



Sanibel 36-600 Owners Manual

Specifications

Length (Hull): 36 inches
Height (Mast): 51.5 inches
Height (Overall): 69 inches
Beam: 7.5 inches
Radio: JR™ Beat Gear w/sail winch servo
Sail area:
Overall: 521.5 square inches
Main: 342 square inches
Jib: 179 square inches

The new Pro Boat™ Sanibel™ 36 comes with the fiberglass hull built and painted and the RC equipment installed. All that's left is a few hours of rigging and final assembly. The two-piece aluminum mast makes disassembly and transport quick and easy.

On the water, the Sanibel's performance is on par with most any scratch-built 36" racing yacht. The specially designed hull minimizes drag and the heavy-duty sail winch servo provides more than enough torque to draw in the sails when tacking into strong breezes. Be it for a beginner looking to get started with style or a veteran sailor who doesn't care to build, the Sanibel 36 is a great way to set sail.



Introduction

Thank you for purchasing the Pro Boat™ Sanibel™ 36 Ready-To-Run sailboat. This craft has been designed to provide many hours of scale sailing pleasure, without the long hours of assembly usually associated with a model RC sailboat. The Sanibel 36 can leisurely be completed in one evening.

No Building!

The Sanibel 36 comes almost completely assembled. Its durable molded fiberglass hull has been prepainted for your convenience. You will only need to finish rigging the sails and attach the keel. The detailed instructions, photos and glossary at the back of the manual will allow you to easily complete the assembly. A check box is provided for each step of the manual, so that each particular section can be marked off when complete.

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Items Required to Complete your Sanibel

| | |
|----------------------|--------------|
| Phillips screwdriver | Small pliers |
| “AA” batteries (12) | Threadlock |

Warranty Information

Pro Boat™ guarantees this kit to be free from defects in both material and workmanship at the date of purchase. This warranty does not cover any parts damaged by use or modification. In no case shall Horizon Hobby's liability exceed the original cost of the purchased kit. Further, Horizon Hobby reserves the right to change or modify this warranty without notice.

In that Horizon Hobby has no control over the final assembly, or material used for the final assembly, no liability shall be assumed or accepted for any damage of the final user-assembled product. By the act of using the product, the user accepts all resulting liability.

All warranty questions should be directed to Horizon Hobby, Inc. Please do not contact your local hobby shop regarding warranty issues, even if purchased from there. This will enable Horizon to better answer your questions and provide service if assistance is needed.

If not prepared to accept the liability associated with the use of this product, the buyer is advised to return this kit immediately, in new and unused condition, to the place of purchase.

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Champaign, Illinois 61822
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www.horizonhobby.com

Section 1 – Inspection

Carefully remove the boat, boat stand, and radio transmitter from the box. Inspect the boat and make certain that no damage is present. If any damage is found, please contact the Pro Boat retailer where the model was purchased.

Section 2 – Rigging Installation

- 1. Locate the cardboard box containing the sails and hardware. Remove the two-piece mast. Also remove the keel, boat stand and hardware bag. Place the hull on the boat stand.



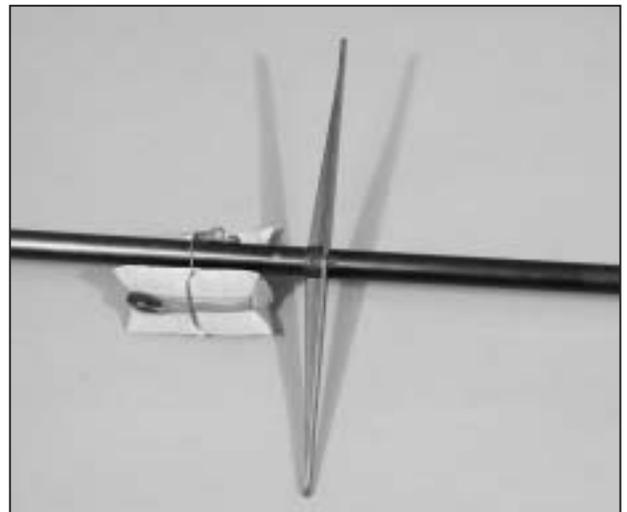
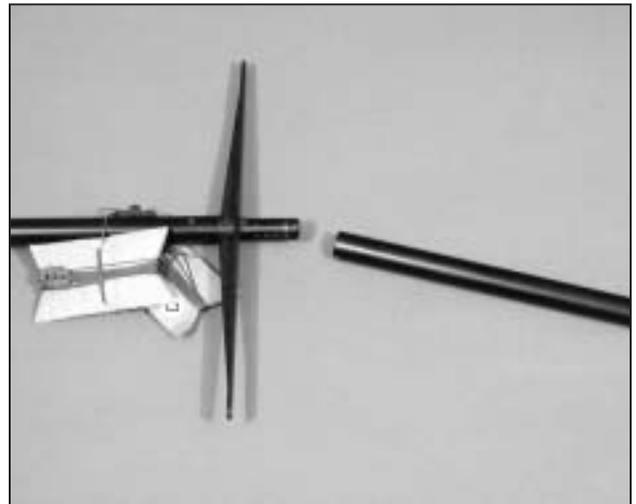
Note: The sails will be rolled around one section of the mast.

- 2. Locate the keel. Slide the keel into the hull from the bottom of the hull. The rounded end will face the bow (front) of the boat. Use the supplied nut to secure the keel to the hull.



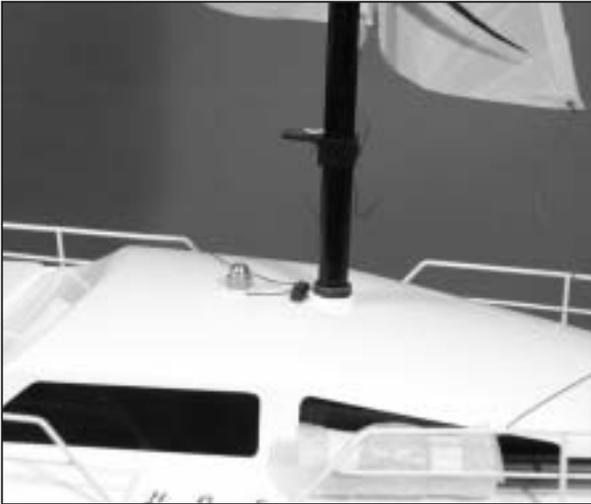
Note: Use threadlock on the nut to keep it from loosening during operation.

- 3. Slide the upper and lower mast halves together. The notch in the upper mast will align with the screw in the lower mast.



Section 2 – Rigging Installation

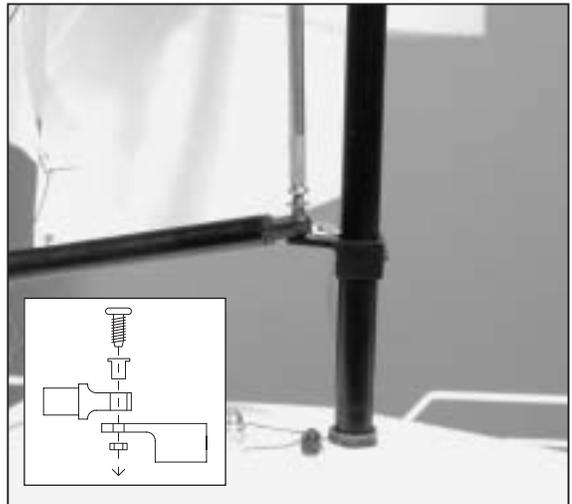
- 4. Slide the mast assembly into the fitting on the top of the hull.



- 5. Carefully unroll the sails from the mast. The main sail will be attached to the top of the mast at the crane. The jib sail will be attached to the upper mast as shown.

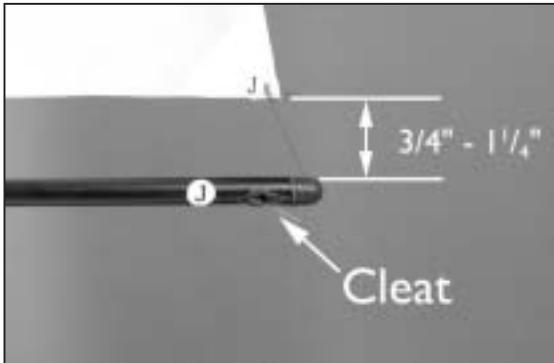


- 6. Locate the main sail boom. The boom will connect to the boom mount at the point marked "I." Remove the brass eyelet, screw and nut from the hardware bag. Slide the brass eyelet into the end of the main boom. Slide the screw through the eyelet and use a Phillips screwdriver to secure the screw. Apply a drop of threadlock on the nut and thread it onto the screw from the bottom of the boom mount.

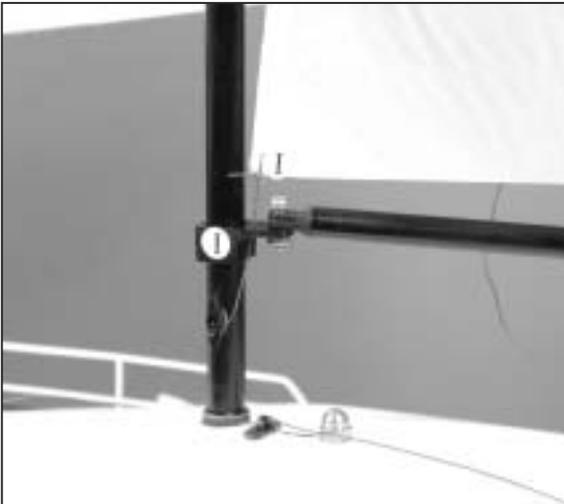


Section 2 – Rigging Installation

- 7. Locate the end of the main sail marked "J". Pass the line tied to the main sail through the hole in the main sail boom (marked J). Pull the line until the main sail is taut, and the distance between the boom and sail is between 3/4" and 1 1/4". Secure the excess line by wrapping it around the cleat and placing the end of the line in the notches of the cleat.



- 8. Locate the end of the main sail marked "I." Pass the line tied to the main sail through the hole in the boom mount (marked I). Position the line so the distance between the boom and sail is between 3/4" and 1 1/4". Secure the excess line by wrapping it around the cleat and placing the end of the line in the notches of the cleat.



Note: Do not adjust the tension of any of the lines at this time. This will be done in Section 4, "Adjusting the Rigging Cables."

- 9. Carefully unwrap the top rigging line marked "C."



- 10. Insert the line into the outer hole in the spreader as shown.



Note: The spreader has a small notch in the outer hole. The inner hole will not be used, making it easier to insert the line. Simply push the rigging line through the slot.

Section 2 – Rigging Installation

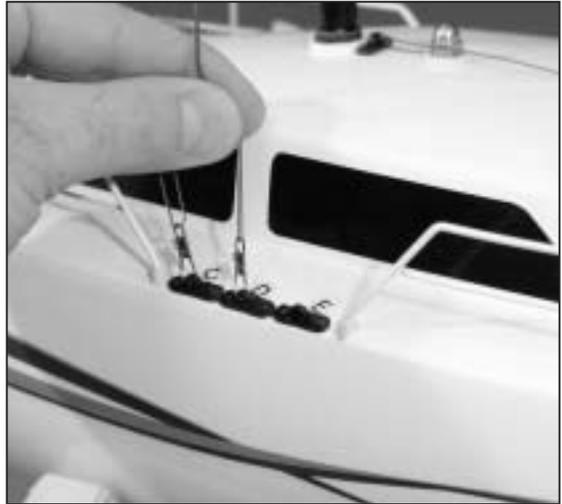
- 11. Open the rigging clip and attach it to the eye plate marked "C." Close the wire clip.



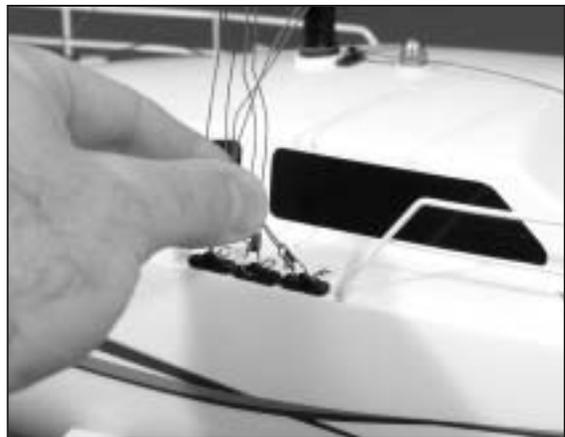
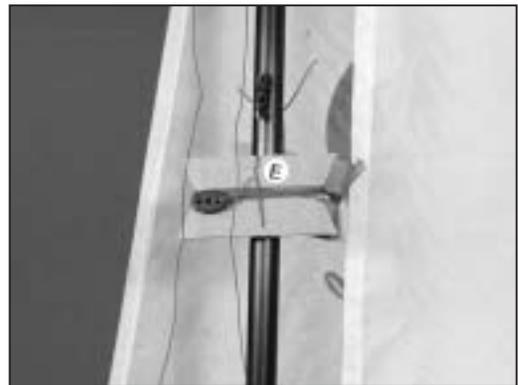
- 12. Carefully unwrap the mid-line rigging marked "D."



- 13. Open the rigging clip and attach it to the eye plate marked "D." Close the wire clip.



- 14. Carefully unwrap the lower rigging marked "E." Open the rigging clip and attach it to the eye plate marked "E." Close the wire clip.



- 15. Repeat Steps 9 through 14 for rigging lines "F," "G," and "H" (in that order).

Section 2 – Rigging Installation

- 1. Locate the jib sail boom. It will be marked "K" on one end, which will face the bow of the boat. Pass the rigging line marked "K" from the jib sail through the hole in the boom end.



- 2. Position the line so the distance between the boom and sail is between 3/4" and 1 1/4". Secure the excess line by wrapping it around the cleat and placing the end of the line in the notches of the cleat.



- 3. Repeat Step 17 for the line marked "L" on the jib sail.



Hint: The jib boom will be parallel to the bottom of the jib sail once Steps 17 and 18 are complete.

- 4. Carefully unwrap the bow rigging cable marked "A." Attach the rigging cable to the fitting at the bow of the boat marked "A."



Section 2 – Rigging Installation

- 5. Carefully unwrap the stern rigging cable marked "B." Attach the rigging cable to the fitting at the stern of the boat marked "B."



Section 3 – Main Sail Loft Ring Installation

- 1. Locate one main sail loft ring. Open the ring and insert the small loop of the ring through the eyelet in the main sail.



- 2. Snap the loft ring around the main mast.



- 3. Repeat Steps 1 and 2 for the 5 remaining loft rings.

Section 4 – Adjusting the Rigging Cables

- 1. Locate the jib stay on rigging lines "C" and "F." Pull up carefully on the jib stay to adjust the tension so there is no slack in the line. Work slowly and adjust both lines so the main mast is completely vertical.



- 2. Repeat Step 1 for the rigging lines paired "D&G" and "E&H."



- 3. Adjust the jib stay on the rigging line at the bow "A" and stern "B" of the boat. Tension the rigging lines so the mast is perpendicular (square) to the hull of the boat.



Section 5 – Transmitter and Receiver Battery Installation

Install 8 "AA" alkaline batteries into the radio transmitter, following the instructions for your radio system. Carefully place the sailboat hull into the included boat stand, if it is not already there. Next, remove the radio box lid (scale cockpit) of the boat carefully, as the cockpit is secured by a rubber band. Locate the receiver battery box. Install 4 "AA" alkaline batteries into the battery box and return it to its allotted space.



Note: The radio box lid has been removed for photography.

Section 6 – Checking the Radio System

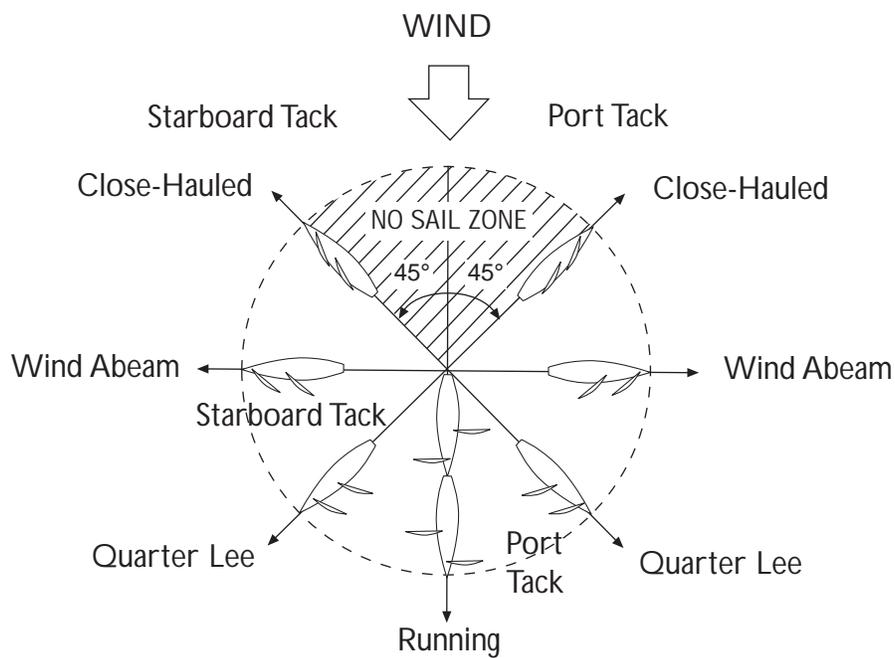
After completing the boat, turn on the radio system and test it to make certain it is functioning correctly. First, turn on the transmitter. Next, turn on the switch that controls the receiver.

- Moving the right stick of your transmitter will control the rudder. To turn to the right, simply move the stick to the right, and the rudder should also move to the right. Do the opposite to turn left.
 - Moving the left stick of the transmitter will control the sails. By moving the left stick upward, you will let the sails out. By pulling the left stick down, you will tighten the sails.
- Always extend the transmitter antenna prior to sailing.
 - Make certain that the receiver antenna is completely uncoiled.
 - When the radio system is working correctly and the sails and fittings are properly adjusted, you are ready to sail.
 - After sailing, turn the receiver off before turning the transmitter off.

Section 7 – Sailing Tips

The following will help you get started in sailing. Follow the instructions and understand it takes some practice to become an accomplished yachtsman.

Do not sail if the winds are too strong. Best results will occur with winds between 5 and 12 mph.



Section 7 – Sailing Tips

WIND



Wind Abeam

Sails: Each at a position of 45°
Rudder: In center position



STARBOARD TACK

Port Tack—Close-Hauled

Sails: Keeping pulled in
Rudder: To be held at the center as long as the sails do not shiver

Tacking

Sails: Keeping pulled in
Rudder: To the left

Bearing Away

Sails: Let both out so as not to shiver
Rudder: To the left

Tacking

Sails: Keeping pulled in
Rudder: To the left

Starboard Tack—Close-Hauled

Sails: Keeping pulled in
Rudder: To be held at the center as long as the sails do not shiver

45°

Tacking

Sails: Keeping pulled in
Rudder: To the right

Port Tack—Close-Hauled

Sails: Keeping pulled in
Rudder: To be held at the center as long as the sails do not shiver

Luffing Up

Sails: Pulling both in all the way
Rudder: To the left

START

Wind Abeam

Sails: Each at a position of 45°
Rudder: In center position



PORT TACK

Quarter Lee

Sails: Letting both out a little more
Rudder: To the left



Starboard Tack—Running

Sails: Letting both out to their maximum position
Rudder: In center position



Port Tack—Running

Sails: Letting both out to their maximum position
Rudder: In center position



Quarter Lee

Sails: Pulling both in a little
Rudder: In center position



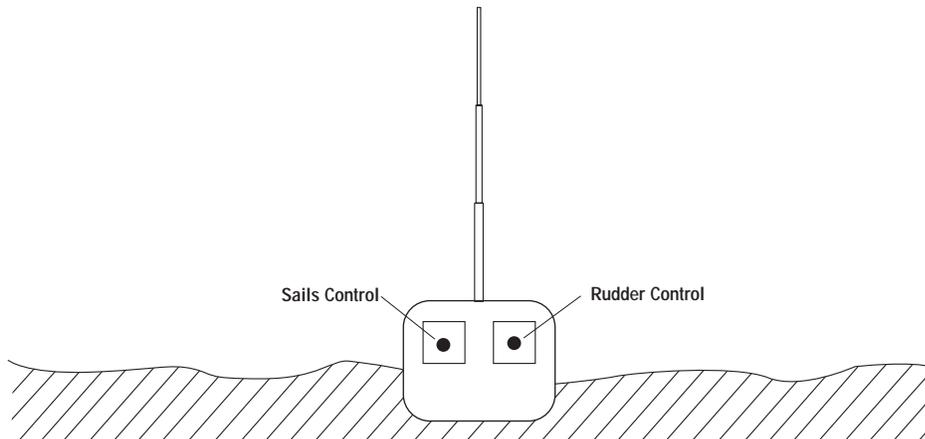
Luffing Up

Sails: Pulling in bit by bit
Rudder: To the left



Sails Control

Rudder Control



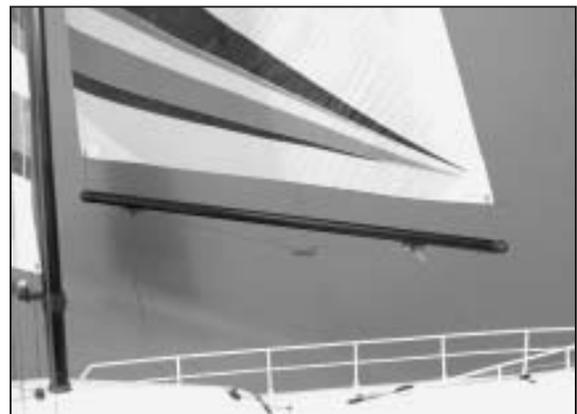
Section 8 – Performance Tips

After you have finished rigging the sails, it will be helpful to trim the sails in order to optimize the performance of your boat. It is often necessary to briefly sail the Sanibel in order to see how the sails need to be trimmed. This section covers hints and tips for trimming your Sanibel™ for the best performance. Remember to take your time to optimize your sailing pleasure.

- 1. Check to make sure the main boom and jib boom are in line with each other. Adjust the jib stay at the top of the jib sail to position the jib boom.



- 2. With the radio system on, move the left stick on your transmitter "up" and manually push the main sail and jib sail open. You should be able to open the sails to at least a 60-degree angle. If you cannot do this, it will be necessary to adjust the length of the line (allowing more slack) by adjusting the jib stays located underneath the main sail and jib sail booms.

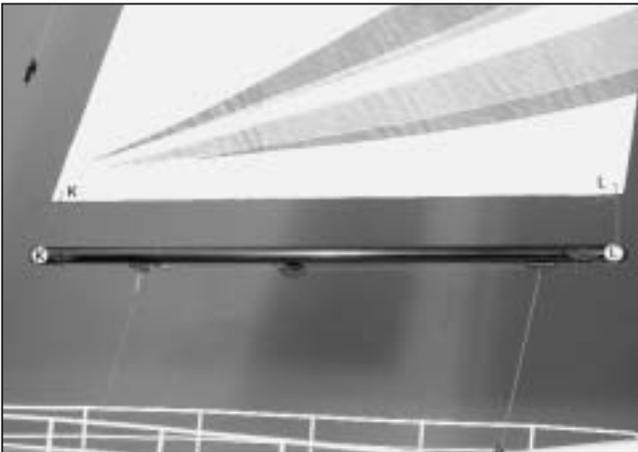


Section 8 – Performance Tips

- 3. With the radio system on, move the left stick of your transmitter "down" to close the sails. The sails should close, with the jib sail being tighter than the main sail. If you cannot pull the sails in using the transmitter, it may be necessary to adjust the jib stays to remove slack from the line.



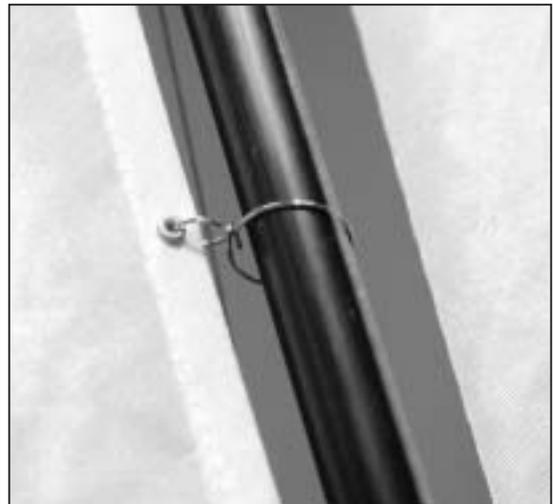
- 4. Note how the jib sail is tightened so that there is approximately 3/4" to 1 1/4" of space between the bottom of the sail and the sail boom. Make certain that the knot is tied securely at both jib stays, and that the lines are secure at "K" and "L."



- 5. Make certain that all the knots pertaining to the main boom and sail are secure, as well as the connections to the cleats.



- 6. Bend the opening of each of the luft rings after you have secured the main sail to the mast, so they will not be pulled out of the sail or from the mast. By doing this, you will ensure that the sail is properly secured to the mast, providing better performance from your sailboat.



Section 9 – Basic Glossary

Beam Reach

Sailing at approximately 90 degrees to the wind source with the wind coming from abeam

Beating

Sailing toward the wind source or against the wind with the sails pulled in all the way, tacking as you go, to reach a destination upwind

Boom

The horizontal spar to which the foot of a sail is attached

Bow

The forward end of a boat

Cleat

A fitting to which the rigging line may be secured

Downwind

Sailing away from the wind with the sails let out all the way

Jib Sail

The smaller sail attached at the bow of the boat

Jib Stay

Device use to adjust the tension of the rigging lines

Knot

One nautical mile per hour (one knot equals 1.2 mph)

Main Sail

The largest working sail that is attached to the mast

Mast

Vertical spar to which the rigging and sails are attached

Port

The left side of the boat (when facing forward)

Rudder

Vertical plate attached at the stern, controlling the movements of the boat

Starboard

The right side of the boat (when facing forward)

Starboard Tack and Port Tack:

The right side of the boat is called the starboard side and the left side is called port. When the boat sails with the wind coming across the starboard side and the main sail is on the port side, the boat is sailing on a starboard tack. When the boat sails with the wind coming across the port side of the boat and the main sail on the starboard side, the boat is sailing on a port tack.

Stern:

The back end of a boat

Tack

To turn the bow of a sailboat through the wind so the sails fill to the opposite side

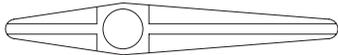
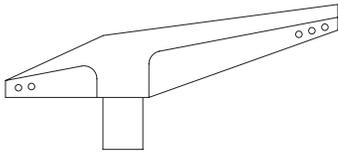
Weather Helm

The natural tendency of a boat to turn toward the wind

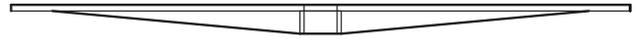
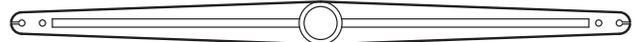
Replacement Parts

| | | |
|---------|-------|------------------------------------|
| PRB2401 | ..... | Replacement hull: Sanibel™ 36 |
| PRB2402 | ..... | Main and Jib Sails: Sanibel 36 |
| PRB2403 | ..... | ABS Cockpit: Sanibel 36 |
| PRB2404 | ..... | Rudder: Sanibel 36 |
| PRB2405 | ..... | Scale Rudder Arm/Wheel: Sanibel 36 |
| PRB2406 | ..... | Complete Mast: Sanibel 36 |
| PRB2407 | ..... | Plastic Parts Tree: Sanibel 36 |
| PRB2408 | ..... | Rudder Pushrod: Sanibel 36 |
| PRB2409 | ..... | Rigging Line: Sanibel 36 |
| PRB2410 | ..... | Boat Stand: Sanibel 36 |
| PRB2181 | ..... | Push Rod Connector: S24,S36 |
| PRB2182 | ..... | Rubber Boot: S24,S36 |
| PRB2183 | ..... | Rigging Line Clips: S24,S36 |
| PRB2185 | ..... | Hull Fitting Screws: S24,S36 |
| PRB2186 | ..... | Sail Luft Rings: S24,S36 |
| PRB2187 | ..... | Rudder Clevis: S24,S36 |
| PRB2188 | ..... | Sail Boom Screw/Eyelet: S24,S36 |

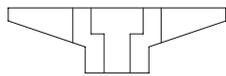
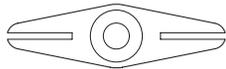
Plastic Parts



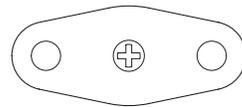
Masthead Crane



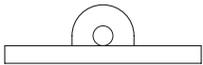
Spreader



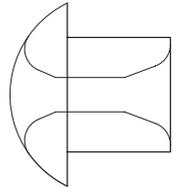
Cleat



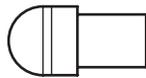
Pulley



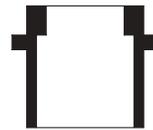
Eyeplate



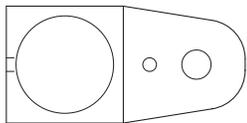
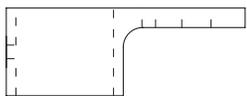
Rigging Line Grommet



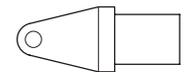
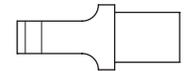
Boom Plug



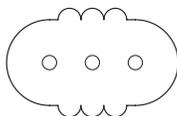
Mast Holder



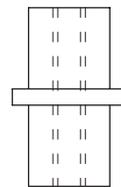
Gooseneck



Boom Pivot

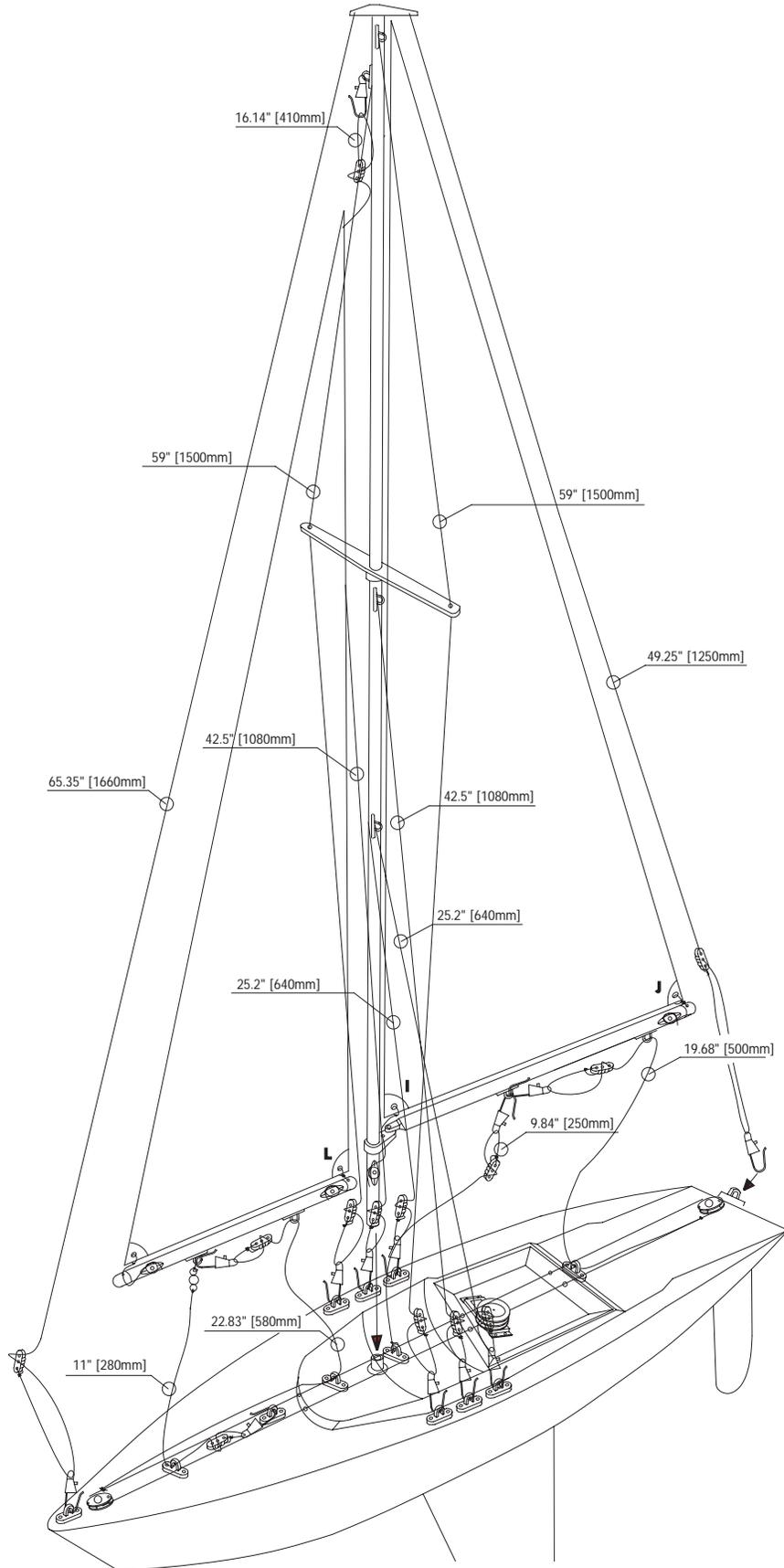


Jib Stay



Mast Joiner

Diagram of Sailboat Rigging



PRO BOAT™

HORIZON
H O B B Y

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