGING The S/B O-D is a fractional rigged sloop with Jib stay, back stay and one or more mast shrouds port and starboard. The height of the masthead above the deck must not exceed 72.50 inches, measuring to the adjacent deck. The height of the jib stay attachment to the mast above the deck must not exceed 53.50 inches, measuring from the adjacent deck. The jib swivel must be attached to the fore deck. Attaching a wind indicator, such as a length of ribbon or yarn to the sail rig, for the purpose of having a visual reference to the wind direction is permitted. The wind indicator may extend above the masthead crane, but shall not be part of the mast material

3.0 SAILS All measurements shall be made edge to edge, using a steel tape with the sails lying flat with sufficient tension between points being measured to remove wrinkles. Measurements shall be free from all masts or spars that may cause minimization of dimensions. Measurements of linear dimensions on main and jib shall be made using centers of eyelets or grommets to define the line of measurement. These eyelets shall be located within 0.25 inch from the edges of the sails. ([See Figures No. 1 and 2](#)). In cases where the eyelets are missing or not located properly, points defining the correct location for eyelet center shall be used for the measurement. Using the grommet or nominal grommet location, measurements shall be made from a straight line through the grommet centerline to the edge of the sail. Materials used for tablings in the head, tack and clew of any sail, must be commonly used in sail making for that purpose. Roach and rounded foot measurements are to be made between eyelets defining the straight line dimensions for the sail edge being measured, to the extremity of the sail, at the location of the maximum dimension. The use of double luff mainsail is prohibited. Vortex Model Engineering produced jib sails for the Ocean racer model that employed a jib stiffener inserted in a pocket near the foot of the sail, rather than a jib club, use of which is acceptable.

MAINSAIL, MAXIMUM MEASUREMENTS

Luff 66.50 inches (including headboard)

Leach 68.00 inches (including headboard)

Foot 23.00 inches

Roach 3.25 inches

Headboard 1.00inch

Battens, number of battens 4, one top batten 4.50 inches long, three lower battens 6.00 inches

long
Foot Round 1.00 inch

JIBSAIL MAXIMUM MEASUREMENTS

Luff 48.50 inches
Leach 44.50 inches
Foot 14.50 inches
Roach 1.25 inch
Headboard not allowed
Batten, maximum of three, one top batten 2.50 inches long, two lower battens 3.00 inches
Foot Round 1.00 inch

R/C EQUIPMENT

The maximum number of adjustable sailing functions that can be controlled by use of radio shall be limited to seven. A single sail winch that controls the main and jib sheets will be counted as two sailing functions, even though it only requires one radio channel to operate the winch. The selection of functions to control is left to the skipper.

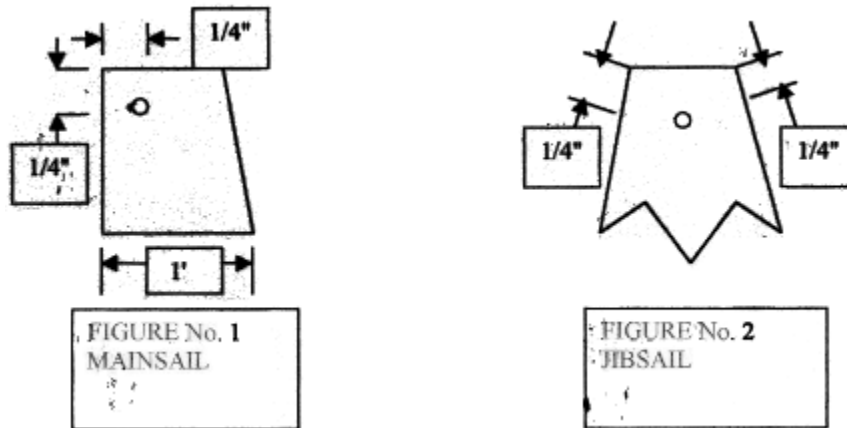
DISPLACEMENT

The full weight of the Santa Barbara yacht assembled with mast, sails, sail winch, and radio equipment, including batteries, shall not be less than 23 pounds or greater than 28 pounds.

IDENTIFIER

The registered yacht sail number is to be displayed on the mainsail. The numbers are to be approximately 3 inches high and 2 inches wide. The class mark "S/B" is to be displayed on the mainsail and positioned above the sail number, with letters of approximately 2 inches high and a 6 inch slash mark.

Figure 1 and 2



[Email web](#)