



Soling One Meter Class Rules

01 October 2009

Note: Underlined text changed since last revision dated 01 October 2006.

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*.

2.2 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*.

2.3 Rudder

The *rudder* shall conform to that supplied in the *kit*. The mounting location shall be as shown on the *control drawings*. In the event of damage to the original *rudder*, a *replacement rudder* may be fabricated as long as the *replacement rudder* shall be of the same size or smaller than that supplied in the *kit* and conform to the original shape.

2.4 Interior Construction

The construction, layout, materials, and equipment used inside the hull is *unrestricted* as long as it does not conflict with any other rule.

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*s, *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*. *Spreaders* shall be made of wood, aluminum or brass. *Spreaders* 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 51-¼ inches (1302 mm).

5.4 Jib Stay Attachment

The height from the deck to the *jib stay attachment* on the *mast* shall not exceed 45-¾ 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*.
(*revised 2001 and 2008)

6.1 Sail Material

Sails shall be made only from woven polyester fiber cloth, having a thickness of 0.004 to 0.007 inches (0.1016 to 0.1778 mm).

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 and type of *radio equipment* is permitted. A maximum of two *channels* shall be used. *Transmitters* and *receivers* may have more than two *channels*, provided only two *channels* are used. One *channel* shall be used for *sail sheet control* only, and one channel shall be used for *rudder control* only. The use of a *backstay tensioner*, *extra jib trimmer*, or *jib twitcher* 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, dated 14 February 2005.

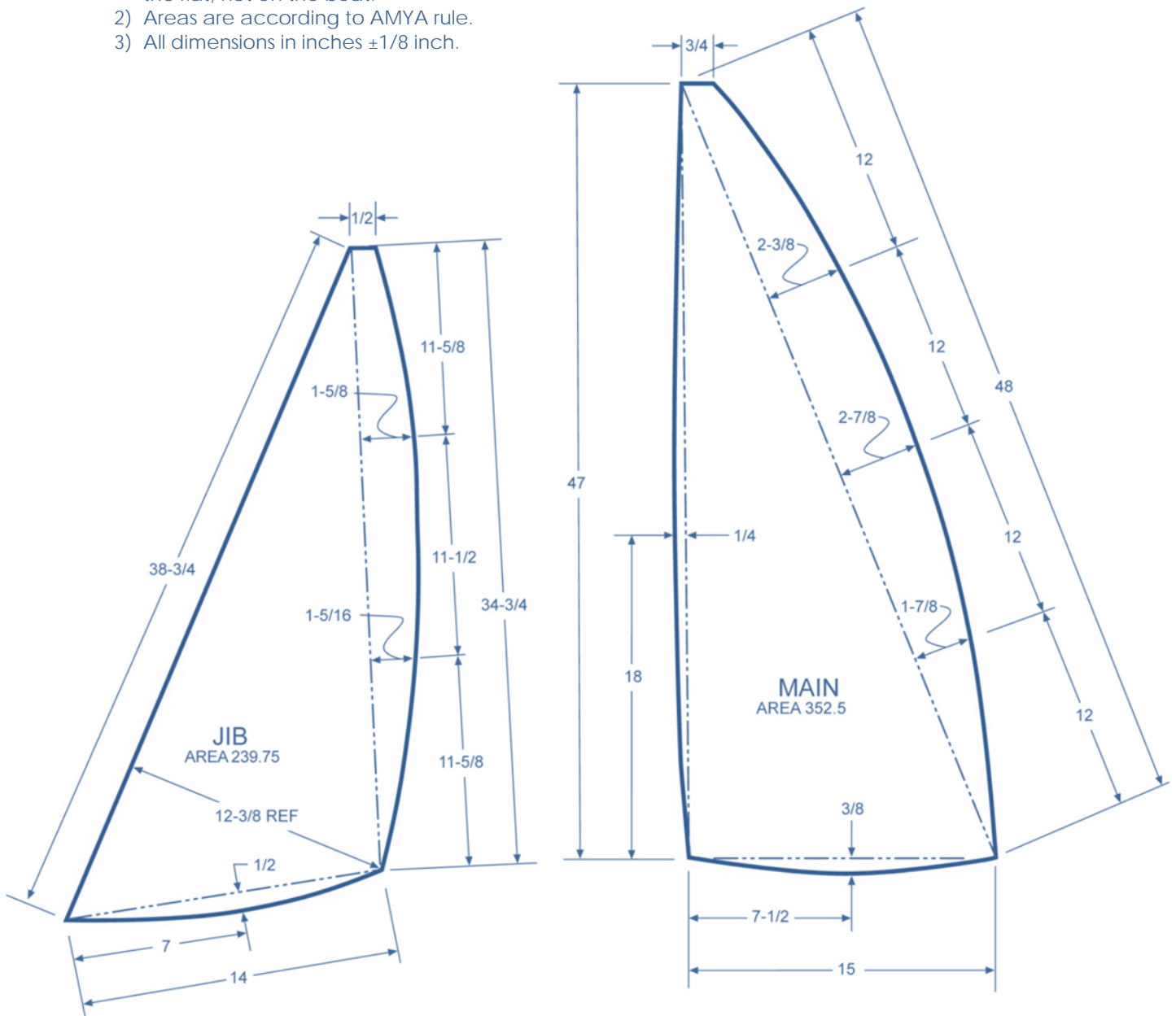


Sail Control Drawing

February 2005

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 $\pm 1/8$ inch.





Soling One Meter Class Rules

01 October 2009

General Configuration Control Drawing

14 February 2005

Notes:

- 1) All dimensions in inches.
- 2) Tolerance: $\pm 1/4$ inch unless otherwise noted.
- 3) Subtract $1/4$ inch from all dimensions measured from datum for flangeless deck
- 4) Shroud (sidestay) may be located anywhere in range.

