

Changes to the Soling One Meter Class Rules are made annually via the AMYA ballot process. Proposed rule changes are published in the summer issue of the AMYA publication (*Model Yachting*) for the membership at large to review prior to the ballot. Results of the ballot are published in the subsequent issue of the magazine, and changes that receive a majority of votes cast become effective 01 October 2010. The *Class Advisory Council* has drafted proposed changes to the class rules to be published in the next issue of *Model Yachting*. Changes that are proposed this year for the 2010 ballot include the following:

R1. ADMINISTRATIVE REVISION

Proposed by: Class Secretary

Proposal: The *class rules* be rewritten to correct inconsistencies in the use of language, and reorder sentences to improve comprehension. It is proposed to make more uniform the use of words "permit", "prohibit", "unrestricted"; and the equivalent expressions "may be" and "is required to"; and to replace the word "shall" with the present tense of the verb "to be"). It is proposed to rewrite and reorder sentences in several rules so as to make them easier to understand.

Reason for change: There have been many change made to the *class rules* since they were first drafted, and there is a need to correct the language used, and to improve word choice. This proposal does not change anything that the *class rules* permit or prohibit or leave unrestricted - it does, however, change the language used.

Rules affected: Rules 1.0 through 10.0

Change: (Please refer separate "R1. Administrative Revision").

R2. RUDDER SIZE (AND SHAPE)

Proposed by: Class Secretary / Class Advisory Council

Proposal: The *class rules* be changed to so as to prohibit the construction of a *rudder* that is smaller than that provided in the *kit*. Currently, the last sentence of Rule 2.3, 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". Delete the reference to "or smaller"!

Reason for change: The *class rules* are intended to ensure that major component parts (hull, keel, deck, and rudder) conform is size and shape from boat to boat. The *rudder* is the only 'wetted component' that comes with the *kit* that the class rules allow to be *replaced*. A replacement part can be no smaller or larger than the original component that shipped with the kit - and it must be of the same size and shape. It is inconsistent that the class rules would permit the replacement of the rudder with a smaller rudder - in thickness or in shape.

Rules Affected: Rule 2.3 Rudder

Change:

2.3 Rudder

The *rudder* ~~shall is to~~ conform in size and shape to that supplied in the *kit*. The mounting location ~~shall is to~~ 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.~~

R3. BULKHEADS [PLEASE SELECT ALTERNATIVE A or ALTERNATIVE B]

Proposed by: Class Advisory Council

Proposal (ALTERNATIVE A): The class rules be changed to explicitly prohibit building a boat without *forward* and *aft bulkheads*. The manufacturer's (Victor Model Products)'s *assembly manual* shows both *forward* and *aft bulkheads*, and are an integral part of the assembly of the hull and deck in accordance with the manufacturer's *assembly manual*. Rule 2.4 is not to be interpreted to mean that the installation of the bulkheads is optional. It is proposed to include an additional illustration on the *general configuration control drawing* that provides a minimum width and depth for the forward and aft bulkheads (openings not to be larger than, retained bulkheads not to be thinner than) to prescribe a limit on the practice of 'cutting down' of the factory-provided interior *bulkheads*. It is further proposed to allow the reinforcement of the *bulkhead(s)*, and provide a means whereby *bulkheads* can be retrofitted to boats built without.

Change:**2.2 Deck, Bulkheads, 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*. The bulkheads (one forward and one aft) are to be those supplied in the kit and located in accordance with the manufacturer's assembly manual. The cutouts in the bulkheads may be enlarged, provided that at no point at the underside of the deck or where the bulkhead shape matches the profile of the hull is the depth of the bulkhead to be any less than 1/2 inch (12.5 mm). Bulkhead(s) that match the profile of the bulkheads supplied in the kit may be fabricated of other materials, but are to be installed in addition to the bulkheads supplied in the kit. An alternate hatch cover may be fabricated, but must conform with that supplied in 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*.

Proposal (ALTERNATIVE B): The *class rules* be changed to explicitly permit the boat be built without *forward* and *aft bulkheads* (contrary to instructions provided in the manufacturer's *assembly manual*). It is proposed to include language in the *class rules* that specifically authorizes this practice, on condition that an alternate method of reinforcing the *deck* at the *mast step* and *main sheet exit* is provided.

Change:**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 are unrestricted except where prohibited by any other rule. If an alternate method of reinforcing the deck at the mast step and main sheet exit is provided, the hull and deck may be assembled without the foreword and aft bulkheads supplied in the kit.

Reason for the change: Questions about 'bulkhead-less' construction and the suggestion that the practice violates the *class rules* has prompted a focused effort on the part of the *Class Advisory Council* to remove any ambiguity, and to modify the *class rules* consistent with the will of the majority of the class membership. The proposed revision is not intended to allow the class rules to remain unchanged on this issue - and, with a majority of votes cast in support of Alternative A or Alternative B, this issue will be closed, and the class rules will unambiguously require or leave optional the installation of *forward* and *aft bulkheads*.

Rules Affected: Rule 1.0 Concept, Rule 2.4 Interior Construction, General Configuration Control Drawing

R4. JIB TOPPING LIFT

Proposed by: Chicago R/C Model Yacht Club. *The Class Advisory Council oppose this proposed change (unanimously, with two of eleven members abstaining).*

Proposal: The class rules be changed to explicitly permit the use of a jib topping lift. Currently, per the last sentence of Rule 5.8, Running Rigging ... "...Topping lifts are prohibited".

Reason for change: An AMYA-recognized club / local fleet have petitioned to see the class rules changed to reverse the prohibition of a jib topping lift. *The CAC recognizes that local fleets can and do adopt local exceptions to the class rules. Light weight sails and topping lifts are two examples of things that have commonly been experimented with in local fleets. It has been the class experience that the adoption of local exceptions to the class rules can be very harmful. The CAC does not support the proposed change to permit jib topping lifts, nor the adoption of local fleet exceptions to the class rules.*

Rules Affected: Rule 5.8. Running Rigging, General Configuration Control Drawing

Change:**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~~A main topping lift is prohibited. The use of a jib topping lift, an adjustable line rigged from the aft end of the jib boom (club) to the front of the mast where the forestay (jib stay) and jib halyard are attached, is permitted.



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