

SOLING 1 METER RULES

Note: Current Rule changes

Red text reflects revisions approved 2020 Rule changes

1.0 Concept

The definitions, dimensions, limits, and restrictions listed are intended to maintain the one-design concept of this class. The concept behind the Soling One Meter class is that a first-time skipper should be able to build and sail a model yacht that has essentially no performance differences from a boat built by an expert. All aspects related to performance are intended to be restricted to what can be achieved by building the kit straight from the manufacturer's assembly manual. Aspects not affecting performance are not as strictly controlled. These rules are intended to ensure that all boats are as close as possible with regard to hull, deck, keel, rudder, sails, displacement and ballast. Any obvious attempt to negate or violate this concept shall require the boat be barred from competition until such time as the violation is corrected.

1.1 General

The class specification is defined by these class rules, the control drawings, the manufacturer's assembly manual, and any applicable rules of the AMYA, in that order. If a feature which may enhance performance is not shown in the manufacturer's assembly manual and not specifically permitted by these class rules, then it is prohibited. All dimensions shown in the manufacturer's assembly manual are to be adhered to unless specifically overridden by these class rules.

2.0 Standard

The class shall be called the Soling One Meter. Boats conforming to these class rules must be built from a kit, obtained from an approved manufacturer. The Class Secretary shall maintain a list of approved manufacturers of the kit.

2.1 Hull and Keel

The hull and keel shall be as supplied in the kit. The keel can be removable or permanently attached to the hull in the location shown on the control drawings.

2.1.1. Keel Thickness: The keel shall be that which is supplied in the kit. The assembled keel may not be thinner than .410 inches measured 2.0 inches below the bottom of hull and 2.0 inches aft of the leading edge.

2.1.2 Rudder Thickness: The mounting location is to be that shown on the control drawings. Rudder thickness: the rudder may not be narrower than .25 inches measured at the fore and aft of center of rudder, 1.5 inches aft of the leading edge and 1.5 inches below the bottom of the hull.

2.2 Deck, Hatch, and Lazarette

The deck shall be that supplied in the kit. Any method of deck attachment is permitted, provided that the deck inboard of the hull is unchanged. The deck flange, if any, may be removed. An alternate hatch cover may be fabricated but must conform with that supplied by the kit. One opening (hole) may be in the deck area over the rudder shaft horn assembly. This opening, to be known as the lazarette, is optional. If installed, the lazarette opening in the deck is restricted in size to a maximum of 9 square inches (58 sq.cm). The shape of the lazarette and its covering material is uncontrolled.

2.2.1 Beam Measurement: The beam measurement at the widest point shall be a minimum of 8.875 inches (8-7/8").

2.3 Rudder

The rudder is to conform in size and shape with that that supplied in the kit. The mounting location is to be as shown on the control drawings.

2.4 Interior Construction

The construction, layout, materials, and equipment used inside the hull are unrestricted except where prohibited by any other rule. If an alternative method of reinforcing the deck at the mast step and mainsheet exit is provided, the hull and deck may be assembled without the forward and aft bulkheads supplied in the kit.

3.0 Displacement and Ballast

The minimum ready-to-sail weight of the yacht shall be 10 pounds. The ready-to-sail weight shall include the radio receiver, batteries, steering servo, sail control unit, sails and rigging.

3.1 Materials

Ballast shall consist of lead shot permanently bonded in the keel. Molded, solid lead ballast shall be prohibited.

4.0 Spars

The mast and booms shall be made of solid wood or plywood. Hollow spars are prohibited, although a slotted mast is permitted. If used, plywood must have all layers of uniform density. All replacement spars shall not exceed the dimensions of the originals contained in the kit, except that the jib boom may be up to 15-½ inches (394 mm) long. No weight shall be added to the jib club (jib boom) forward of the swivel.

5.0 Rigging

The use of commercially available or home-made fairleads, turnbuckles, screw eyes, eye bolts, tangs, bowsies, goosenecks, boom vang, mast jacks, mast cranes, outhauls and woven or braided wire for shrouds and stays shall be permitted. Fairleads (sheet exit guides) shall not extend higher than ½ inch (12.7 mm) from the deck. Larger screw eyes or through-deck eye bolts may replace screw eyes supplied with the kit.

5.1 Standing Rigging

The use of multiple diamond rigging shall be permitted. A permanent backstay is required. The ends of the spreaders shall not extend beyond the width of the hull at the mast. Spreader shall be made of wood, aluminum or brass. Spreader shall not be angled fore or aft of the mast. The side stays (shrouds or diamond stays) descending from the outer ends of the spreaders shall attach either to the mast (diamond stays) as shown in the manufacturer's assembly manual or to the deck (shrouds) in the range shown by General Configuration Control Drawing Note 4. If diamond stays are used and located as shown in the manufacturer's assembly manual, a second set of shrouds may be attached between the spreaders and the deck in the range shown by General Configuration Control Drawing Note 4.

5.2 Mast Crane - Backstay Bracket

The mast crane at the top of the mast may be longer than the one supplied in the kit and/or mounted at an angle as shown on the control drawings to prevent the mainsail from interfering with the backstay. The mast crane may be constructed of wood, aluminum, or brass. The lower end of the backstay may be attached at, but not beyond the transom.

5.3 Mainsail Height

The maximum height of the mainsail from the deck shall not exceed 51- $\frac{1}{4}$ inches (1302 mm).

5.4 Jib Stay Attachment

The height from the deck to the jib stay attachment on the mast shall not exceed 45- $\frac{3}{4}$ inches (1162 mm) including the jack screw, if used.

5.5 Wind Indicators

The use of a wind indicator or wind vane on the top of the mast shall be permitted.

5.6 Deck Layout

Deck hardware shall be located in conformance with the control drawings. The method of attachment to the deck of any hardware is uncontrolled. Racks may be used on the deck in place of screw eyes. If fittings exist in alternate locations not permitted by the control drawings, the legal positions shall be clearly marked.

5.7 Mast Step

The mast must be stepped on-deck, but any mast step arrangement is permitted.

5.8 Running Rigging

Any outhauls, cunninghams and halyards shall each be attached to a single spar. The use of a separate jib halyard is permitted. Topping lifts are prohibited.

6.0 Sails

Sails shall be single-panel and shall be cut to match the control drawings.

6.1 Sail Material

Sails shall be made only from woven polyester fiber cloth.

6.2 Battens

6.2.1 Mainsail: No more than 3 battens positioned in such a way that the leach is divided into 4 equal parts. Maximum batten lengths: top 5 inches (127 mm), middle 6 inches (152 mm), bottom 4 inches (102 mm).

6.2.2 Jib sail: No more than 2 battens positioned in such a way that the leach is divided into 3 equal parts. Maximum batten lengths: top 4 inches (102 mm), bottom 2.5 inches (64 mm).

6.3 Sail Reinforcement

The sails may be reinforced by addition of woven cloth or tape material within 3 inches (76mm) of the head, tack, and clew corners, and within ¼ inch (6.4 mm) of the leech edge.

6.4 Sail Numbers and Class Logo

Sail numbers shall be a minimum of 3 inches (76 mm) in height and 3/8 inches (9.5 mm) in stroke width. They shall be placed as shown on the control drawings. The class logo shall be optional, but if present, must be as shown on the control drawings. Alternatively, sails may be marked according to the Racing Rules of Sailing (current edition).

7.0 Radio

Any brand or type of radio equipment is permitted. Transmitters and receivers may have more than two channels, provided no more than two channels are used, one channel for sail sheet control only, and one channel for rudder control only. The use of a backstay tensioner, extra jib trimmer or jib twitcher is prohibited. Use of radio transmissions from the boat except for the establishment and maintenance of a radio control link, control unit positioning information, signal strength and battery status information while racing is prohibited.

8.0 Adhesives

The use of any adhesive is permitted to bond any part provided with the kit or permitted by these rules.

9.0 Control Drawings

The following control drawings are to be read as part of the class rules:

9.1 Sail Control Drawing dated 14 February 2005.

9.2 General Configuration Control Drawing (Revised after Election October 26, 2019.)

10.0 Manufacturer's Assembly Manual

The manufacturer's assembly manual is included with the kit, is dated either September 1987 or July 1997, and is to be read as part of the class rules.

Notes:

- 1) All dimensions in inches.
- 2) Tolerance: +/- 1/4 inch unless otherwise noted.
- 3) **The datum from which all linear measurements are to be taken is established by the bow of the hull. (For flanged boats, the deck flange inner surface must meet the hull bow top edge.)**
- 4) Sidestay may be located anywhere in range.
- 5) **The jib boom attachment point is measured from the forward most end of the boom aft 1-15/16" to 2-1/16" inches.**

Soling One Meter

General Configuration

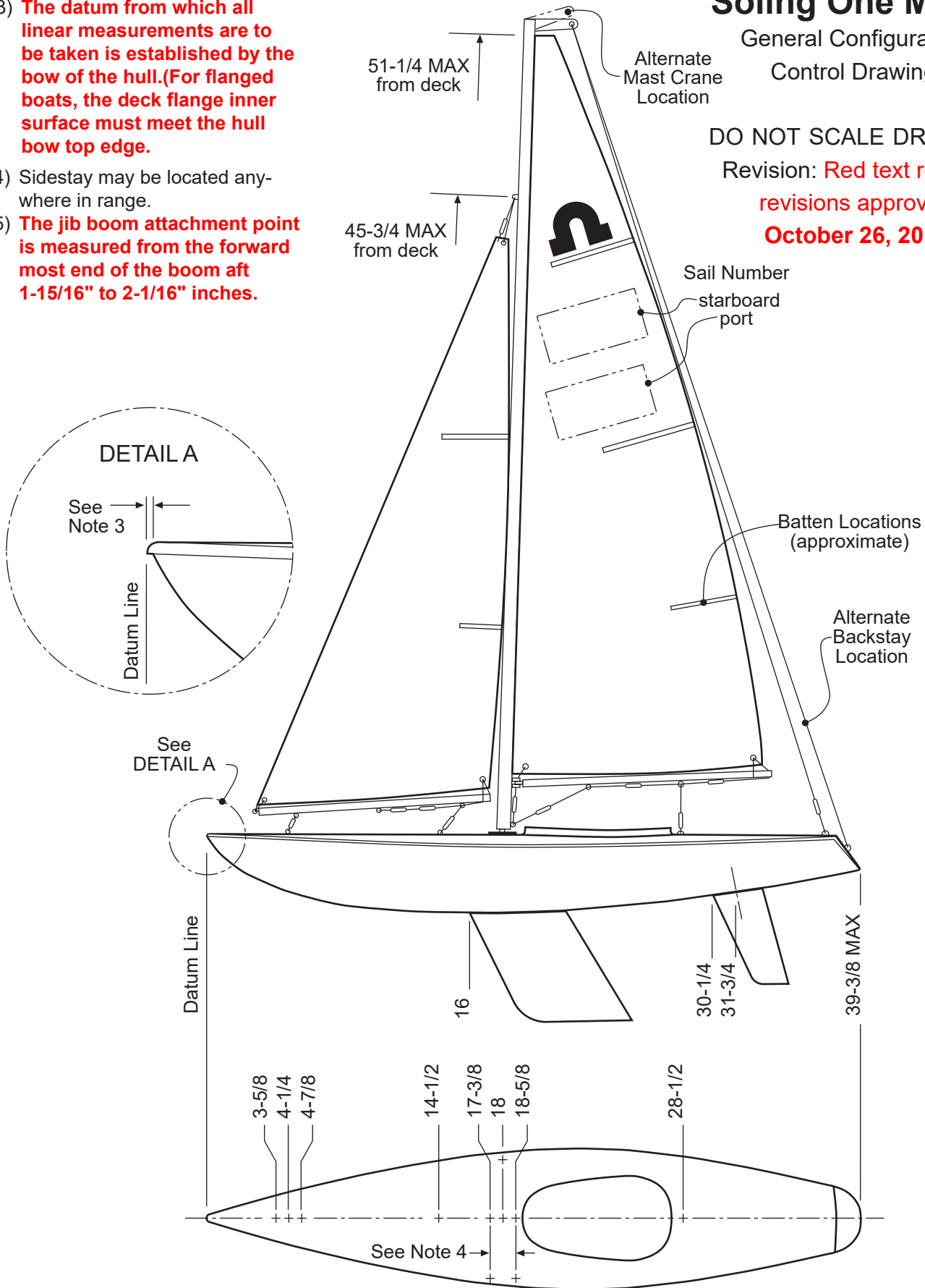
Control Drawing

DO NOT SCALE DRAWING

Revision: Red text reflects

revisions approved

October 26, 2019

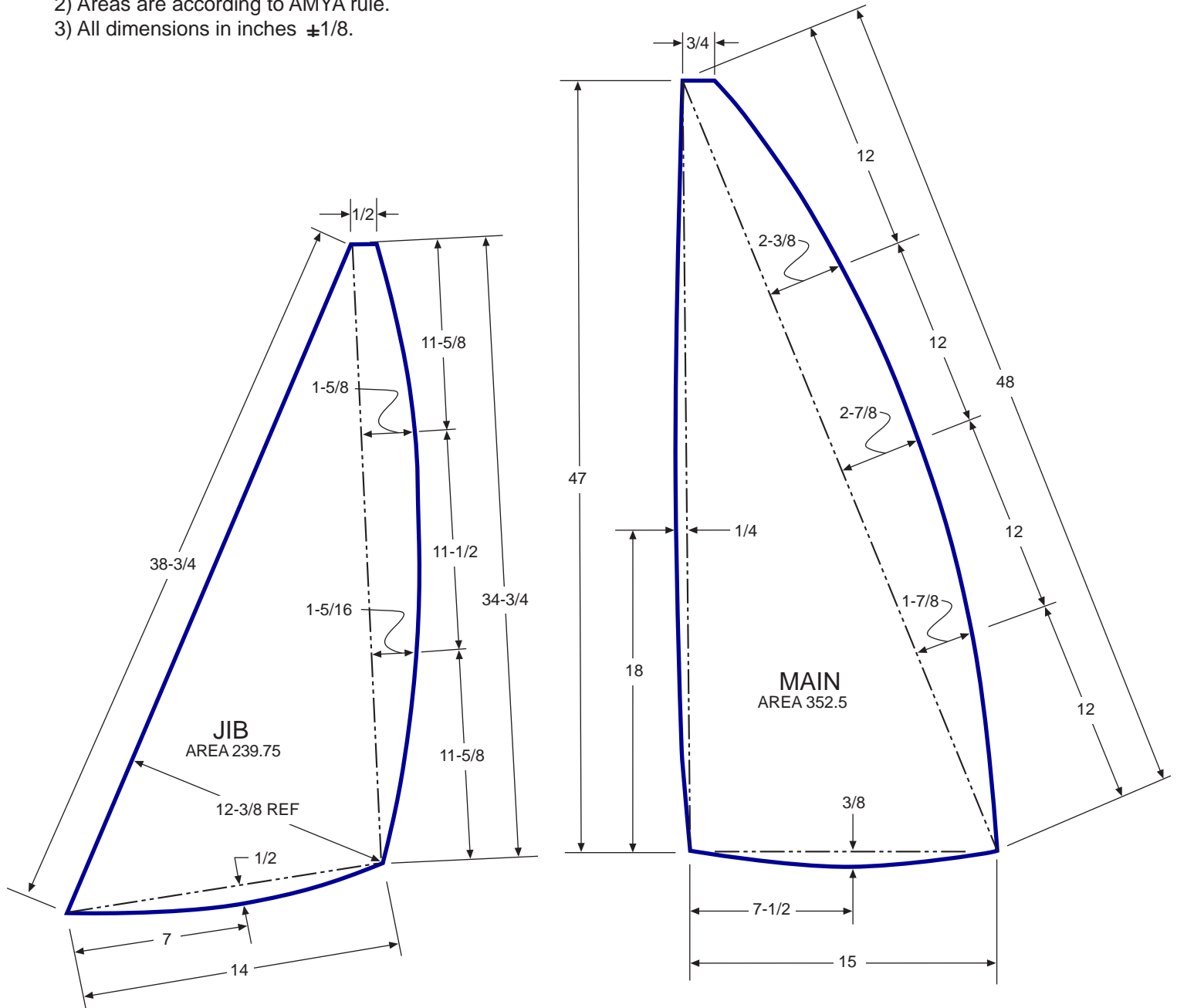


Soling One Meter

Sail Control Drawing

Notes:

- 1) This drawing defines the shape of sails in the flat, not on the boat.
- 2) Areas are according to AMYA rule.
- 3) All dimensions in inches $\pm 1/8$.



DO NOT SCALE DRAWING

Revision of: February 14, 2004