

New Boat Review:

The Santana 2023R(ace)

By Thom Burns

The Santana 2023R is the world's first "full-race" water-ballasted production sailboat. It features an extendable bowsprit and asymmetrical spinnaker. Schock is obviously enthusiastic and proud of his new boat. "Eighty per cent of the sailboats on the market are underpowered," explained Tom. "This boat with its tall and sophisticated tapered mast, retractable carbon fiber bowsprit, asymmetrical spinnaker and lighter hull weight is not."

Tom Schock, President of W. D. Schock Co., Gary Gleason of Gleason Sailmakers, Tom Wehr of Sail Iowa and I descended on the new owners, Todd and Lorna Berg, on their new Santana 2023R (race) at the Iowa Interlakes Regatta. The Berg's boat is hull number two of this full-race, water-ballasted line. The already successful 2023 A and C models have been on the market for about two years.

Tom was all over the boat prior to launching getting the myriad of one-time details sorted-out since the boat and sails had just arrived the day before. When it came time to launch, the mast went-up easily. The roller furling genoa, which is recessed, attached easily and worked well. The boat launches in 27 inches of water. Once launched the engine is very accessible from the open transom.

For the most part during the two days of the regatta, the winds were very light in the 3-5 knot range. Tom Schock believes the boat sails best in 8 knots or more. From what I saw the boat is highly competitive in the lighter ranges as well. With five of us onboard in 1-2 knots of breeze the boat sailed when others parked. With the enormous asymmetrical spinnaker up, the boat moved out quite well. The real test came later in the day.



Todd and Lorna Berg of Newton, Iowa, onboard *Terrible Reality*, their new Santana 2023R. Tom Schock and Gary Gleason joined them for the weekend at Lake Red Rock near Des Moines, Iowa.

On the race course the main PHRF competitors were two S-2 7.9 Grandslams and a Capri 25. Gary and Tom were giving Todd, Lorna and crew a steady flow of tips, corrections and tweaks, but Todd et al sailed the boat which was obviously a dramatic change from their older, heavier, slower previous boat.

The starts were about even. The boat pointed equal to or higher than its competitors with superior boatspeed. On the reaching legs, downwind jibing the big asymmetrical chute more than made up for the extra distance. What was

"Eighty per cent of the sailboats out there are underpowered," explained Schock. "This one is not."

significant to me was that both the Capri 25 and the S-2 7.9's were sailed better than the Santana, due to Todd & crew's inexperience with the new boat. Yet, in race four they came from 10 boat lengths back to tie for first and in race five they dominated every leg and should have won by 15 to 20 boatlengths but for a DSQ on the finish.

When I was sailing the boat it was very responsive with fingertip tiller control. It grooved easily and teased me to no end since I could only guess at what a blast it would be to sail it in 10 to 15 knots of wind.

Design

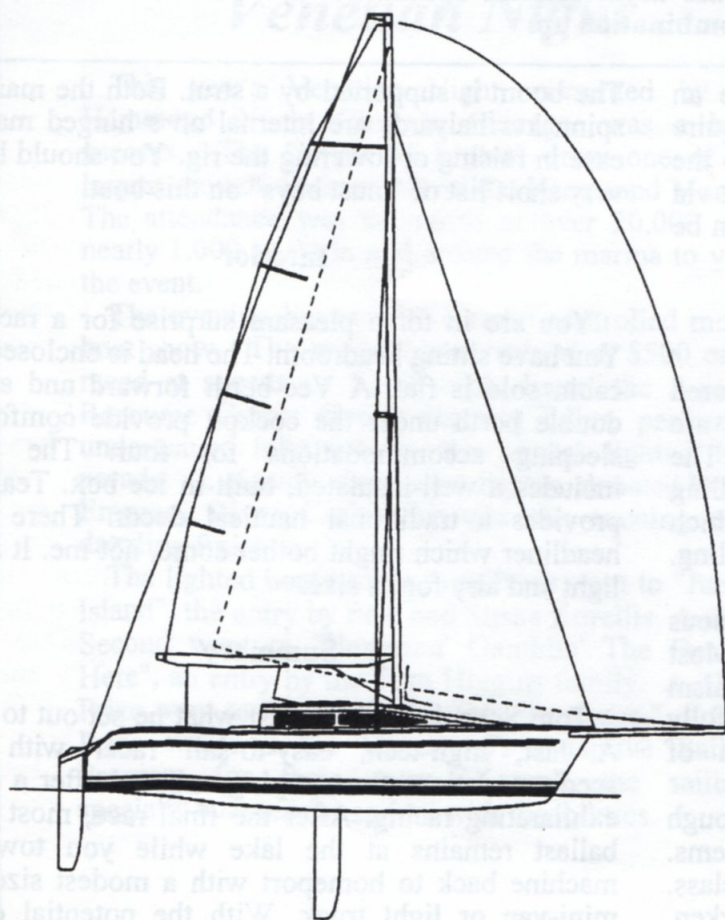
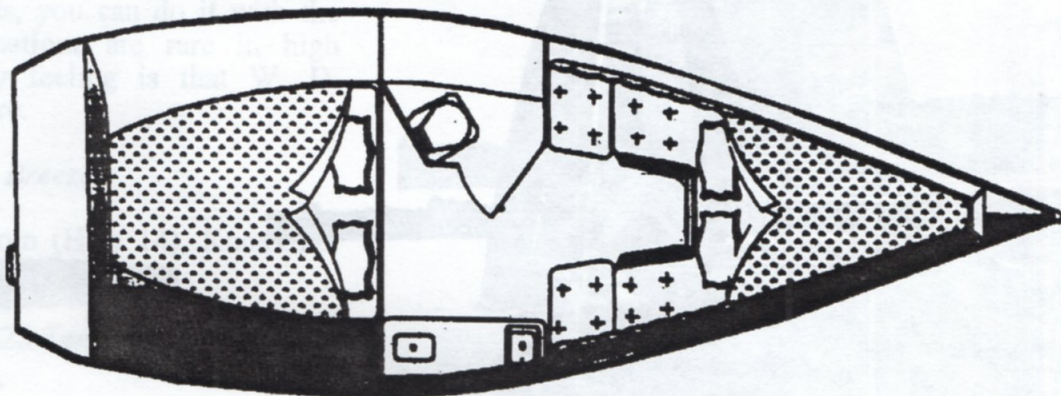
The hull design is proven with a fine entry, firm bilges for stability and a long straight run for high speed performance.

Schock reported planing speeds in the 14 to 16 knot range on San Francisco Bay recently. With its sailing weight of 2380 lbs it is light. Schock said he got about 500 lbs out of the hull weight by using a more sophisticated Divinycell core with unidirectional rovings. He was quick to point-out the additional reinforcement at high load points, including the bonding of load-bearing bulkheads.

The fiberglass centerboard is light and

stiff, weighing only about 50 pounds. For convenience, it can be raised and lowered from the cockpit, even while racing. At 5'9" depth it is not hard to see why this boat lifts to weather. For ease of inspection, it can be removed while the boat is still on the trailer.

The rudder is also fiberglass. It is a high-aspect ratio design mounted on the transom for maximum control. It is also deeper than most rudders.



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Note how tall the rig is and how large the asymmetrical spinnaker is. This boat is virtually "unparkable" in the lightest of air with this combination up.

The transom is specially designed to receive an outboard engine. Therefore, this boat does not require the normal outboard motor bracket. It is lower to the water, which makes it very easy to board the boat via a boarding ladder. Even on the trailer, the boat can be easily boarded because of this design.

Deck and Rigging

The deck is also unidirectional fiberglass cored with 1/2" Divinycell foam. The load areas are strengthened with plywood and more fiberglass. The R model has wide side decks for easy sail handling and comfortable rail weight, a low cabin house which slopes down to the foredeck for easier sail handling. The built-in nonskid really feels good underfoot.

The cockpit on this boat is a big plus. It is spacious with long bench seats and good-sized lazarettes. Most controls including the bowsprit extender mechanism can be reached from the cockpit. Schock has carefully placed these controls for comfort and ease of handling.

The roller furler looks and worked well although light winds are not a true test of roller furling systems. The tracks, blocks, traveler, stoppers are all first class. Many of the items including the winches are Harken.



The boom is supported by a strut. Both the main and spinnaker halyards are internal on a hinged mast for ease in raising or lowering the rig. You should have a very short list of "must buys" on this boat.

Interior

You are in for a pleasant surprise for a raceboat. You have sitting headroom. The head is enclosed. The cabin sole is flat. A Vee-berth forward and a large double berth under the cockpit provide comfortable sleeping accommodations for four. The galley includes a well-insulated, built-in ice box. Teak trim provides a traditional nautical decor. There is no headliner which might bother some, not me. It is also light and airy for its size.

Summary

Tom Schock has built just what he set out to build. A fast, high-tech, easy-to-sail racer with good accommodations for camping onboard after a day of exhilarating racing. After the final race, most of the ballast remains at the lake while you tow your machine back to homeport with a modest sized car, mini-van or light truck. With the potential of one

design regionals, nationals and mid-winters...all those events which endear boats to owners, the boat could really take off. In PHRF racing, you can anticipate a significant drop in numbers as it places over boats like the S-2 7.9 and Capri 25.

This boat is as impressive for its versatility as it is for its performance. It should fit the racer who wants to camp on his boat in some degree of comfort with the family or friends and repeat the experience at a different locale next week very well. If you club race and only occasionally, trek your boat around to places like the Lake of the Woods, you can do it with the family car. These combinations are rare in high performance sailboats. My feeling is that W. D. Schock Co. has a winner here.

Thom publishes Northern Breezes.

Sail Iowa, 2005 N. Lincoln (Hwy 14), Knoxville, Iowa 50138. 1-800-728-1301.

W. D. Schock Corp., 23125 Temescal Canyon Rd., Corona, CA 91719.



The roller furling genoa performed flawlessly and maintained good sail shape throughout the regatta.

Venetian Night

This year's Venetian Night, presented by the Hammond Yacht Club in Chicago, was a huge success. The "Night of Lights" drew one of the largest crowds to assemble in the Hammond Marina. The attendance was estimated at over 20,000 with nearly 1,000 boats in and around the marina to view the event.

The evening began with a radio controlled model boat show. The model boats, valued at \$500 each, raced at speeds of 50-60 mph. Later, the Aquatic Resource Center divers, carrying lights, performed underwater, followed by the annual lighted boat parade. A gigantic fireworks display, donated by the Empress River Casino brought the evening to a dazzling finish.

The lighted boat parade First Prize went to "Jungle Island", the entry by Pete and Susan Korellis. A close Second went to "Hammon' Gamblin' The Deal is Here", an entry by the Tom Higgins family. A Third Prize went to "Bedrockboat-The Flintstones." Fourth Prize went to the Hammond's Adaptive Sailing Program for their entry "Karen", the sailboat specially adapted for sailors with disabilities.

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