



drukwerk

port betaald
Enschede

Ton van Eck
J. Braakensiekln. 30
2283 GW Rijswijk

1988 - 26 jaar solo

nederlandse soloklasse organisatie

PDF made by Ton van Eck.
1989_2
Juist voorblad

solo-nieuws

alles voor iedere boot
en bovendien een *eigen zeilmakerij*
ruim 10.000 artikelen in ons

watersport
warenhuis



Jac. P. Vrolijk

lid van nauticring

oriëntatie - centrum voor iedere vorm van watersport.

Firma Jac. Vrolijk

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Zeilmakerij " " " 070 - 554957

Nautilus Watersport

Treilerweg 65 Scheveningen 070 - 547171



nederlandse soloklasse organisatie

Officieel orgaan van de Nederlandse Soloklasse Organisatie

1989, 27e jaargang

Nummer 2

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red. solonieuws: Henk Gorter
m.m.v. Alfred van Wincoop

Girorekening NSO: 22.10.296 t.n.v.
penningmeester IJmuiden.

Het lidmaatschap dient voor 1 september van het lopende jaar schriftelijk worden opgezegd. Bij verzuim van opzegging voor 1 september blijft de contributie over het nieuwe seizoen, ingaande 1 oktober, geheel invorderbaar.

Ereleden: Hans Arends & Max Blom



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Kampioenschappen 1989

Even Noteren!!!!!!! Vrijdag 25 juni tm
zondag 27 juni zijn de;

Open Nederlandse Solo Kampioenschappen.
Wederom wordt dit weer gerealiseerd bij
watersportvereniging Uitdam, te Uitdam,
(vanwege de goede bereikbaarheid) dezelfde
locatie als vorig jaar.

Zoals duidelijk zal zijn wordt dit kampioen-
schap in 3 dagen verzeilt, waarbij we
2 wedstrijden op 1 dag varen; resultaat:
6 wedstrijden waarvan 1 aftrekwedstrijd.
We varen de uitgebreide olympische baan
onder de kust van Uitdam.

De planning is; vrijdag 25 juni, eerste start
12.00 uur.

Inschrijfgeld bedraagt zoals gewoonlijk
F 75,- gulden, dit kan worden voldaan op
vrijdagochtend.

Inschrijving gaarne via het inschrijfformulier
dat in een volgend solonieuws vermeld zal worden.
Graag tot ziens bij het hopelijk geslaagde,
zeer zeker korte, kampioenschap 1989.

En kom in grote getalen, in rijen van 4 en
boordevol met humor aan stormen, racen, (rijden)
varen of vliegen.



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HISWA 89

De HISWA 89 is voor het publiek geopend van ZATERDAG 25 FEBRUARI tot en met 5 MAART. De openingstijden zijn van 10.00 uur tot 17.00 uur: en van maandag tot en met vrijdag ook van 19 tot 22 uur. De toegangskaarten voor de HISWA zijn f 15,- voor overdag en f 10,- voor 's avonds.

Op de stand van het KNWV staat ook de SOLO. Het KNWV heeft van de HISWA organisatie namelijk meer standruimte tot haar beschikking gekregen waardoor enkele klassen o.a. de solo konden worden toegevoegd. (N-600, Noordhal).

Op de KNWV stand staan de volgende klassen :

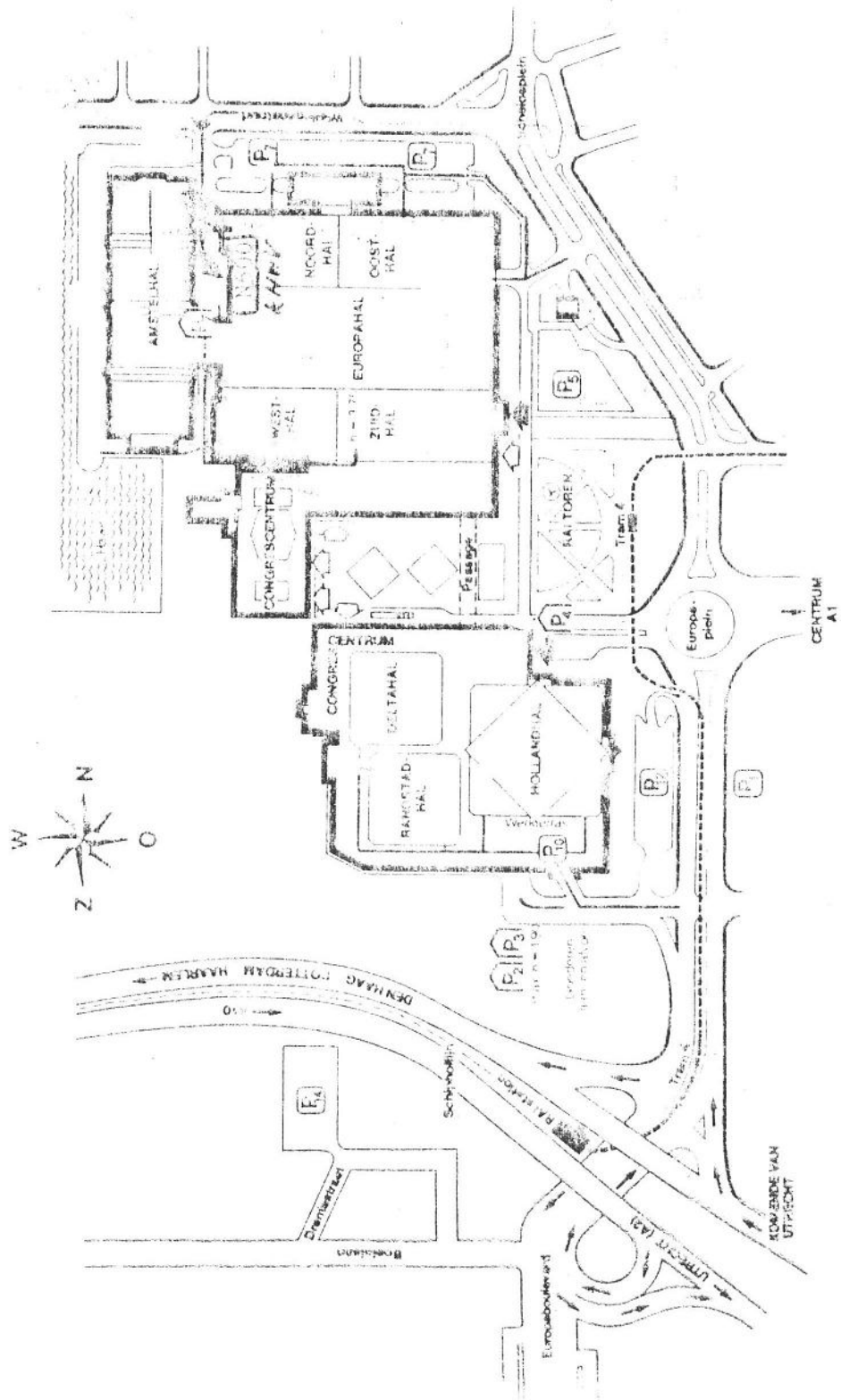
Aanwezige klassen : 1. Cadet 2. Jeugdbootklasse 3. Optimist
4. Contender 5. Dart 6. Draak 7. Efsix
8. Europe 9. Fireball 10. FJ 11. Hornet
12. Javelin 13. OK jol 14. O-jol
15. Pampus 16. Randmeer 17. Schakel
18. Simoun 485 19. Solo 20. Sunfish
21. Valk 22. Vaurien 23. Vrijheid
24. Twaalfvoetsjol 25. Mistral
+ een model van de Nemozo.

HISWABOKAAL

Watersportvereniging DE KOENEN organiseert de HISWABOKAAL op 19 februari. Tijdens dit evenement varen alle klassen volgens het principe van " one or a kind " tegen elkaar. Het klassement wordt bepaald op basis van SW cijfers. Erick van Os vertegenwoordigt de Solo. (Extra training voor PASEN, Erick?).



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PAASEVENEMENT

Op 25, 26 en 27 maart wordt het paasevenement weer gehouden.

De wedstrijden worden dit keer verzeild op een andere locatie, namelijk op Elfhoeven (de grotere Reeuwijkse plas). De organisatie is nu in handen van watersportvereniging " Elfhoeven ". Naast de Solo 's nemen schakels, 16m2 en lasers deel, zodat we dit jaar voor het eerst een paasevenement varen met andere klassen.

Deelnemers kunnen zich door middel van het inschrijfformulier elders in dit blad aanmelden. DOEN!!!!

Nog wat gegevens:

- 1e start is zaterdag 25 maart om 13.00 uur.
- er zijn totaal 5 wedstrijden, zaterdag 1, zondag en maandag 2.
- programma + reglementen en baankaarten afhalen voor 1e wedstrijd bij de informatie. De informatie is vanaf 10.00 uur open.
- de SLUITINGSDATUM van de inschrijving is op 16 maart.

Zaterdagavond is er een FEEST georganiseerd!!!! Wat wil je nog meer zo vroeg in het seizoen.

Routebeschrijving. (zie plattegrond)

Afslag Gouda

Goudse Poort

Voor het spoor linksaf de Burg. Jamessingel inrijden

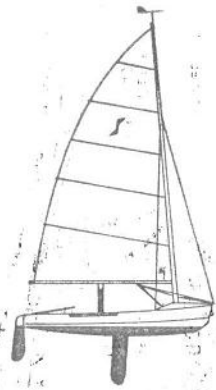
Bij rotonde recht door de Graaf Florisweg in

Niet rechtsaf richting Reeuwijk, maar 30 meter doorrijden en dan rechtsaf de wethouder Ventlaan ingaan

Daarna doorrijden (Platteweg) Aan linkerkant is WSV Elfhoeven Na+ 1km.

WSV Elfhoeven, Platteweg 70 Reeuwijk.

TOT ZIENS IN REEUWIJK.



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geen curies te registreren





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Ondergetekende verzoekt te worden ingeschreven voor de
PAASWEDSTRIJDEN op 25, 26 en 27 maart 1989.

Naam:.....
Adres:.....Tel:.....
Postcode:..... Woonplaats:.....
Klasse:..... Zeilno:.....
Naam van de boot:.....

Inschrijfgeld bedraagt voor een 16M2 en Schakel f25,--
en voor de Laser en Solo f20,--

Dit heeft ondergetekende overgemaakt op gironummer
336 38 47, t.n.v. de wedstrijdcommissie G.W.V.
Elfhoeven te Gouda.

Tevens zijn alle gegevens duidelijk op de giro-over-
schrijfkaart vermeld.

Inschrijving sluit 10 maart 1989.

De deelnemers aan de wedstrijden doen dit geheel voor
hun rekening en risico en moeten ten minsten W.A. ver-
zekerd zijn. Het wedstrijdcomité is niet aansprakelijk
voor enige schade, welke dan ook, waaronder begrepen
schade aan schip, aan de opvarende(n) en de aan boord
aanwezige goederen, welke direkt of indirekt in ver-
band met de deelneming aan de wedstrijden zou kunnen
ontstaan.

Datum:

Handtekening:

Dit formulier zenden aan het wedstrijdsecretariaat:

Henk Gorter

Zaanweg 100

1521 DP Wormerveer



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MATERIALENLIJST.

Nieuwe Solo's worden in Nederland in diverse stadia van afbouw geleverd door ; Jachtbouw Johan Vels
Dorpsstraat 223-225
Nieuwe Niedorp
tel. 02261-1723

Johan Vels kan ook zwaarden, roeren, masten en gieken leveren.

Tweedehands Solo's zijn te verkrijgen via de advertentierubrieken van de diverse kranten of via de klasse-organisatie die een lijst van tweedehands schepen bijhoud.

MASTEN.

Needlespar	Martin van Leeuwen Postbus 401 Gouda tel. 01820-15278
Proctor	BELSHIP tel. 02158-1662
Superspars	Henk van Gent Noordeinde 20A 3061 EN Rotterdam tel. 010-4121098

ZEILEN.

de Weers	Lagendijk 5 Uitgeest tel. 02513-13655
Batt Sails	Mark Tigchelaar Frans Halsstraat 104 1072 BZ Amsterdam tel. 020-791019
Hagoort Sails	Hondsdijk 50A 2396 HK Kouderkerk a/d Rijn tel. 01714-5189



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McNamara
MagrosHyde

tel. 01829-4719
Martin van Leeuwen
Postbus 401 Gouda
tel. 01320-15278

Mountifield

Jachtbouw Johan Vels
Dorpsstraat 225
Nieuwe Niedorp
tel. 02261-1723

Molenaar

Kerkstraat 31
Postbus 4
9000 AA Grouw
tel. 05662-1313

Uiteraard zijn er regelmatig tweedehands masten en zeilen te verkrijgen, ook hiervoor kunt u informeren bij de klasse-organisatie.



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SOLOBOUWERS IN ENGELAND

		type
Houten boten	compleet	1
	kale romp	2
	bouwpakket	3
polyester/hout	compleet	4
	kale romp	5
	bouwpakket	6
polyester boten	compleet	7

<u>Type.</u>	<u>Bouwer.</u>
4567	Severn Sailboats, 3 Teme Road, Tolladene road, Worcester
12457	Harmony Wood Ltd., Pledges Yard, 63 Falkland Road, Dorking, Suurey RH4 3AD
123	Ambery Woodworking, 7 Church Street, Broughton, Kettering NN1 4LU
1234567	Ron Beasley, 17 Rockland Gardens, Willenhall, West Midlands
12	H.D. Benson, 22 The Coldra, Chepstow Road, Newport, Gwent NP6 2LP
12	Don Marine Ltd., London Road, Brownhills, Walsall, West Midlands
4567	Jack Holt Ltd., The Embankment, Putney London SW15 1LG
1234567	Porter Brothers, 4 Seagull Lane, Emsworth, Hants.
1234567	J. Stone (Alec Stone), East Potlemouth, Salcombe, Devon
12	J.D. Young & Son, 100 Fishbourne Lane, Ryde, Isle of Wight PO33 3RN
123	A.J. Tresher, 93 Eaton Road, Appleton Abingdon, Oxon. OX13 5JJ



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PART 'B' – MEASUREMENT RULES

1. GENERAL

- (1) The Solo is a one design class and the object of these rules is to ensure that in hull form, hull weight, sail plans A and B, and spars the boats are as nearly alike as possible.
- (2) These rules are complementary to the plans and measurement form. Any interpretation shall be made by the R.Y.A. which may consult the National Solo Class Association (N.S.C.A.).
- (3) In the event of discrepancy between these rules the measurement form and/or the plans, the matter shall be referred to the R.Y.A.
- (4) All boats shall be built in accordance with the plans, class rules and specifications.
- (5) Measurement tolerances are intended to allow for genuine building errors and change of shape through age, and shall not be deliberately used to alter the design. The measurer shall report on the measurement form anything which he considers to be a departure from the intended nature and design of the boat, or to be against the general interest of the class, and a certificate may be refused, even if the specific requirements of the rules are satisfied.

2. CONSTRUCTION

- (1) G.r.p. mouldings shall be produced only by moulders licensed by the R.Y.A.
- (2) Apart from the restrictions above the Solo may be built by any professional or amateur builder.
- (3) Boats shall be constructed of wood, glass reinforced plastic (g.r.p.), or a combination of wood and g.r.p. (composite).
- (4) All moulds for g.r.p. boats shall be from one plug. Resin and glass shall be of materials approved for boats. The lay up shall be uniform except for normal variations, with local reinforcing and stiffening as necessary (i.e. no attempt to give a ballast advantage). Corners in the g.r.p. mouldings other than the chines may be rounded up to a radius of 13 mm.
- (5) It is not obligatory to comply with the cutting list in respect of the species and size of timber, except for items listed as timber shall be of solid or laminated wood but not plywood and items listed as plywood shall be of plywood.
- (6) A protective coating of paint, enamel, varnish or plastic is permitted, such coating shall be in addition to the thickness of ply skin and shall be included in the weight.
- (7) Composite boats shall have a g.r.p. shell integral with the centreboard and the transom. The bulkhead and tank sides shall be either a separate g.r.p. member or constructed in timber and/or plywood. Where the bulkhead and tank sides are constructed of timber and/or plywood they shall, as far as practicable, conform to the timber construction plan and the bulkhead shall be bonded to the hull shell so as to form three buoyancy tanks. The decks, toe rails, thwart and internal construction items where required by the Rules shall be of timber or plywood to conform with the plans.
- (8) G.r.p. boats shall have a g.r.p. shell integral with centreboard case and transom with the bulkhead tank sides and deck as one moulding bonded to the shell at the floor and sheerline. Toe rails, thwart and trim shall be wood or g.r.p. Longitudinal floor battens shall be optional in the g.r.p. hull. The g.r.p. hull may have a transverse rib up to 40 mm high and 15 mm wide bonded to the floor and centreboard case. The rib shall be located within 200 mm of the forward end of the centreboard case.
- (9) The buoyancy tanks in wood, g.r.p. and composite boats shall be made as plans with not less than one drain hole per tank. Wood and composite boats shall have not less than one ventilation hole per tank in addition to the drain hole(s). All drain holes shall be effectively stoppered. Ventilation holes shall be closed in a water-tight manner with detachable covers capable of resisting dislodgement whenever the boat is afloat, capsized, or full of water. Fitting shall not be recessed into the deck or buoyancy tanks.
- (10) At least 0.11 m³ of foam shall be inside the tanks of g.r.p. and composite boats, approximately 0.04 m³ in each side tank within 1524 mm of the stern and 0.03 m³ within 762 mm of the stern.
- (11) The mast step may be of any material.
- (12) Washboards may be fitted but shall be not more than 61 mm above the deck. Plan 6 shows washboards from centreline to gunwale forward of shroud plates.
- (13) The round on all chines shall extend not more than 15 mm from the point at which the outer faces of the hull panels would meet if extended. This rule shall not apply forward of Section 1.

5. BUOYANCY

- (1) A buoyancy endorsement is valid for twelve months from the date of the original buoyancy test/inspection or any subsequent test inspections carried out in accordance with Rule B5(2) below, provided that the measurement certificate is suitably endorsed with the date of the test/inspection and signed by an Approved Measurer, Club Official or the R.Y.A.
- (2) The Measurer shall examine each tank and be satisfied that it is adequately constructed and maintained. If there is any doubt the boat shall be swamped on its beam ends with the stepped mast approximately horizontal, supporting a weight of not less than 68 kg above the water line for ten minutes each, both to port and starboard. Alternatively an R.Y.A. Approved National Solo air pressure test shall be applied to each tank.

6. FITTINGS

- (1) The fitting as shown on the plans are the type required. The materials and design are optional but their general design shall not be altered to incorporate other uses.
- (2) The following fittings are permitted in addition to those shown on the plans. No fitting that is not on the plan or listed below is permitted. All fittings may include mounting blocks.
 - (i) Suction bailers having a total effective cross sectional area of not more than 1291 mm².
 - (ii) Toe straps.
 - (iii) Devices for controlling the kicking strap.
 - (iv) Main sheet cleats or jamming blocks.
 - (v) Fitting on boom for alternative main sheet lead.
 - (vi) Carrying handles fixed on deck.
 - (vii) Sliding gooseneck.
 - (viii) Mooring rings or cleats.
 - (ix) Devices for controlling main sheet traveller.
 - (x) Booming-out spar and/or a pair of shock cords passing each side of the mast and connected between the stern fitting and the kicking strap.
 - (xi) Sockets for rowlocks.
 - (xii) A main sheet traveller track fitted as shown on the plans directly to the top of the thwart and/or transom. The length is optional. The track may be fitted on the thwart in such a manner as to permit a maximum of 457 mm each side of the centreline to be horizontal. No part of the track shall be more than 64 mm above the surface of the thwart.
 - (xiii) Devices for controlling the luff and foot of the sail.
 - (xiv) Twin keel bands.
 - (xv) Two transom ports each no larger than 203 mm by 76 mm or set nearer than 89 mm from vertical centreline, or 35 mm from the outside of the skin. These ports shall have hinged covers and may have a device to hold them closed.
 - (xvi) Fitting for securing loose equipment.
 - (xvii) Compass(es).
 - (xviii) Wind indicators (non-electrical).
 - (xix) Not more than two toestrap blocks may be fitted to the floor each side of the hog. They may either span two adjacent floor battens and be not more than 50 mm x 20 mm in cross section nor more than 250 mm in length or be fitted to the floor and be not more than 75 mm x 75 mm in plan.

7. WEIGHT

- (1) The weight of the hull in dry condition including all permanent fixed fittings shall be not less than 70 kg with the centreboard removed.
- (2) If the weight of the hull is less than 70 kg wooden correctors of not more than 3 kg in weight shall be permanently fixed to the boat. The weight and number of the correctors shall be recorded on the certificate and they shall remain in place throughout the life of the boat.

8. CENTREBOARD

- (1) The centreboard shall be made of solid or laminated wood or plywood. It shall be hung on the pivot bolt, the centre of which shall be not less than 89 mm nor more than 115 mm from the fore end of the centreboard slot.

- (14) The keel band(s) and chine rubbing bands shall be of metal or plastic, minimum width 12 mm and minimum projection 3 mm. For g.r.p. and composite boats these bands may be moulded integrally with the hull.
- (15) Toe rails (centreboard case capping) may be extended forward from the front end of the centreboard slot by a maximum of 300 mm. The maximum width dimension specified in Measurement 32 shall apply to such extension but not the minimum width dimension. Toe rails shall have two toe holes each side of the hull centreline. (Measurement 33, thickness of toe rails, shall apply to the extension.)
- (16) The thwart may be tapered in thickness over the deck and fixed directly to the deck, or the gap between the thwart and the deck may be filled. The width of the thwart shall be not less than 71 mm nor more than 81 mm.
- (17) The inside faces of the centreboard case may be lined with a plastic or similar non-metallic wear resistant material.

3. IDENTIFICATION MARKS

- (1) Wooden hulls shall carry the sail number cut into the hog aft of the centreboard case in figures not less than 25 mm high. G.r.p. hulls shall have a plate permanently fixed inside the transom and the sail number, mould number and builder's serial number stamped thereon.
- (2) The mainsail shall carry identification marks as indicated in Rule B13(2).
- (3) All emblems, numbers and letters shall be of a durable material securely attached.

4. HULL MEASUREMENT

- (1) As many measurements as considered practicable to check the shape have been listed on the measurement form, but the intention is that in all particulars the boats shall conform to the designed shape.
- (2) Length measurements of the hull shall be taken parallel to the base line and depth measurements perpendicular to the base line. Beam measurements shall be taken at the sheerline defined as the intersection of the lines of the top of the deck and the outside of the skin, projected if necessary. Measurement sections including the aft edge of the transom shall be perpendicular to the base line.
- (3) Measurement sections 1, 2, 3, 4 and 5 shall be at 3050 mm, 2440 mm, 1830 mm, 1220 mm and 610 mm respectively from the aft edge of the transom, which for the purpose of the rules excludes normal rudder fittings, covers for transom ports, g.r.p. deck overlap and bead of the composite boat.
- (4) The base line shall be fixed at 76 mm and 137 mm below the bottom of the keel band at section 1 and the aft edge of the transom respectively.
- (5) The length overall shall include the stern band and stem head fittings, but excluding g.r.p. deck overlap and bead of composite boat.
- (6) The plan width of the side deck excluding the inboard bead in the composite boat, shall be measured parallel to the beam measurements from the sheerline to the vertical projection of the intersection of the buoyancy tank side and the deck.
- (7) The maximum depth of the rubbing bead below the sheerline shall be 40 mm. The rubbing bead shall not extend above the line continuing the top of the deck.
- (8) Boats with g.r.p. hull shells may incorporate longitudinal stiffening pieces fore and aft of the centreboard case. If fitted these pieces shall be constructed of wood, plastic, g.r.p., or any combination of these materials and shall conform to the following dimensions:—

The width, within 25 mm of the hull shell or centreboard case shall be not more than 120 mm. The width at any point more than 25 mm of the hull shell or centreboard case shall be not more than 40 mm.

The height, when measured from the inside surface of the hull shell 60 mm athwartships from the centreline, at the positions given, shall be not more than:—

60 mm forward of the centreboard slot	200 mm
220 mm forward of the centreboard slot	85 mm
60 mm aft of the mast step	50 mm
60 mm aft of the centreboard slot	170 mm
170 mm aft of the centreboard slot	70 mm
120 mm forward of the inner face of the transom	35 mm

Additionally, the stiffener pieces shall be no higher than a straight line adjoining the three maximum permitted heights both forward and aft of the centreboard slot as detailed above.

- (2) When fully extended, that part of the centreboard profile below the keel band shall be generally as plan within the tolerance shown on the measurement form. The maximum width shall be at the keel when fully extended, the lower end shall be within ± 25 mm of a semicircular profile with a radius of 115 mm.
- (3) The fairing or streamlining of the section of any part that may extend below the keel is optional. The part of the centreboard which is always in the case may be built up to prevent rocking.
- (4) A protective coating of paint, enamel, varnish and/or non reinforced plastic is permitted.

9. RUDDER AND TILLER

- (1) The rudder blade shall be made of solid or laminated wood or plywood and the rudder stock shall be made of solid or laminated wood and/or plywood.
- (2) The profile of the rudder shall not differ from the drawn profile by more than 13 mm at any point, except that the blade may be either fixed or pivoted to the stock.
- (3) The fairing or streamlining of the blade and the method of controlling the blade angle to the stock is optional.
- (4) The edges may be protected by metal or plastic. A protective coating of paint, enamel, varnish and/or non reinforced plastic is permitted.
- (5) Shape, size and material of the tiller and extension are optional. The tiller shall operate through the tiller port in the transom.
- (6) The angle of the blade to the stock is optional.

10. MAST

- (1) For the purpose of measurement the heel of the mast shall not include the tenon.
- (2) The mast shall be of wood as plan, or aluminium alloy. Materials of fittings shall be optional. Corrector weights of any material are permitted provided these are permanently fixed to the mast.
- (3) The aluminium alloy mast shall have a minimum sectional dimension of 50 mm from the heel to the hounds and may be tapered above the hounds to a minimum of 48 mm \times 44 mm.
- (4) The bending characteristics of the alloy mast shall be controlled as follows. The mast shall be laid, with sail track uppermost, on two supports one at the top band and the other 50 mm above the heel (i.e. 5932 mm apart) and a 25 kg weight suspended from the mast at a point 3048 mm from the heel. The deflection measured at a point 2895 mm from the heel shall not exceed 152 mm.
- (5) The weight of the mast including halliards, normal fittings and correctors, if fitted, but excluding standing rigging, shall not be less than 6.7 kg.
- (6) The weight of the mast measured at band number 2 with the mast horizontal and supported only at its tenon shall be not less than 3.2 kg. For this weighing the mast shall include halliards pulled to their hoisted position, normal fittings in their working positions and correctors if fitted but shall not include standing rigging.
- (7) Measurement bands of a contrasting colour shall be painted on the mast as follows:
No. 1 whose upper edge shall be not less than 952 mm above the heel.
No. 2 whose lower edge shall be not more than 5982 mm above the heel.
- (8) The mast shall be limited to 26 mm movement at deck within the slot tolerance.
- (9) The heel of the mast shall not be moved whilst racing.
- (10) The mast shall have external fittings to which the shrouds and forestay are attached.
- (11) The shrouds and forestay shall be detachable.

11. BOOM

- (1) The minimum overall length of boom shall be 2700 mm and shall meet the sectional requirements of rule B11 (2) throughout this length.
- (2) The boom shall be of wood as plans with square section corners rounded to approximately 16 mm radius, or of aluminium alloy, minimum sectional dimension 50 mm, maximum sectional dimension 73 mm. These limits shall apply for 2700 mm from the gooseneck end of the boom. Beyond this length the section is optional.
- (3) A measurement band of contrasting colour shall be painted on the boom so that, when the boom is fitted to the gooseneck at 90° to the mast the inner edge of the band shall be not more than 2693 mm from the aft edge of the sail track or groove extended to the level of the boom if necessary.

12. STANDING AND RUNNING RIGGING

- (1) The mast shall be supported by one pair of shrouds and one forestay.
- (2) The mast shall have a main halliard and sheaves, and a flag halliard may be fitted.
- (3) The mainsheet may be led to a centre horse and/or a transom horse. The type and materials of blocks, controls and traveller are optional.
- (4) The type and materials of all running rigging is optional.

13. SAILS

- (1) The weight and materials of the sail and battens is optional. The thickness of the sail shall not exceed 6 mm at any point. The measurement shall not include thickness of boltrope, battens in the batten pocket, headboard, cringles or sail protectors.
- (2) The sail number, letter(s) and class emblem shall be placed as laid down in I.Y.R.U. Racing Rule 25. The numbers and letter(s) shall be of the following minimum dimensions:
Height: 300 mm
Width: 200 mm (except number 1)
Thickness: 45 mm
Space between adjoining figures: 60 mm
The emblem is a stylized "S" which shall comply with the measurements of the class emblem diagram contained in Part C of these rules with a tolerance of ± 5 mm on all dimensions except the 508 mm dimension on which the tolerance shall be ± 10 mm. The centre position of the emblem shall be approximately perpendicular to the line of the sail numbers.
- (3) The sail shall fit the mast and boom grooves by its luff and foot ropes.
- (4) The sail shall be measured hoisted on spars with the mast approximately horizontal and with the boom sheeted in. In case of doubt, measurement shall be made with a tension of 10 kg force applied at right angles to the boom at the position of the distinguishing band on the boom, the boom being fitted to the gooseneck at band number 1 on the mast. The battens shall be tied into the pockets with sufficient tension to smooth out wrinkles, but no pressure on the batten ends. Measurements shall be taken with the tape laying on the sail and shall include all roach and shaping, except the roach above the top batten pocket, and shall not exceed those stated on the sail measurement diagram contained within Part C of these rules.
- (5) There shall be five batten pockets extending from the leech to not more than 20 mm from the mast positioned according to the sail measurement diagram contained within Part C of these rules. In sail plan B the bottom batten pocket is optional. Measurements of sail widths shall be made along the centreline of the batten pockets from the aft side of the mast to the edge of the leech. The inside width of the batten pockets shall not exceed 60 mm.
- (6) No part of the sail shall extend beyond the inner edge of the boom band or the lower edge of band No. 2. The forward extension of the line of the upper edge of the boom shall meet the mast at or above the upper edge of band No. 1.

14. PERSONS ON BOARD

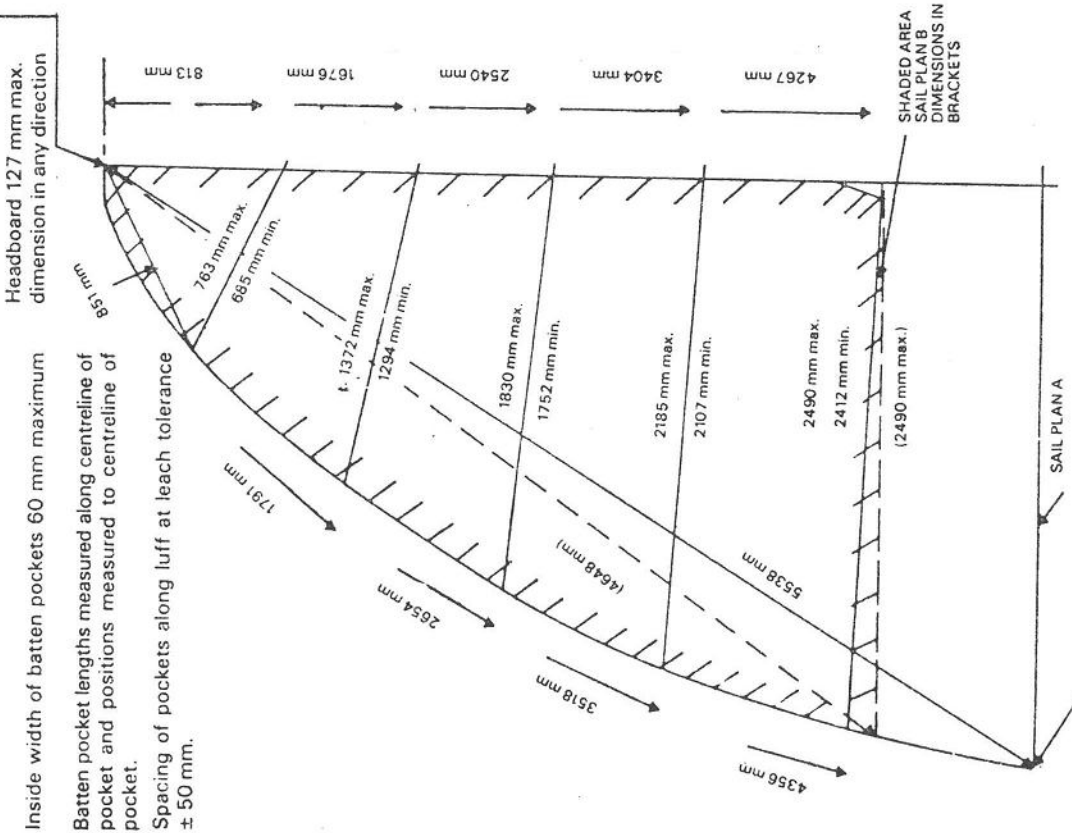
- There shall be only one person on board during racing.

15. ANCHOR

- An anchor need be carried only when specifically required in the sailing instructions.

**PART C
NATIONAL SOLO CLASS MEASUREMENT DIAGRAM
DIAGRAM 1
SAIL MEASUREMENT DIAGRAM**

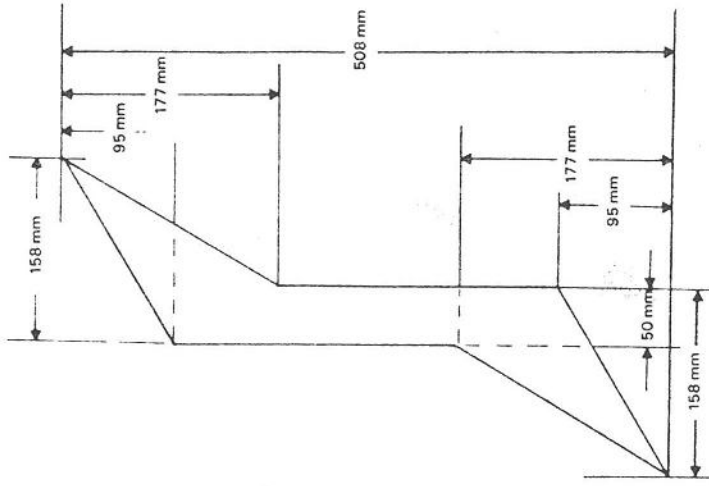
Measurements of sail plan A shall be taken from the lower edge of band at the aft edge of the mast. For sail plan B measurements shall be taken from a point on the aft side of the mast 4267 mm above the upper edge of the lower band.



Leech measurement of sail plan A to upper inner edge of boom band and of sail plan B to a point on the upper edge of the boom 2490 mm from the aft side of the mast at the lower band.

**DIAGRAM 2
CLASS EMBLEM**

Tolerance on 508 mm dimension ± 10 mm.
Tolerance on all other dimensions ± 5 mm.



**PART D
DIMENSIONS**

The following are those dimensions required to be measured by an R.Y.A. approved measurer and entered on the approved measurement form. On completion of a satisfactory measurement the measurer shall supply the owner with the completed and signed measurement form which shall be forwarded to the R.Y.A. with the application for a measurement certificate, in accordance with Part A of these rules.

No boat is entitled to use the class name National Solo until such time as a duly completed and signed measurement certificate has been issued by the Royal Yachting Association.

Item No.	Rule No.	Dimensions	Minimum	Maximum
1	B3	For wooden boat sail number in recessed figures aft of plate case in numbers at least 25 mm in height	YES/NO	
2	B3	For g.r.p. or composite boat plate fixed to inside of transom engraved with sail number, mould number and serial number	YES/NO	
3	B7	Weight of stripped hull	70	
4	B7	Weight of correctors		3
5	B2	Thickness of plywood skin bottom panel nominally 6 mm	5.3	
6	B2	Thickness of plywood skin chine panel, topsides and deck nominally 5 mm	4.35	
7	B4	Overall length from aft edge of transom	3758	3798
8	B4	Foreside of mast slot at deck, from aft edge of transom		3010
9	B4	After side of mast slot at deck, from aft edge of transom	2921	
10	B4	Aft edge of foredeck from aft edge of transom	2883	2909
11	B4	Foreside of centre thwart from aft edge of transom	1650	1728
12	B4	Eye of chain plates from aft edge of transom	2590	2616
13	B4	Aft edge of transom to fore end of centreboard slot	2121	2147
14	B4	Aft edge of transom to aft end of centreboard slot	901	927
15	B4	Fore end of slot to centre of centreboard pivot bolt	89	115
16	B4	Width of centreboard slot	25	32
17	B2	Height of washboards from deck if fitted. (Plan 6 shows washboards from centreline to gunwale forward of shroud plates)		61
18	B4	Beam measured to sheerline at: (a) Section 1	925	951
19	B4	(b) Section 3	1486	1512
20	B4	(c) Section 4	1475	1501
21	B4	(d) Transom	997	1023
22	B4	Projection of rubbing bead beyond sheerline. This may be tapered to less than 30 mm for not more than 610 mm from either end	30	51
23	B4	Depth of rubbing bead		40
24	B4	Plan width on side deck at: (a) Transom	174	210

Item No.	Rule No.	Dimensions	Minimum	Maximum
25	B4	(b) Section 3	279	305
26	B4	(c) Aft edge of foredeck	253	293
27	B4	Depth of inboard edge of deck below sheerline at section 3	50	76
28	B9	Underside of keel band to top of tiller port in transom	257	283
29	B9	Width of tiller port in transom		260
30	B4	Top of mast step to sheerline at aft edge of foredeck	412	452
31	B4	Camber of deck above sheerline at aft end of foredeck	38	64
32	B2	Distance between outer edges of the toe rails over full length of centreboard slot	196	222
33	B2	Thickness of wood toe rails	16	24
34	B4	Base line to underside of keel band at transom	137	
35	B4	Base line to underside of keel band at Section 1	76	
36	B4	Base line to underside of keel band at Section 2	22	42
37	B4	Base line to underside of keel band at Section 3	15	29
38	B4	Base line to underside of keel band at Section 4	31	51
39	B4	Base line to underside of keel band at Section 5	76	96
40	B4	Extension of foreside of stem including stem band meets base line from aft of transom at	3582	3624
41	B4	Distance, from point 170 mm from base line measured along extension of straight edge of foreside of stem (including keel band) to nearest point on keel band	30	50
42	B4	Width 15 mm aft of face of stem at 435 mm from the base line along extension of straight edge of foreside of stem (including stem band)	88	102
43	B4	Base line to lower chine at Section 1	165	185
44	B4	Beam at lower chine at Section 1	470	496
45	B4	Base line to upper chine at Section 1	283	309
46	B4	Beam at upper chine at Section 1	713	739
47	B4	Base line to sheerline at Section 1	548	574
48	B4	Base line to lower chine at Section 2	100	126
49	B4	Beam at lower chine at Section 2	777	817
50	B4	Base line to upper chine at Section 2	221	247
51	B4	Beam at upper chine at Section 2	1092	1132
52	B4	Base line to lower chine at Section 3	79	105
53	B4	Beam at lower chine at Section 3	952	978
54	B4	Base line to upper chine at Section 3	203	223
55	B4	Beam at upper chine at Section 3	1269	1295
56	B4	Base line to sheerline at Section 3	462	502
57	B4	Base line to lower chine at Section 4	99	125

Item No.	Rule No.	Dimensions	Minimum	Maximum
58	B4	Beam at lower chine at Section 4	993	1019
59	B4	Base line to lower chine at Section 5	137	163
60	B4	Beam at lower chine at Section 5	896	936
61	B4	Base line to lower chine at transom	180	194
62	B4	Beam at lower chine at transom	647	673
63	B4	Base line to upper chine at transom	263	283
64	B4	Beam at upper chine at transom	883	909
65	B4	Base line to sheer line at transom	404	430
66	B4	Projection of keel below skin (including keel band)	12	20
67	B2 B6	Stem and keel band width	12	
68	B2 B6	Chine rubber length	1194	
69	B4	Underside of keel band to top of centreboard case at Section 3	292	318
70	B8	Width of centreboard, widest part below keel measured at 90° to leading edge	349	375
71	B8	Extension of centreboard, when fully lowered, below keel	914	1030
72	B9	Length of pivoted rudder blade (including part in stock)	698	750
73	B9	Width of rudder blade at widest point	292	344
74	B10	Weight to mast in accordance with Rule 1115)	7	6.7
75	B10	Tip weight of mast	3.2	
76	B10	Upper edge of band No. 1 above heel	952	
77	B10	Lower edge of band No. 2 above heel		5982
78	B10	Point of intersection of the line of shrouds with side of mast above heel	4254	4332
79	B10	Point of intersection of the line of forestay with fore side of mast above heel	4177	4255
80	B10	Fore and after chord of wood mast at: (a) Hounds to 457 mm from lower band (b) Deck level	70	76
81	B10	Deck level	60	
82	B10	Athwartship chord of wood mast, hounds to lower band	60	68
83	B10	Fore and after chord of metal mast at: (a) Hounds to 457 mm from lower band (b) Deck level	50	76
84	B10	Deck level	50	
85	B10	Athwartship chord of metal mast, hounds to lower band	50	68
86	B10	Fore and aft clearance between mast and slot		26
87	B11	Band on boom from after side of mast		2693
88	B11	Overall length of boom	2700	
89	B11	Wood boom width and depth 610 mm from tack to band	50	58

Item No.	Rule No.	Dimensions	Minimum	Maximum
90	B11	Metal boom section dimensions	50	73
91	B13	Sail fits mast and boom grooves by its luff and foot ropes	YES/NO	
92	B13	Does sail measure in accordance with the sail measurement diagram in the rules and if so is sail signed and dated near the clew?	YES/NO	

Summary of Class Rule Changes 1988

Below is listed a summary of rule changes as voted on by the 1987 A.G.M. at Mumbles and modified by the R.Y.A.

- Rule 2.5 Remove reference to cutting list. New definitions of solid, laminated and plywood.
- Rule 2.7 Allows plywood side tanks on composite boats.
- Rule 2.15 Clarified number of toe holes in thwart.
- Rule 2.16 NEW RULE Allow thwart to be fixed direct to side tank over full width of tank
- Rule 2.17 NEW RULE Defines type of lining allowed inside centre board cases.
- Rule 6.2 xix NEW RULE Allows toe strap blocks and limits size and position.
- Rule 6.2 Allows mounting blocks for fitting.
- Rule 6.2 xv Transom flaps hinges in any direction.
- Rule 8.1 Adds plywood as material for centre boards.
- Rule 8.2 Clarifies measurement rule. Allows different shaped handles.
- Rule 8.4 Clarifies existing rule. Does not allow sheathed boards, i.e. glass strand, mat, kevlar or carbon fibre is not permitted.
- Rule 9.1 As 8.1 but for rudder blade.
- Rule 9.4 As 8.4 but for rudder blade.
- Rule 9.6 Angle of blade to stock is optional.
- Rule 10.6 Changes method of measurement from c. of g. to tip weight.
- Rule 10.2 Bouyancy no longer required.
- Rule 10.8 Delete.
- Rule 10.11 Shrouds and forestay to be detachable.

PLEASE NOTE: The following were voted on by AGM and refused by R.Y.A.

1. Sheathed foils are NOT permitted
2. Lead correctors are NOT permitted

It is the owners responsibility to ensure his or her boat conforms to class rules. Ignorance of the up to date rule is not acceptable as an excuse for boats to be out of class.

The R.Y.A. has recently made an interpretation of the rules with respect to fairing in keel bands and bilge strips or chine rubbing bands.

The keelbands and chine rubbing bands referred to in Rule 2.14 may NOT be faired in.

Jachtbouw Johan Vels



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