NEW SOUTH WALES RADIO YACHTING ASSOCIATION

**NSWRYA Soling One Meter Class Rules**

Revision 2, Effective March 2010

## Introduction

The definitions, dimensions, limits, and restrictions listed are intended to maintain the one -design concept of this class. These rules are intended to ensure that all boats are as close as possible with regard to hull, deck, keel, rudder, sails, rig, 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.

## A General

**A.1** The class authority shall be the NSW Radio Yachting Association Inc.

## B Boat Eligibility

**B.1.1** To be eligible to take part in racing the hull shall have a valid certificate.

### B.2.1 Validity of Certificate

A certificate becomes invalid upon:

(a) a change of ownership,
(b) withdrawal by the certification authority,
(c) the issue of another certificate.

## C Conditions for Racing

### C.1 General

**C.1.1** The crew shall consist of one person

### C.2 Boat

**C.2.1**The weight of the boat in dry condition excluding wind indicator and headsail boom counterweight shall be 4.536kg minimum.

**C.2.2** Corrector weight(s) to achieve compliance with C.2.1, if used, shall be fixed in/on the hull and not be altered or moved during an event.

### C.3 Hull

### C.3.1 Identification

The hull registration number shall be displayed on the external surface of the hull shell or deck clearly and legibly with a minimum height of 20mm.

**C.4 Hull Appendages**
**C.4.1 Limitations** Except when a hull appendage has been lost or damaged beyond repair, only one keel and one rudder shall be used during an event. Replacement may be made only with the approval of the race committee.

**C.5 Rig**
**C.5.1 Limitations** Except when an item has been lost or damaged beyond repair, only one mast, one mainsail boom and one headsail boom may be used during an event. Replacement may be made only with the approval of the race committee.

**C.6 Sails**
**C.6.1 Limitations** Except when a sail has been lost or damaged beyond repair, only one mainsail and one headsail may be used during an event. Replacement may be made only with the approval of the race committee.

**D Measurement**
**D.1.1** The class specification is defined by these rules, the manufacturer's assembly manual including the details and general layouts, and any applicable rules of the NSWRYA & ARYA, in that order. If a feature is not shown on the manufacturer's assembly manual and not specifically allowed by these rules, then it is prohibited. All dimensions shown in the manufacturer's assembly manual are to be adhered to unless specifically overridden by these rules.

**D.1.2** These class rules shall be read in conjunction with the Racing Rules of Sailing and the Equipment Rules of Sailing current at the date of measurement.

**D.1.3** The class shall be called the "Soling One Meter". Boats conforming to these rules must be built from a kit, herein referred to as "The Kit", obtained from an approved Manufacturer. The Class Authority shall maintain a list of approved manufacturers of The Kit.

**D.2 Hull and Appendages**

**D.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 drawing.

**D.2.2 Identification**
The hull registration number shall be marked in an easily visible location on a non-removable part of the hull excluding fittings and corrector weights by any of the following means: painting on, engraving in, bonding in.

**D.2.3 Hull Length**
The hull length shall be a maximum of 1000mm. If a bow bumper is attached to the external surface of the hull, the length of the bow bumper is not included in the length of the hull.

**D.2.3 Deck, Hatch, and Lazarette**
The deck shall be that 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. This opening, to be known as the Lazarette, is optional. If it is utilized, the opening in the deck is restricted in size to a maximum of 5806 square mm. The actual shape of the Lazarette and its covering material is uncontrolled.

**D.2.4 Rudder**
The rudder shall conform to that supplied in The Kit. The mounting location shall be as shown on the control drawing. 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 profile or smaller than that supplied in The Kit and conform to the original shape.

**D.2.5 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.

**D.2.6 Bow Bumper**
A bow bumper made of elastomeric material not less than 6mm in thickness shall be fitted to the bow of the boat.

**D.3.1 Displacement and Ballast**
The minimum ready-to-sail weight of the yacht shall be as stated in **C.2.1**. The ready-to-sail weight shall include the radio receiver, batteries, steering servo, sail control unit, sails and rigging.

**D.3.2 Materials**
Ballast shall consist of spherical lead shot permanently bonded in the keel. Moulded, solid lead ballast shall be prohibited.

**D.4.1Spars**
The mast and booms shall be made of wood. Hollow spars are prohibited. Other permitted materials are adhesive, paint and varnish. All replacement spars shall not exceed the dimensions of the originals contained in The Kit, except that the headsail boom may be up to 394mm long.

**D.4.2 Mast**
The fore and aft dimension of the mast spar cross section above the gooseneck shall be constant within a tolerance of plus or minus 1mm.

### D.5.1 Fittings
The use of commercially available or home-made fairleads, turnbuckles, screw eyes, eye bolts, tangs, bowsies, goosenecks, mast jacks, mast cranes, and outhauls shall be permitted. Fairleads (sheet exit guides) shall not extend higher than 12.7 mm from the deck.

### D.5.2 Rigging
The use of diamond rigging as detailed in the assembly manual shall be permitted. The use of upper and lower shrouds shall be permitted. The use of a commercially available or home-made mainsail boom vang is permitted. A permanent back stay 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, brass, stainless steel or aluminium. Single strand or multistrand wire is permitted for shrouds and stays.

### D.5.3 Mast Crane - Backstay Bracket
The 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 drawing. The mast crane may be constructed of wood, brass, stainless steel or aluminium. The lower end of the backstay may be attached at, but not beyond the transom.

### D.5.4 Mainsail Height
The maximum height of the mainsail from the deck shall not exceed 1302mm.

### D.5.5 Forestay Attachment
The height from the deck to the forestay attachment on the mast shall not exceed 1162mm including the jack screw, if used.

### D.5.6 Wind Indicators
The use of a wind indicator or vane on the top of the mast shall be permitted. It shall not be included in the height of the mast.

### D.5.7 Deck Layout
All positions of deck hardware must conform to the control drawing.

### D.5.8 Shroud Attachment
The lower ends of the shrouds shall be attached on the deck a minimum of 6mm inboard of the sheerline.

### D.5.9 Mast Step
The mast shall be stepped on the deck, but any mast step arrangement is permitted.

**D.5.10 Headsail Boom Counterweight**
A headsail boom counterweight Is permitted. The headsail boom counterweight when fitted shall not protrude past the bow of the boat and shall be removable. Its weight shall not be included in the minimum permitted weight of the boat.

**D.6 Sails**
**D.6.1** Sail construction shall be soft sail, single ply sail.

**D.6.2** Sails shall be single-panel made from woven cloth of polyester fibre only with a thickness of 0.1016 minimum and 0.1778 mm maximum. (this thickness is commonly called a weight of 3 ounces per sailmaker's yard)

**D.6.3** Sails must be cut to match the sail control drawing.

**D.6.4 Battens**
**Mainsail:** No more than 3 battens positioned in such a way that the leach is divided into 4 equal parts with a maximum inequality of 20mm. Maximum batten lengths: top 127mm, middle 153mm, bottom 102mm.

**Headsail:** No more than 2 battens positioned in such a way that the leach is divided into 3 equal parts with a maximum inequality of 20mm. Maximum batten lengths: top 102mm, bottom 64mm

**D.6.5 Sail Reinforcement**
The sails may be reinforced by addition of woven cloth or tape material within 76mm of the head, tack and clew and within 6mm of the leech.

**D.6.5 Sail Numbers and Class Logo**
Sail numbers shall be a minimum of 76mm in height and 10mm stroke width. They shall be placed as shown on the control drawing. The class logo shall be optional, but if present, must be as shown on the control drawing. Alternatively, sails may be marked according to the current Racing Rules of Sailing.

**D.7.1 Remote Control Equipment**
A maximum of two channels shall be allowed. One channel shall be used for sheet control only, and one channel shall be used for rudder control only. Any brand and type of radio equipment is permitted.

**Revision 0: April 2005**

**Revision1: March 2010**

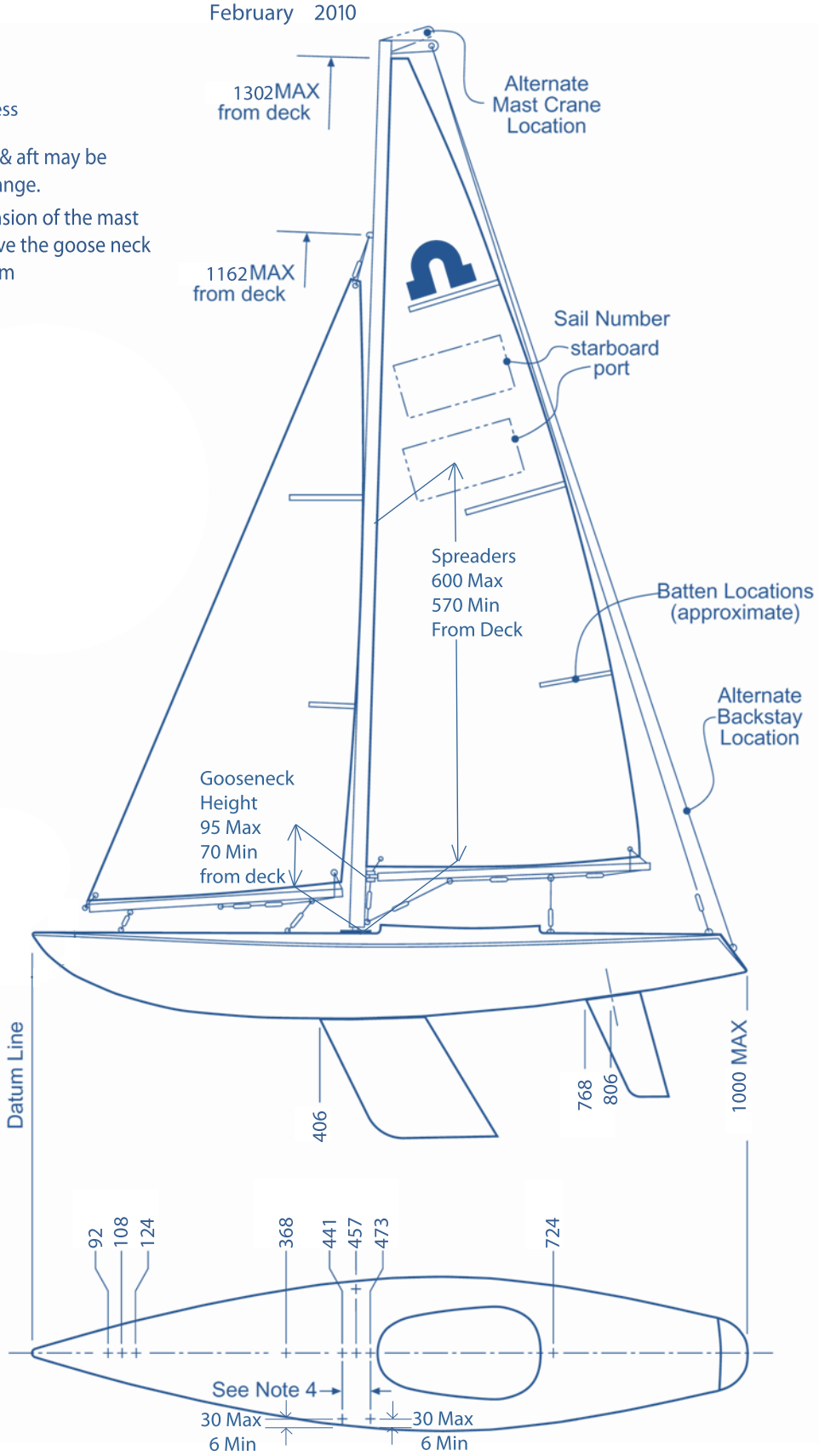
**Revision2: March 2010**

# General Configuration Control Drawing

February 2010

Notes :

1) All dimensions in mm.
2) Tolerance: ±6 mm unless otherwise noted.
3) Shroud (sidestay) fore & aft may be located anywhere in range.
4) The fore and aft dimension of the mast spar cross section above the goose neck shall be constant ±1mm



# Sail Control Drawing

February 2010

Notes :

1) This drawing defines the shape of sails in the flat, not on the boat.
2) All dimensions in mm ±3 mm.