

Frequently Asked Questions (FAQ)

The FAQ is written to assist the reader, Class and Club regatta measurers and hosts, and individual owners to develop a better understanding of the Class Rules. These also help the reader understand the intent of the Class Rules, about whether a particular feature or “enhancement” to the boat should or should not be ‘allowed’ – and why.

FAQs are co-authored by the Soling 1 Meter Class Secretary and some with members of the Class Advisory Council (CAC) when it exists. As the Class Rules are voted to incorporate things covered in FAQ, then the FAQ is modified so as to not be redundant. The FAQ is a ‘living document’ that is updated by the Class Secretary as questions are asked. The FAQ typically bears a publish date – this is the date that the FAQ was made available to the questioner, and for download from the Soling 1 Meter class page or the Class website.

The FAQ’s have the effect of a Class Rule for clarifications and, UNTIL a Class Rules ballot motion goes into effect saying something different, the FAQ’s are considered a part of the Class Rules.

Any AMYA Member who is also a Registered Owner of a Soling 1 Meter may propose a Class Rule or Class Rules to clarify, change or make better any of the published Class Rules. These must be submitted through the Soling 1 Meter Class Secretary, who will in turn submit the Motions with comments to the AMYA Executive Secretary and Executive Board. The Class Secretary will make comments as to whether the proposed Class Rule(s) contradict(s) another Class Rule, or violates any of the Class Rules covering 1.0 Concept and/or 1.1 General principles in the Class Rules.

1. Terms and Definitions:

- “**AMYA**”- the American Model Yachting Association.
- “**Class**” (cap. C) refers to a sanctioned boat within of the AMYA (or of another US Sailing or World Sailing type of boat).
- “**Club**” (cap. C) refers to a sanctioned club within the AMYA.
- “**Fleet**”- refers to a group of sailors of a particular Class within a Club, a full scale yacht club, or another area, such as in a community or golf club.
- “**Class Rules**” refers to the written and approved class rules of the Soling 1 Meter Class.
- “**Kit**” (cap. K) refers to any product or package of products sold by a Class-authorized manufacturer for the Soling 1 Meter (but NOT by an aftermarket manufacturer or supplier).

2. Frequently Asked Questions about the Soling 1 Meter

- A. *Aren’t the Class Rules enough? If not, are the Class Rules so poorly written as to NOT be enough? And, what can/should we do about it??***
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April, 2022 Mike Wyatt, CS It is impossible to write Class Rules that will address every possible “innovation” or change that may come up in the future.

In 1973 (the effective birth date of the Class) who would have thought that a miniature camera was coming that would allow us to “see” the race course as if ON the boat, on our transmitter? Or a satellite connection that allows the pinpointing of a boat and a Mark within a foot? Who could have anticipated

that our original Kit manufacturer, Victor Model Products, would go out of the market, and that two entirely new Manufacturers would be approved in Victor's place?

SO... we write our Rules as best we can, adding a few basic methods of control:

- (a) the written Class Rules as a whole, and as modified by vote;
- (b) by Class Rules 1.0 and 1.1 which are "catch all" Rules keeping the boats as one design; and;
- (c) Class Secretary Rules interpretations past and present - issued as "FAQs" and have the effect of a Class Rule. (The Class Secretary, having written these opinion(s) may revise or re-interpret them.)

Changes to the Class Rules: When someone proposes a change or a new Rule, it has to pass a Class Vote. This is not easy- many proposals are rejected the first, even the second time they are voted on. **When a Class Rule is added, or approved to be changed, it may not be changed for 2 years after the original effective date.** This is to allow the membership to "experience" the Rule change for a reasonable time before it can be changed a second time. But a Class Rule change that is rejected may be proposed at any time for a second, third etc. try. The aluminum rig was proposed, rejected, then proposed in the next ballot cycle, and passed by 2/3 vote. Some have been proposed numerous times without ever being approved (the jib topping lift is the best example).

Also, we use terms in the Class Rules that everybody thinks are self-explanatory, but have no further explanation. Such as what IS a "topping lift"? **I do not accept that a topping lift must necessarily use a "line", just because that is the most common way we think of it.** So, is a spring loaded boom vang/kicker that **reduces leech tension on the mainsail** - a "topping lift"? (I would interpret that as a yes and therefore not allowed any more than a topping lift in the jib boom **which uses** an adjustable line to raise the boom. **A "line" topping lift, AND a spring-loaded boom vang, or some other type of fitting that puts upward pressure on a boom at the forward end, all would** reduce leech tension and would improve light air performance. **All would be** "innovations" that an expert would know and understand more so than a "novice", and therefore not in keeping with Class Rules 1.0 and 1.1 as well as the INTENT of Class Rule 5.9 regarding topping lifts.)

Enforcement: Ultimately, Class Rule enforcement (in our Class) comes down to the local Fleet and regatta measurers to know the actual Rule, **but then understand the PURPOSE of anything that is presented as it relates to a Class Rule, OR to the Class' one-design intent. And then have the courage to make the sailor change the boat or rig in order to compete.**

Example:

The What- sheet exits are restricted to a height no more than 1/2" above the deck. A raised sheet exit serves to prevent water from entering the hull if the boat gets water over the bow. **OK, but...**

The Why: As one raises the height of a sheet exit, the downward tension on the booms closing the leech is lessened (either on the mainsail or the jib). This makes the boat faster in light air- and the reasons and use of this are beyond the novice sailor.

The Innovation: a Soling sailor might have the sheet pass through a ring mounted on a bridle in the boat to achieve the same result- **raising the sheeting angle to reduce leech pressure on the main.. This is normal on a Sea Wind, but not allowed on a Soling.**

A Measurer has to examine every out of the ordinary feature to determine the "why" and IF the innovation should be allowed.

3. **FAQ:** as in effect Oct. 1, 2023 after Class vote . **Hull Internal Structure: What “internal supportive structures” are covered by this Rule? What ARE “repairs”?**

Class Secretary (CS) Mike Wyatt 10/1/23:

Class Rule 2.4.2

- a. **Victor Model Products (VMP) hulls:** are covered by Rule 2.4.1- identical to the pre-10/1/23 Class rules.) Therefore internal structures are uncontrolled for VMP hulls so long as the hull and deck are not modified. (BUT the reader is reminded that reinforcement of the sheet exits fore and aft IS required.)

Firm effective dates must be established for measurement and boat assembly reasons.

While a boat kit may be “bought” and not assembled for sometimes months or years, once a boat is “built” it is to be immediately followed by Registration with the Class. **Therefore the Class considers the Registration date with the Class as the build date.** This Registration date is on the Permanent Hull Number sticker, or may be requested from the Class Secretary via e-mail.

Class Rule 2.4. was effective as of 10-1-2023. So 2.4 applied for boats built before 9/30/2023. (A “grace period” allowing Registrations BY 11/15/2023- 6 weeks after the effective date- was allowed for these Registrations to be made.) In addition all Registrations made 10/1/23 – 11/15/23 and earlier received a letter advising measurers that the hull applicable to the letter was “grandfathered” under the new Class Rule.

- b. **3DRC hulls:** the forward and aft 3D-printed radio/servo board, mast post and keel trunk **as well as the aft rudder supporting “frame”** may not be modified or removed.
- c. **Vac-U-Boat: hulls:** the hull liner (Vac-U-Boat "Reinforcing Inner Structure" in the mfg. Instructions) extending from approximately the mast to the rudder, and the deck liner under the deck itself (Vac-U-Boat "Reinforcing Inner Structure" in the Instructions), **may not be removed, or not installed, modified (such as drilled out to reduce weight) and must be used as designed.** The radio/servo board ("crossmember/servo board") and mast post ("King Post") may not be modified must be used as designed.
- d. **Repairs:** The inner structures of either 3DRC or Vac-U-Boat hulls may be “repaired”- that means left as designed, not removed, but then repaired using any material. So, if (for example) a radio/servo board breaks, one can put a plywood, carbon fiber (CF), Lexan etc. plate over the original structure. If a mast post, (Vac-U-Boat “king post”) breaks, one could add a CF or other rod or a vertical plate to make a permanent repair.
- e. **Removable supports:** IF a mast support is designed to be removable, and original to a hull, it must be installed when racing.

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4. **FAQ:** Class Secretary (CS) Mike Wyatt 4/23: **Any reference to “Manufacturer’s Assembly Manual” as in previous Class Rules** is no longer applicable, and the reader should substitute the phrase ***“Manufacturer’s Instructions.”***
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5. FAQ: October 12, 2022 CS Mike Wyatt

Registrations:

What are the “Boat Registrations” for??

Since the beginning of the AMYA (1970) it has been a requirement that a Class Secretary (or “President”, Commodore” etc. in the case of a Class Owner’s Association) is to maintain a list of **registered owners of the Class and boats** within the Class. This has been done for the Soling 1 Meter since 1973.

Any time a boat changes hands, in any manner (sale, gift, donation to a Club etc.) the new owner needs to re-register the boat and pay the Registration Fee. (In the case of a Club or builder receiving a boat that is intended for resale- it is fine to only have the final owner Register the boat.) **Registration fees** are the Classes’ only source of income, and make administration and promotion of the Class possible. There are no “dues”, or belonging to the Soling 1 Meter Class, only the requirement of the owner to Register (with the fee) and be an AMYA Member. The Canadian organization (Canadian Radio Yachting Association (CRYA) has a similar Registration procedure.

You must be an AMYA Member in good standing to Register or to transfer registration of a boat.

The Permanent Hull Sticker (issued in the Soling class since about 2005) is a **Proof of Registration to be** displayed inside the hull of every Soling 1 Meter. **Enforcement** is up to the Clubs and Regatta Committees, who should:

- (a) put the requirement for a Permanent Hull Sticker in their Notices of Race and Sailing Instructions, then;
- (b) check for the stickers at regatta measurement. For boat without a sticker, regatta committees are to collect the \$10 fee, get the required information about the boat and owner, and forward to the Class Secretary who will complete the Registration process and send a sticker direct to the owner.

A misconception is that the sail numbers are what is assigned by the Class, and that the sail numbers are assigned to people, not boats. **Section 18 of the AMYA Policies and Procedures refers to “yachts” being registered – assigned hull numbers- not people.**

Registration:

(Registration Forms available at AMYA website or by e-mail from the Class Secretary)

- a. Boats built before 2005, or boats that were never Registered can be Registered at any time by completing a Registration Form and enclosing the AMYA-assigned Registration fee. (\$10 as of Sept 1, 2022).
 - b. For boats from **3DRC Boats**: the manufacturer is a great supporter of the AMYA and the Class. So, he buys blocks of hull stickers and numbers, and then provides the hull stickers with each hull he sells. If you buy a new boat from 3DRC Boats, just complete a Registration Form (available from the AMYA website or by e-mail and send it to the Class Secretary, no fee is necessary).
 - c. **Boats 0 – 40: Charter Owners** of the Soling 1 Meter, in 1993-95- assigned themselves permanent personal sail numbers from 0 to #40. As those original Charter owners sell or otherwise pass on their boats, numbers are permanently retired and the hull assigned a different permanent hull number as part of the transfer Registration process. **If you have one of the boats having numbers 0- 40, contact the Class Secretary. (The new hull number’s last two digits can be assigned to match your sail numbers).**
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6. FAQ: October 12, 2022 CS Mike Wyatt

Sail Numbering: Except #1- 40 An owner may display any sail number of his/her preference, **the hull is what is registered, not the sail number.** It is greatly preferred that owners carry 4, 3, or 2 digits of their assigned hull number as a sail number. The World Sailing *Racing Rules of Sailing*, Exhibit E8, G1.3 (RRS) requires that at least two digits be carried on the sails. Many Clubs request that a sailor have a sail number on the jib as well as on the mainsail. If so, (since it is NOT covered under the Class Rules) then the mainsail and jib sail numbers should be the same (138 on the main and NOT 38 on the jib), although the jib number may be 1" smaller than that on the mainsail.

7. FAQ: 10/1/23 Class Secretary Mike Wyatt

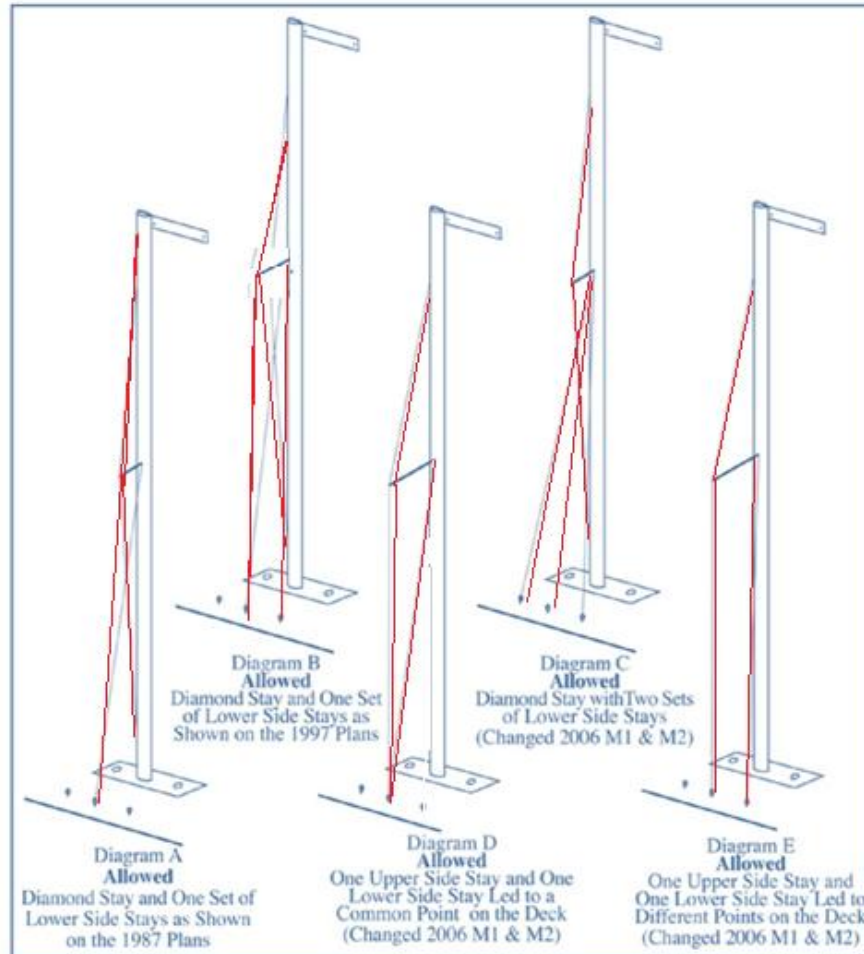
What are the allowable rigs on a Soling?

Revised 10/1/23: Standing Rigging: See Class Rule 5.2 Standing Rigging and diagram below

5.0 Rigging, and 5.1 Standing Rigging

The attached illustration is reproduced from issue #148 of *Model Yachting*.

Allowable Rigging Illustration, dated April 02, 2007



FAQ: April 2009 CS Paul Fixx AMYA Class Secretary **Reference From CS Fixx, 2006:** based on Ballot Issues M1 and M2 and **CS Tim Willings**, these configurations ARE permitted:

(cont.)

Cont.

Diagram A shows the mast and standing rigging (assembled in accordance with the 1987 kit plans) with the lower shrouds attached between the spreaders and the mast.

Diagram B shows the mast and standing rigging (assembled in accordance with the 1997 kit plans) with the lower shrouds attached to a screw eye (or eye bolt or tang) on the forward edge of the mast at a point slightly above the spreaders.

Diagram C shows a second set of lower shrouds attached at the spreaders (as shown in Diagram C), or to the forward edge of the mast (as shown in Diagram B).

Diagram D shows the diamond stays replaced by a set of upper shrouds attached at the same point on deck as the lower shrouds. Diagram E shows the same configuration as Diagram D with the upper shrouds attached at a point on deck different from where the lower shrouds attach in the range of locations identified by the control drawings. Another arrangement (not illustrated) allows for the addition of a second set of lower shrouds. The second set of lower shrouds may be attached at the deck at the same point as the original set, or at a different point in the range of locations identified by the control drawings.

Diagram E shows a second set of lower shrouds attached at the spreaders (as shown in Diagram C), or to the forward edge of the mast (as shown in Diagram B).

8. **FAQ: 15 November 2009 CS Tim Willings** AMYA Class Secretary + Class Advisory Council

How would the rig be constructed in accordance with manufacturer's instructions?

Shrouds (side stays) and **diamond stays** attach to the mast in the locations identified by the kit plans. Shrouds (side stays), forestays and backstays attach to the deck in the range of locations identified by the control drawings. (A double shroud rig is permitted by the Class Rules.)

The mast is rigged with a single set of spreaders, a single set of lower shrouds (side stays), a single forestay. (jib stay or head stay), a single backstay and a single set of diamond stays.

The spreaders mount at right angles to the mast – angled neither forward nor aft.

The diamond stays attach at a high level on the mast, run through the outer ends of the spreaders and back to the mast at low level.

The lower shrouds are attached where the spreaders meet the mast or on the front edge slightly above this point.

(Deck) Attachment points for shrouds (side stays) where they meet the deck are located in accordance with the control drawings.

Lower shrouds may be attached at top either between the spreaders and the mast in accordance with the 1987 kit plan, or to the forward edge of the mast, slightly above the location of the spreaders, in accordance with the 1997 kit plan. The **lower shrouds** may be attached at the same or at different points on the deck in the range of locations identified by the control drawings.

9. **FAQ June 6, 2022 CS Mike Wyatt** AMYA Class Secretary

10. **FAQ April 6, 2022 CS Mike Wyatt** AMYA Class Secretary

Why can't the Soling have a jib topping lift? It would make the boat easier to "tune", and more competitive with other boats.

This was considered several times over the years in the form of a Motion, voted on and turned down by Class Vote for several reasons, including: (this from *CAC Majority Opinion 2010*)

"Regarding a Class Rule change allowing a Jib Topping Lift in the Soling 1 Meter Class Rules:

The ... Class Advisory Council does not support the addition of a jib topping lift on the *Soling 1 Meter* for the following reasons:

While a jib topping lift might make the Soling One Meter (2021: *Soling 1 Meter*) easier to tune, the addition of a topping lift to the Soling One Meter would have several unintended negative effects:

- 1. Tuning-** It is currently, without a topping lift, necessary to carry LOW backstay tension in order to avoid closing the "slot" between the jib and main sails, and to maintain shape in the jib. Without a topping lift, the jib shape is controlled using backstay tension. This is a tuning skill that, we feel, is part of the essence of the Class.
- 2. Structural integrity of the boat-** for the reasons in (1) above- most Soling 1 Meter sailors today carry very LOW rig tensions.
 - a. The CAC feels that by adding a topping lift to the jib, experienced sailors would begin to add higher rig tensions, using the backstay to tension the jibstay for better pointing.
 - b. It would therefore become necessary to increase jib tensions substantially, to compete.
 - c. Such rig tensions are beyond the designed strength of the stock boat. In order to handle the increased rig loads, structural improvements to the deck, hull, rigging, and interior of the boat would be necessary.
 - d. Deck: the mast rests on a relatively un-reinforced deck, supported by a plastic forward bulkhead. (as of 2010, but use of the bulkheads in Victor hulls were made optional by Class Vote eff. 10/1/2010). The increased rig tension would act in the way of a sort of "bow and arrow" to push the mast through the deck, at the same time pulling up the ends of the boat.

Therefore, with the increased rig tensions, additional structural reinforcing for the deck would be essential- such as stringers placed longitudinally under the deck, "beams" across under the deck, etc.
 - e. These all add weight, cost and building complexity.
- 3. New builders** would not necessarily know about the need for this, and, following the manufacturer's instructions, would not build a hull with these added rig tensions in mind.
- 4. Keeping the stock boat competitive** is one of the major desires and primary missions of the Class Association and Class Advisory Council. The strengthening and enhancements necessary to compete would make stock kit-built and factory-built boats less competitive.
- 5. Added building complexity:** Today, a careful novice builder, without assistance, and using only the instructions, can build a competitive Soling 1 Meter™ without the assistance of others. The CAC feels that the structural enhancements needed for the anticipated rig loads would also make the boat harder to build for the novice builder, and that the novice would likely have to have an experienced builder assist in the process in order to build a competitive boat.

6. The topping lift would increase costs due to the structural enhancements required. The need for these structural enhancements would tend to obsolete older boats.

11. **FAQ April 4, 2022 CS Mike Wyatt** AMYA Class Secretary

“Why can’t we “improve” the Soling 1 Meter Class, with a (feature)? (feature) is OK in the ___ Class.”

The Soling 1 Meter is a (restricted) one-design Class. So- the contest (races and racing) is between the skippers-not the boats. The intent of the Class Rules is to allow enhancements that are low/no cost, but that do not require a very experienced sailor to understand them or that significantly improve the performance of the stock boat (as designed from an approved manufacturer).

Simple, really: One can ask the question: “Why do I want to make this change?” If the answer is to in any way make the boat *faster*- then it is likely not in the spirit of the Class and subject to a measurer’s discretion to allow or not allow the change in question to be used in a race, club race, or regatta.

So- a solid lead keel would place the keel weight in a more concentrated and lower area, as would any lead shot size other than #8 or #9.

Cutting the deck or hull to make the boat narrower is forbidden (hence the rules regarding keel and rudder thickness, as well as minimum beam measurements.) Drilling or cutting holes in the deck, and replacing the removed plastic with film, is not permitted. Molding a hull, deck or keel yourself is not permitted. Adding a fin with a bulb keel- is not permitted. Drilling a hole in the deck to allow a keel-stepped mast would be a violation of the Class Rules requiring a stock manufacturer’s deck.

The general spirit of the Class and the Class Rules examples, though not ALL possibilities:

- Allowed: any and all tuning setups.
- Allowed: any method of running rigging, such as the way sheets are rigged- sail tension, sheet and outhaul adjustments are permitted.
- Allowed: any interior construction, external finishes (exception- any polymer or substance-releasing coating). Allowed: any 2 servos of any size or configuration are permitted.
- Allowed: any method of sail attachment (sail ties were the original method, cotter pin attachment, bolt rope to slotted mast or using line, wire, slides even carbon fiber rod, in place of slides or a bolt rope etc.)
- Allowed: any type of shroud material (stranded, even solid wire, fishing braid, etc.)

Ask yourself ***“Why do I want to make this change?”*** as you are thinking of some “improvement” other than the stock kit. If the answer is to enhance performance, and it is not specifically allowed by the Class Rules – it is not allowed.

12. **FAQ: 15 December 2009. CS Tim Willings** AMYA Class Secretary + Class Advisory Council
and **2 April 2007. CS Paul Fixx** AMYA Class Secretary - 2006

Regarding Soling 1 Meter Class Rules

What features or enhancements are prohibited?

Multiple spreader rigs or mast struts (rigs using more than a single set of spreaders), **Jumper struts** (additional spreaders, normally installed at high level, angled forward, and installed to provide fore and aft stiffness to the mast) are not permitted. When diamond stays are installed, (*additional*) upper shrouds are not permitted. Additional rigging, devices or enhancement *intended to alter the shape of the mast* (including, but not limited to: adjustable spreaders, rams, compression stays, or struts) are not permitted.

What features or enhancements for the rig are permitted?

Turnbuckles may be used on shrouds or stays at the deck and/or mast attachment points. The diamond stay arrangement may be replaced by a set of upper shrouds running from the high level on the mast where the forestay (jib stay) attaches, through the outer ends of the spreaders and then to the deck in the range of locations identified by the control drawings.

Questions and comments are to be forwarded to the Class Secretary

Reference Section:

1. AMYA Policies & Procedures

“In order to maintain its official sanctioned status, a Class must maintain a roster of twenty or more yacht owners. For the purposes of this requirement, yacht owners must be AMYA members in good standing.”

“#18 Class Administration. “AMYA-Sanctioned Regattas”: 18.7 Each **yacht** shall be properly registered in its Class and all skippers shall be members of the AMYA. Non AMYA entries may be accepted providing both Yacht and Skipper are **properly registered** with their National Authority in that Class.