

Soling One Meter

by Paul Fixx

The guys putting out our magazine are doing a great job getting us caught up, but it's a bit strange to be writing the news for this issue when the last one hasn't even come out yet. By the time you read this I hope everyone has had a chance to comment on the CAC rules proposals in MY issue 140. My clarification about rigging in issue 137 created a lot of talk and I've heard comments from dozens of you. As far as I'm concerned that's a good thing because it's clearly an important topic that needed to be addressed. The comments seem to be equally divided between those who think only the diamond stay arrangement should be allowed and those who think that 2 sets of shrouds should be allowed to terminate on deck. Many of those who think that alternative rigging should be allowed thought that it was already legal and that the CAC and I were being heavy-handed in issuing the clarification. There seem to be a roughly equal number of people on each side who say they won't sail in the class because it's one way or the other.

I don't doubt that there was some sort of comment or decision made by some class official at some point in the past. Unfortunately whatever happened never made it into the class rules or into a written form that anyone can produce. That needs to change, so the CAC is now working to draft a rule that can be voted on that will allow 2 sets of shrouds to terminate on deck. My hope is that we can draft a rule that would be acceptable to those who want the alternative rigging to be legal. The class can then vote on it and the majority decision will settle the matter. I expect that motion will be included with a motion on the CAC rules proposals on a ballot that will be mailed to each class member very early in 2006. That will give us time to have the decision made for the 2006 summer sailing season.

I've had a busy summer of sailing and I hope the rest of you have too. In June I was in Bedford, Nova Scotia, near Halifax, for the Canadian Radio Yachting Association S1M National Championships. Gary Bugdon and The Halifax Area Model Yacht Club put on a great regatta. The sailing site at the Bedford Basin Yacht Club was as good as it gets. The 'big boat' guys were all friendly and as accommodating as could be. The regatta was as well run as any I've been to, for models or real boats. Competitors each received a welcome packet with lots of good local information and souvenirs. Included in the packet were name tags, meal tickets and a parking pass. The food was all great with a choice of fresh salmon or beef steaks for dinner one night and shrimp and seafood salad croissants for lunch. Afternoons brought snacks of nice cold oranges and apples cut into bite size sections. I had a great time and even went on 2 boat tours of the area guided by club members, one at night and one the day after the regatta. We could all learn a thing or two about hospitality and running a regatta from those guys, I know I did.

About a month ago I sailed in the Laconia Model Yacht Club's "Run What You Brung" Regatta for boats up to 48 inches. US1Ms and S1Ms competed together. Boats were mostly S1Ms and US1Ms, but there was one footy and Alain Jousse produced a very unique S1M with a US1M keel and rig. It was interesting, but still needs some fine tuning. I was surprised to see the top 3 S1Ms beat all of the US1Ms. Next time someone tries to tell you that an S1M is just a bathtub with a sail you can remind them that we can sail in a wider range of wind conditions without changing rigs that just about any other AMYA class.

Last weekend 24 boats competed in Worcester, Mass. for the Region 1 Club Championship. It's a great regatta and one I look forward to sailing in each year. The event brings skippers together from Connecticut, Maine, Massachusetts, New Hampshire and Vermont for a great day of racing. I was at a similar regatta this past March in Daytona Beach, Florida where clubs from around the state competed. I recommend that other regions try to put together something similar. If you're interested let me know and I'll help get you started.

As you read this I expect the S1M Nationals will soon be upon us. I hope to see many of you in Charleston.

Building a Better Boat

There's some great information on building and sailing the S1M on the Yahoo group site at <http://groups.yahoo.com/group/solingtonemeter/>. Many builders of the S1M kit fill the voids where the

transom fits into the aft end of the hull. That is often done with epoxy and filler. Earlier this year on the Yahoo site someone suggested using a product called Epoxolite Putty. It's specially made by Sig Manufacturing and can be found on their web site at www.sigmg.com. It's also a great way to fill voids after making hull patches, or to create a small fillet where the keel joins the hull. One thing I don't recommend for your S1M is auto body filler, which isn't very flexible and doesn't seem to hold up well in water.

I'm always looking for good suggestions to use in this space. Take a few minutes to send me yours.