



NSWRYA Soling One Meter Class Rule

Revision 0, Effective April, 2005

Background

These Rules were copied from the American Model Yachting Association (AMYA) Soling One Meter Rules and modified as per NSWRYA requirements after a postal vote was conducted amongst NSW S1M Skippers. Amendments to the original rules by the AMYA and NSWRYA have been annotated at the end of the appropriate rule.

1.0 Concept

The definitions, dimensions, limits, and restrictions listed are intended to maintain the one-design concept of this class. These rules are intended to insure 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 rules, the manufacturer's plans, and any applicable rules of the AMYA, in that order. If a feature is not shown on the manufacturer's plans and not specifically allowed by these rules, then it is prohibited. All dimensions shown on the manufacturer's plans are to be adhered to unless specifically overridden by these rules.

2.0 Standard

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 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 drawing.

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 it is utilized, the opening in the deck is restricted in size to a maximum of nine (9) square inches. The actual shape of the Lazarette and its covering material is uncontrolled. *(Originally Changed by AMYA 2003 M7)*

2.3 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 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 (4.536 kgs). 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. Moulded, 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 15.5 inches long.

5.0 Rigging

The use of commercially available or home made FITTINGS, FAIRLEADS, TURNBUCKLES, SCREW EYES, BOWSIES, GOOSENECKS, BOOM VANGS, OUTHAULS, etc. and woven or braided wire for shrouds shall be permitted. Fairleads (sheet exit guides) shall not extend higher than one-half inch from the deck.

The addition of a Jib Boom Counterbalance Weight shall be permitted. This counterbalance will not be included in the minimum permitted weight of the boat and must not protrude past the bow of the boat when fitted.

(Originally changed by AMYA 2000) (Jib Boom Counterbalance added by NSWRYA April 2005)

5.1 Mast Rigging

The use of multiple diamond rigging shall be permitted. The use of upper and lower sidestays shall be 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, aluminium or brass.

(Originally Changed by AMYA 2001 M1) (Amended by NSWRYA April, 2005)

5.2 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 to prevent the mainsail from interfering with the backstay. The mast crane may be constructed of wood, aluminium, 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.

5.4 Jib Stay Attachment

The height from the deck to the jib stay attachment on the mast shall not exceed 45.75", including the jack screw, if used.

5.5 Wind Indicators

The use of a wind indicator or vane on the top of the mast shall be permitted, and shall not be included in the restriction of 5.3.

5.6 Deck Layout

All positions of deck hardware must conform to the control drawing. The method of attachment to the deck of any hardware is not controlled. If fittings exist for alternate positions not permitted by the control drawing, 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.

6.0 Sails

Sails shall be single-panel made from woven cloth of polyester fibre only, with a weight of approximately 3 ounces per sailmaker's yard. Sails must be cut to match the sail control drawing.

(Changed by AMYA 2001 M2)

6.1 Sail Material

[deleted by AMYA] (2000)

6.2 Battens

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, middle 6 inches, bottom 4 inches.

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, bottom 2.5 inches.

6.3 Sail Reinforcement

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

6.4 Sail Numbers and Class Logo

Sail numbers shall be a minimum of 3 inches in height and 3/8 inches in 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. (*Originally Changed by AMYA 2001M3)

7.0 Radio

A maximum of two channels shall be allowed. One channel shall be used for sail control, and one channel shall be used for rudder control. The use of a backstay tensioner, and extra jib trimmer, jib twitchers, etc. is prohibited. Any brand and type of radio equipment is permitted.

7.1 Bow Bumper

A bow bumper made of elastomeric material not less than 6mm in thickness must be fitted to the bow of the boat.

(Added by NSWRYA April 2005)

Revision 0: April 2005