

SANTANA35 CLASS ASSOCIATION RULES AND SPECIFICATIONS

The following rules were adopted by the Santana35 Class Association and completely restated March 26, 2024.

I. INTENT

The Santana 35 sloop was created to be a one-design sailboat, which would fulfill the many recreational needs of a sailing family. These needs include weekend cruising, round-the-buoy club racing, day sailing, offshore racing, and instruction. Class rules and specification are designed to preserve these design characteristics. Ease-of-handling, low cost of ownership, safety, strict one-design class: the intent is that all boats will be essentially equal and that racing will be a test of sailing ability. It is therefore declared that any effort on the part of anyone to alter the boat or its rigging, except as is specifically authorized by these rules, which would result, or in the opinion of the class officers, is designed, or likely to result in such boat or its helmsman obtaining an advantage over his or her competitors, is a breach of these rules not only in spirit but in substance, and such boat shall, for racing purposes, be deemed not to be a Santana 35 and any points previously granted to said boat in races where the changes were in effect will be rescinded.

II. GENERAL

1. The official language of the Santana 35 Class is English and in the event of dispute over interpretations, the English text shall prevail. The governing body is US Sailing.
2. All Santana 35 Class yachts must be built by W. D. Shock Corp. or their assigns. The hull shall conform to line drawings of 1978 with the optional addition of the "IOR BUSTLE" as illustrated in drawings dated May, 1979.
3. Neither the Santana 35 Class Association or W. D. Schock Corp. will accept legal responsibility in respect to these rules or any claim arising there from.
4. Class officers are: Fleet Captain, Secretary, Treasurer, Measurer. The Fleet Captain and Treasurer must be a boat owner to be eligible; the status of an associate member will be granted to an officer that does not own a boat.
5. Meeting dates are as follows: as specified by the Fleet Captain with at least two weeks notice.
6. Suspected violations of skipper, crew, charter, measurements or other Association rules are not protestable to the race committee. Instead they shall be brought to the class officers for their ruling. The decision of the officers is not subject to appeal.
7. These rules may be changed by a majority of those present at a properly scheduled meeting. A "registered" yacht gets one vote; registered yachts are in compliance as described in the "Registration" below.

8. Fleet communication is accomplished primarily via email and website. The fleet website at www.santana35class.org.
9. To the extent that these rules are inconsistent with an organizing authority's NOR, SER or SI, the more restrictive rule shall control.

III. Santana 35 Racing

1. All Santana 35 Competitors must conform to their rating certificate, including crew weight, sail inventory and other factors.
2. In the event that other types of boats are in the same start as Santana 35s for a race that is part of a Santana 35 regatta, scoring for fleet championship purposes shall exclude the non-Santana35 yachts.
3. Tie-breakers will be decided as per the current US Sailing rules for season scoring.
4. The official season begins March 1st of each year and extends until February 28th the following year.

IV. REGISTRATION

1. No yacht shall be allowed to race in the Class unless it is currently a member of the Santana35 Class Association. Membership registration shall be the responsibility of the owner(s). The yacht must be measured before it can be awarded points for purposes of a race trophy or season's standings. If it is discovered that a yacht has used unmeasured items, all points that the yacht has accumulated are subject to removal at the discretion of the officers.
2. The owner shall certify that the boat complies with these Class Rules.
3. Normal charters of a yacht for a race or series can be undertaken under the following rules:
 - i. The charterer must be a member in good standing with the Association.
 - ii. The charterer shall be registered with US Sailing or other sponsoring body as the skipper and is bound by the crew rules.
 - iii. Any points awarded shall be to the yacht/skipper combination, and are not transferable.
4. The period of registration shall be the same as the racing season: from March 1 until February 28th the following year. Yachts who are registered in a given season may vote on items for the following season at the Fall meeting. New fleet members may pay at a Fall meeting for the remainder of the current season as well as the upcoming season (allowing them to vote on items for the upcoming season).

V. MEASUREMENT

1. These Class Rules, however complete, cannot anticipate every possible situation that may arise. Deference shall be given to conformity with the Santana 35 rating certificate.

It should be assumed that if anything that is not specifically permitted, is specifically prohibited until a ruling by the Class Officers has been obtained.

2. Where there is any question of the permissibility of any proposed detail of design, construction, or rigging, a specific request is to be made to the Measurer for a ruling. When a request for such ruling has been made, the Class Officer shall approve or disapprove of the proposal within 90 days. Such rulings, once made, become part of the Class Rules and may be changed or repealed at a later date by an official scheduled meeting of boat owners. In making such rulings, the officers are to follow the intent of the existing rules, and are not to be concerned with the literal construal of the wording of the existing rules. The officers are to follow the basic philosophy that the Santana 35 is intended to be a One-Design Class in which no difference in design, equipment or construction which affect boat speed are to be permitted.
3. Sails, mainsail battens, and spinnaker poles should be measured when the item is new or before it is used in a one-design race, and appear on an applicable rating certificate. Sails may be marked by the measurer. Measurements will be done as scheduled by the measurer.
4. When a boat or the owner is new to the association or a boat is altered, the boat must be measured and certified as a Santana 35 within the rules of the association before it is eligible for racing. This measurement includes those relative to rated sail areas according to the official sail plan. A valid certification will be accepted in lieu of actual on-the-boat measurements. The boat will also be inspected for conformity to the association rules prior to certification.

VI. ALTERATIONS

1. Nothing on the Santana 35 shall be modified, removed, replaced, relocated, and/or added that would violate the intent of these rules and specifications, consistent with its rating certificate, with the following exceptions:
 - i. Roller furling systems to facilitate sail handling, without penalty or credit.
 - ii. Jib luff groove systems such as the Carbo Racing Foil, Twin-stay, Gemini, etc.
 - iii. Carbon spinnaker poles are specifically authorized;
2. Reshaping (with the exception of fairing) of keel, rudder, or hull profiles and contours is prohibited. In no case shall the length, width, or depth of the above exceed factor/specifications.
3. Changes to the basic design (single spreader, wall thickness, section size, mast taper, etc.) or reduction in size or amount of standing rigging is prohibited, except specifications in item #1.
4. Thru-deck spinnaker launchers are prohibited. Launching and retrieving through the forward hatch is allowed.

5. Coring, drilling out, rebuilding, replacing materials, grinding, or relocating standard equipment (except fuel tanks and batteries) in any way to reduce weight, to improve moments of inertia, or to change standard shapes is prohibited.
6. Alterations to liners and structural members is prohibited, except to increase size and strength.
7. Spreaders or spreader brackets other than supplied as standard by the manufacturer, except when an owner for reasons of safety substitutes modified spreaders or spreader brackets of the same length, weight (minimum) and angle to the mast, and obtains prior approval from the Class Measurer.
8. Deletion of any standard tanks, bulkheads, headliners, head, berth bases or other than standard items; except as replaced by approved amounts of weight. Water tanks may be removed without corrector weights.
9. Addition of ballast of any sort in such a way that it increases the stability of the boat (i.e. is below the waterline). However, additional, non-movable ballast added for measurement purposes under other than class rules is allowed as long as it does not increase stability (i.e. is above the water line).

VII. SAILING WEIGHT

1. Since there will be some variance in base boat weights coming from the factory and since owner preference for gear will vary, a full/on minimum sailing weight is established at 9000 lbs.
2. For all races sailed as a One Design Class there shall be a minimum of five crew members and the maximum in number determined by a crew weight of 1700 lbs.

VIII. SAILS

1. Sails allowed for one-design racing include any sail allowed (or not disallowed) by the applicable ratings certificate;
3. All Class sails will be restricted in replacement frequency to once every 2 seasons per sail. There is no imperative that the sail must be in use for the entire two seasons, i.e. a boat which sits out a year may still count that season for purposes of sail age. If a sail is destroyed or other mitigating circumstances arise, a sail may be replaced after a shorter period at the discretion of an executive committee, composed of the Fleet Captain and Fleet Measurer.
4. A sail older than two seasons may be interchanged for a newer sail for a given race at the owners' discretion.
5. MAINSAIL:
 - i. A competitor may carry one mainsail with a total sail area of not greater than that allowed by their rating certificate.

- ii. The foot may be attached to the boom with boltrope and a clew slide, "loose footed" designs are allowed.
- iii. The mainsail has no restrictions as to its construction material.
- iv. Any number of reef points and flattening reef are permitted. No reef point is required. For offshore racing, reef points are highly recommended, and are usually required by the sailing instructions for specific offshore races.
- v. There is no minimum weight for the mainsail.

6. HEADSAILS:

- i. A double luff groove headstay system and additional halyards are permitted.
- ii. A competitor may use a headstay system or roller furling headfoil without penalty or credit;
- iii. A competitor may carry one or more headsails consistent with its applicable rating certificate while racing;
- iv. Headsails may be of any composition material, including woven Dacron, mylar, aramid, Kevlar, Spectra, Carbon and other exotics.

7. SPINNAKERS

- i. A competitor may carry spinnakers as listed on the applicable rating certificate while racing.
- ii. Spinnaker shape may include any combination of symmetrical and assymetrical spinnakers, with limitations only to the measurements consistent with the competitor's current rating certificate.
- iii. A competitor may use bloopers, drifters, code zero, staysails or other specialty sails, as allowed on their rating certificate.

IX. KEEL AND RUDDER MODIFICATIONS

It is the intent of the Santana 35 Class Association Rules and Specifications that all keels and rudders conform to basic NACA shape 63A012.

1. All existing keel and rudder dimensions as of 2/2024 will be deemed acceptable as Santana 35 keels and rudders. Modifications subsequent to 2/2024 must approach, or meet specifications as per drawings in the technical section. Any modifications diverging from these specifications shall be deemed illegal.
2. It is the obligation of each owner to notify the Fleet Measurer prior to commencement of any work which will alter the shape of his keep or rudder. Questions see IV. Measurement, of the Class Rules.
3. Lead may be ground off as part of the fairing process. Any lead removed as part of the fairing process may not be used as fairing material, or be replaced in any way.

4. Fairing compounds are limited to materials that do not affect Ballasting. Metal shavings or metallic fillers of any kind are not allowed.
5. The leading and trailing edges of both the keel and the rudder must be straight lines (Trapezoidal).

X. COMPETITOR ELIGIBILITY

As per the statement of Intent for racing in the Santana 35 fleet, the fleet limits the participation of racing professionals and marine industry representatives while racing (originally 11/96, revised 11/00).

1. Yachts competing in Santana 35 one-design events are expected to honestly represent the classification of their crew as defined in the current US Sailing rules.
2. Categorization of competitors (Group 1 or 3) is as per the current US Sailing rule book, and any ruling made by US Sailing with regard to status of an individual will apply for the Santana 35 fleet. Requests for clarification of status must go through US Sailing, as specified in the US Sailing rulebook; the Santana 35 fleet officers hold no authority to determine the competitor classification of individuals.
3. If a yacht is found to be in violation of the competitor eligibility rules, points earned while sailing in violation may be revoked at a later date.
4. The restrictions on competitor categorizations are as follows:

Group 1: No restrictions on competition.

Group 3: One Group 3 competitor is allowed while racing in any position on the boat.

Competitor Eligibility is defined herewith only in respect to One Design events that are sanctioned by the Santana35 Class Association, where the fleet competes as a One Design group under its Class Rules. Other events are generally open, and there are no limits to competitor eligibility other than those prescribed by the sponsoring organization, unless the event is specifically classified as Santana 35 One Design event by a polling of the Santana 35 fleet members prior to that specific event.

XI. One Design Rating Relative to Fleet

In determining the official class rating relative to the remainder of the fleet (competing for divisional or overall awards), the Santana35 Class shall adopt the fastest rating of any class member as its rating, as determined by primarily (a) a fully measured and certified rating of any rating system required by any race. In the alternative, the class may adopt the rating of the fastest non-measured club certificate. All Santana35s competing as a One Design boat must consent to the assessment of "fastest rating" for the purpose of this section.