



American Model Yachting Association
Soling 1 Meter Class Rules
eff: 10/1/23 (formatting corrections made 2/23/26)

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 1 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 boat straight from the manufacturer's Instructions (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 regarding hull, deck, keel, rudder, sails, displacement and ballast. Any obvious attempt to negate or violate this concept shall require that 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 manufacturers' instructions and/or 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 instructions/assembly manual and not specifically permitted by these class rules, then it is prohibited. All dimensions shown in the manufacturer's assembly manual and the Control Drawings are to be adhered to unless specifically overridden by these class rules.

2.0 Standard The class shall be called the Soling 1 Meter (hereinafter: "Soling"). Boat kits, hull, deck, and keel, (not including rudder, rigs or sails) conforming to these class rules must be produced by an approved manufacturer. The Class Secretary shall maintain a list of approved manufacturers of the boat kits and parts.

2.1 Hull and Keel: The hull, deck and keel shall be as supplied from an approved manufacturer. The keel can be removable or permanently attached to the hull in the location shown on the General Configuration Control Drawings ("control drawings").

2.1.1. Keel: The keel shall be that which is supplied from an approved manufacturer. The assembled keel may not be thinner than .410 inches measured 2.0 inches below the bottom of hull and 2.0 inches aft of the leading edge.

2.1.2 Rudder: The mounting location is to be that shown on the control drawings. Rudder thickness: the rudder may not be narrower than .25 inches measured at the fore and aft of center of rudder, 1.5 inches aft of the leading edge and 1.5 inches below the bottom of the hull.

2.2 Deck, Hatch, and Lazarette:

The deck shall be that supplied by an approved manufacturer. 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 in shape to that supplied by an approved manufacturer. 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. The shape of the lazarette and its covering material is uncontrolled.

2.2.1 Beam Measurement: The beam measurement at the widest point shall be a minimum of 8.875 inches (8-7/8").

2.3 Rudder: The rudder is to conform in size and shape with that that supplied from an approved manufacturer. The mounting location is to be as shown on the control drawings.

2.4 Interior Construction:

2.4.1 Applicable to Victor Model Kits: the construction, layout, materials, and equipment are unrestricted except as prohibited by any other Rule. If an alternate method of reinforcing the deck at the mast step and mainsheet exit is provided, the hull and deck may be assembled without the forward and aft bulkheads supplied in kit.

2.4.2 All other approved manufacturers: the interior supportive structure as supplied by the manufacturer must not be altered or left out and must be installed per the manufacturer's instructions. Repairs must be made such that they replicate the original design, using unrestricted materials.

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 No. 8 or No. 9 lead shot permanently bonded in the keel. Molded, solid lead ballast shall be prohibited.

4.0 Spars

4.1 Materials, shape and construction: The mast and both booms shall be made of aluminum alloy tube, solid wood or plywood. Spars may be any shape, although tapered masts are prohibited. A slotted mast is permitted. Spars may be reinforced using line wrapping. Hollow wood or hollowed plywood spars are prohibited. If used, plywood must have all layers of uniform density.

4.2 Mast Dimensions: Masts must have a uniform dimension of 1/2" (12.7 mm) maximum and 3/8" (9.52mm) Minimum thickness x 53/64" (21 mm) maximum and 5/8" (15.87mm) minimum depth, not including reinforcement.

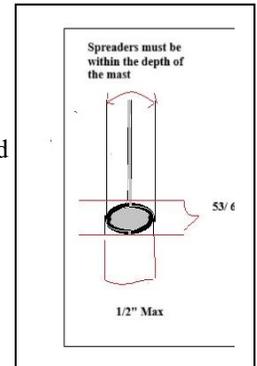
4.3 Any method of sail attachment to the mast is permitted.

4.4 The lower jib attachment point on the boom is measured from the jib stay attachment point aft 1-15/16" to 2- 1/16". The jib boom (club) and main boom shall be made of solid wood or plywood, or aluminum alloy tube, having minimum dimensions of 3/16" (4.76mm) across x 3/8" thick and a maximum length of 15-1/2". Booms shall not be permanently curved fore and aft. No weight shall be added to the jib club (boom) forward of the swivel.

5.0 Rigging/ general: The use of commercially available or home-made fairleads, turnbuckles, screw eyes, eye bolts, tangs, bowsies, goosenecks, boom vangs, mast jack screws, mast cranes, and outhaul fittings. Solid, woven or braided line/wire for shrouds and stays shall be permitted. Fairleads (sheet exit guides) shall not extend higher than 1/2 inch above the deck. Larger screw eyes, chainplates, or through-deck eye bolts may replace screw eyes supplied with a kit. A permanent backstay is required and can be adjustable.

5.1 Standing Rigging, measurements: vertical rig measurements are taken from the deck with the rig mounted for sailing (excluding the mast step but including the mast jack screw, "pin" or other lower mast attachment) set for sailing.

5.2 Spreaders: one set of spreaders shall be affixed to the mast, located in a range of 21 inches to 24 inches above deck. Spreaders shall be made of wood, aluminum or brass. The ends of the spreaders shall not extend beyond the width of the hull at the mast and not be shorter than 2.25" from the mast outward. Spreaders shall not be angled fore or aft of the mast beyond the forward most or aftmost extended edge of the mast. (See diagram)



Added 2026

5.3 Mast support: shall be either:

1) One set of diamond stays with one or two sets of lower shrouds ("diamond rig"): If diamond stays are used, they shall pass through the end of the spreaders and be attached to the lower mast. Tension adjuster(s) is/are permitted at the upper or lower attachments to the mast. The lower shrouds may be attached to the mast at, or within 2.5 inches above or below the spreaders; and must be attached to the deck in the range shown by General Configuration Control Drawing Note 4.

OR:

2) One set of upper and one set of lower shrouds. (called "double shroud rig"): If used, lower shrouds may be attached to the mast at, or within 2.5 inches above or below the spreaders; and upper shrouds may be attached from the top of the mast and must pass through the end of the spreaders. A double shroud rig must be attached to the deck in the range shown by General Configuration Control Drawing Note 4.

5.4 Mast Crane: the mast crane at the top of the mast may be longer than the one supplied in a 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.

5.5, 5.6 and 5.7 Not used.

5.8 Wind Indicators: The use of a wind indicator or wind vane on the top of the mast shall be permitted.

5.9 Deck Hardware: 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.

5.10 Mast Step: The mast must be stepped on-deck, but any mast step arrangement is permitted. Placement of the Mast Step shall be in accordance with the control drawings.

5.11 Running Rigging Any outhauls, downhauls, Cunninghams and halyards shall each be attached to a single spar. The use of a separate jib halyard is permitted. Topping lifts are prohibited.

5.12 Sail height above deck: including the jack screw or mast pin, if used. (see 5.1)

5.12.1 Mainsail Height: The height of the mainsail shall be a maximum of 51-1/4 inches.

5.12.2 Jib Stay Attachment: The height of the jib stay attachment to the mast shall be a maximum of 45-3/4 inches.

6.0 Sails: Sails shall be single-panel and shall be cut to match the control drawings.

6.1 Sail Material: Sails shall be made only from woven polyester fiber cloth.

6.2 Battens

6.2.1 Mainsail: No more than 3 battens may be used, 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.

6.2.2 Jib sail: No more than 2 battens may be used, 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 (76mm) of the head, tack, and clew corners, and within 25/64 inch 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 ([Appendix E](#)) (current edition).

6.5 Alternating of sails, rigs and boats during a single competition: Only one boat, one suit of sails, and one rig may be used throughout a single competition (not to apply to a competition extending longer than five days), unless the rig or sails (or both):

(A) is/are damaged beyond onsite repair and;

(B) that the substitution equipment is no different in makeup as what was being used, measured and approved by the Race Director, and/or Regatta Manager.

7.0 Radio (transmitter) Any brand or type of radio equipment is permitted. Transmitters and receivers may have more than two channels, provided no more than two channels are used, one channel for sail sheet control only, and one channel for rudder control only. The use of a backstay tensioner, extra jib trimmer or jib twitcher is prohibited. The use of radio transmissions from the boat except for the establishment and maintenance of a radio control link, control unit positioning information, signal strength and battery status information while racing is prohibited.

8.0 Adhesives: The use of any adhesive is permitted to bond any part provided from an approved manufacturer 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 2004.

9.2 General Configuration Control Drawing **dated October 1, 2023.**

10.0 Approved Manufacturer's Instructions or Assembly Manual: as supplied with the boat.

<END>

Notes:

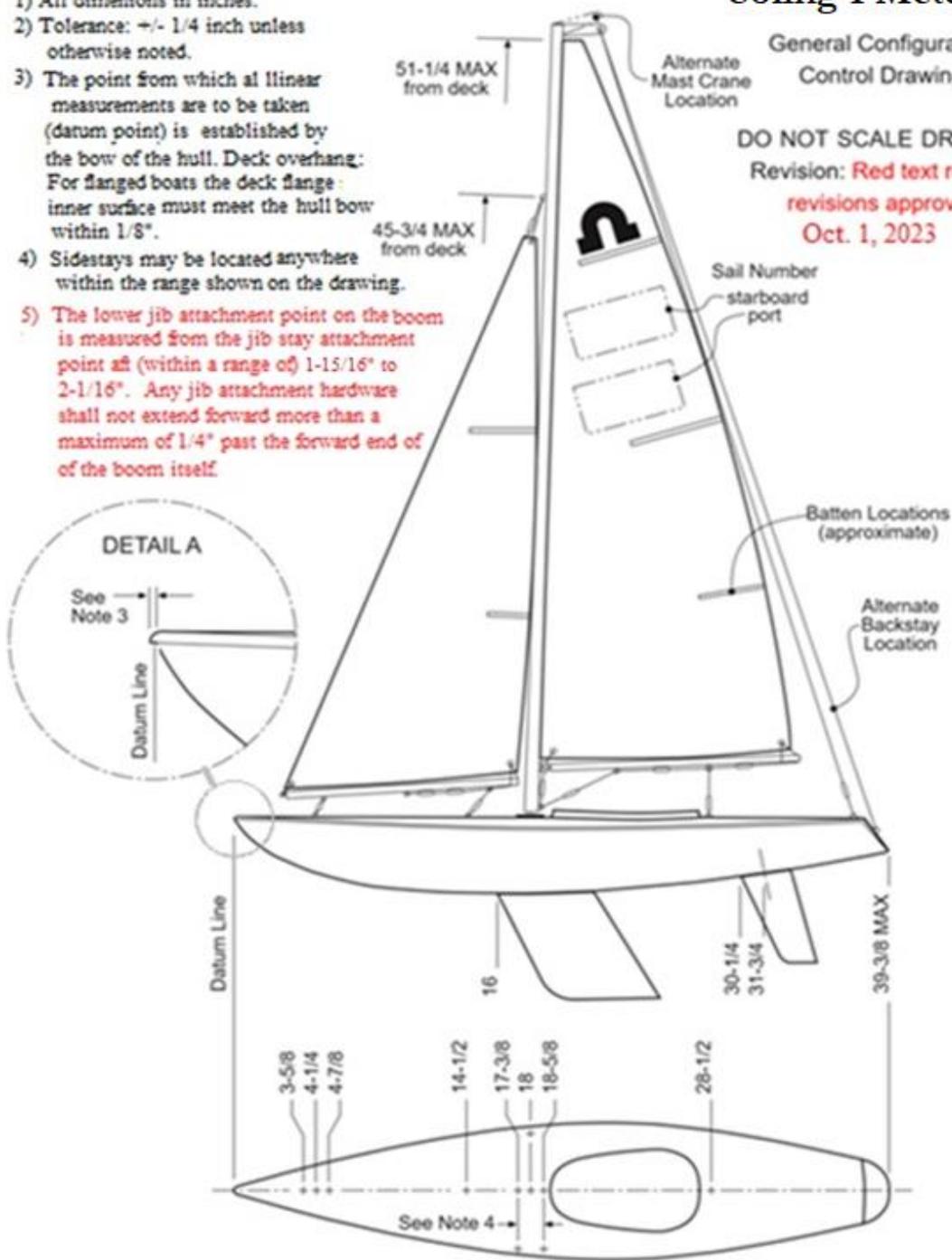
- 1) All dimensions in inches.
- 2) Tolerance: $\pm 1/4$ inch unless otherwise noted.
- 3) The point from which all linear measurements are to be taken (datum point) is established by the bow of the hull. Deck overhang: For flanged boats the deck flange inner surface must meet the hull bow within $1/8$ ".
- 4) Sidestays may be located anywhere within the range shown on the drawing.
- 5) The lower jib attachment point on the boom is measured from the jib stay attachment point aft (within a range of) $1-15/16$ " to $2-1/16$ ". Any jib attachment hardware shall not extend forward more than a maximum of $1/4$ " past the forward end of the boom itself.

Soling 1 Meter™

General Configuration
Control Drawing

DO NOT SCALE DRAWING

Revision: **Red text reflects revisions approved Oct. 1, 2023**

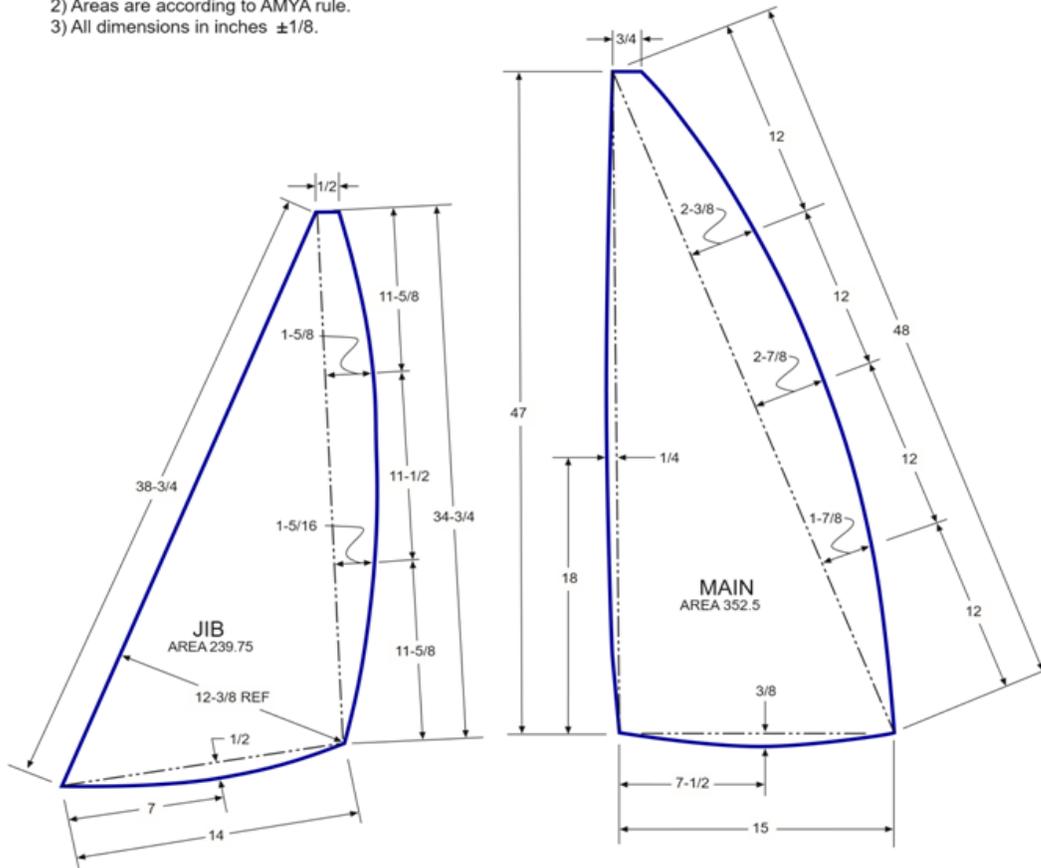


Soling 1 Meter

Sail Control Drawing

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 $\pm 1/8$.



DO NOT SCALE DRAWING

Revision of: February 14, 2004

"Soling 1 Meter"

Boat name revised 10/1/2021

Any questions or concerns regarding these Rules or their interpretation are to be referred to the Soling 1 Meter Class Secretary: e-mail: mikewyatt49@gmail.com 440-478-8208