

Soling 50 Class Rules

2005 Version

Length Overall	50"
Waterline Length	43"
Beam	12"
Draft	11"
Sail Area	800 sq. in.
Displacement	17 lb. minimum
Mast Height	61-¼" maximum

1.0 GENERAL:

1.1 The definitions, dimensions, limits and restrictions listed below are intended to maintain the strict one-design features of this class with the objective of assuring fair sailing in which the skipper and his skill become the deciding element. Any obvious attempt to negate or violate these specifications shall require that the yacht be barred from competition in the class until such time as the violation(s) is corrected.

2.0 HULL:

2.1 Length, 50 inches, $\pm \frac{1}{4}$ inch.

Beam, 12 1/8 inches, $\pm \frac{1}{4}$ inch.

Beam at transom, 5 ½ inches, $\pm \frac{1}{16}$ inch.

Note: The fiberglass hull molding shall conform in shape and dimensions to that provided by Vortex Engineering Co. mold and be approved by the Class Secretary.

In addition to fiberglass, the hull may be constructed from High Impact Styrene (2005).

3.0 DISPLACEMENT:

3.1 Minimum ready-to-sail weight shall be 17 pounds.

Note: The use of a balance beam scale is recommended.

3.2 An underweight yacht shall have sufficient weight permanently installed in the bilge between the keel bolts to bring the weight up to the specified minimum.

4.0 SPARS:

4.1 Mast and booms may be of any material. The mast shall be non-rotating and shall have a maximum sectional dimension of ¾ inch. Overall mast height above the deck shall be 61 ¼ inch maximum and 60 inches minimum.

5.0 HARDWARE, FITTINGS:

5.1 The type, design and placement of hardware is optional except that the gooseneck, as measured to the centerline of the boom, shall be not less than 2 ½ inches above the deck.

Note: Where dimensions from the deck are specified the level of the deck at the centerline of the yacht is intended.

6.0 KEEL: (2001)

6.1 There is no restriction (like solid metal) on keel construction other than the AMYA By-Laws prohibition on material denser than lead. Construction from combinations of wood, fiberglass, resin, epoxy, aluminum, lead, cast iron, and the like are acceptable. (2001)

6.2 Its shape as viewed from forward shall be hourglass like. Its athwart-ship shape and dimensions shall be as per the accompanying drawing and/or an "official" template. There is no requirement of a specific weight for the keel and the keel need not be readily separable from the hull. In the event that the keel shall have been faired into the hull means shall be provided to indicate the location of the keel-hull joint such as a witness line.

7.0 RUDDER:

7.1 The rudder may be of optional construction but shall conform in shape to the accompanying drawing. The location of the pivot point shall be such as to provide a balanced design. The location of the rudder post shall be 9 inches plus or minus ¼ inch from the transom.

8.0 RIGGING:

8.1 Stays and shrouds shall be attached to the deck with only adjustments for tuning permitted. No provision for adjustment of stays and shrouds by remote control means shall be permitted. Only the main and jib sheets may be adjusted under sail. No other remotely controlled adjustments are permitted (Examples: backstay, jib twitcher, etc.). The height of the jib stay attachment shall be 48 ½ inches plus or minus ¼ inch as measured at the intersection of the jib stay a projected to the mast face. Sheets, (Main and Jib) may be adjusted while underway, no other adjustments i.e., Jib Twitchers, adjustable backstay. Jib trim will be allowed.

9.0 SAILS:

9.1 All dimensions listed below are maximums. Measurements shall be made using a steel tape measure with the sail (and rig if attached) lying flat on a table whose surface supports the entire sail being measured. During measurement the sail edges shall be tensioned sufficiently to remove wrinkles. Mast and booms shall not be positioned so as to restrict the proper measurement of the sails. Eyelets in the corners of the sails shall be used to define a straight line for the use in measurement and the measurement shall be taken along a line through the center of these points from fabric edge to fabric edge. Such eyelets, if present, shall be centered no more than ¼ inch from the edge of the adjacent sail fabric. If no eyelets have been installed the normal position of the eyelet center shall be simulated.

9.2 Roach and rounded foot measurements shall be from a straight line between the centers of the eyelet locations to the edge of the sail fabric, measured perpendicular to the straight line at the point of maximum departure from the straight line. Measuring the roaches the sail fabric on all three edges shall be tensioned sufficient to remove wrinkles. Note: The use of a metal or plastic disc of the specified diameter (2 ½ and 1 ½ inches) simplifies the measurement operation.

9.3 Double luff (sleeved) mainsails are not permitted. The maximum dimensions of headboards shall not exceed ¾ inch. Battens shall be spaced approximately equally along the leech of the sail. Variance from the true position shall not exceed ½ inch. The length of the battens shall not exceed two times the roach measurement of that sail. (Example: 2 inch roach measurement - 4 inch batten.)

10.0 MAXIMUM SAIL DIMENSIONS:

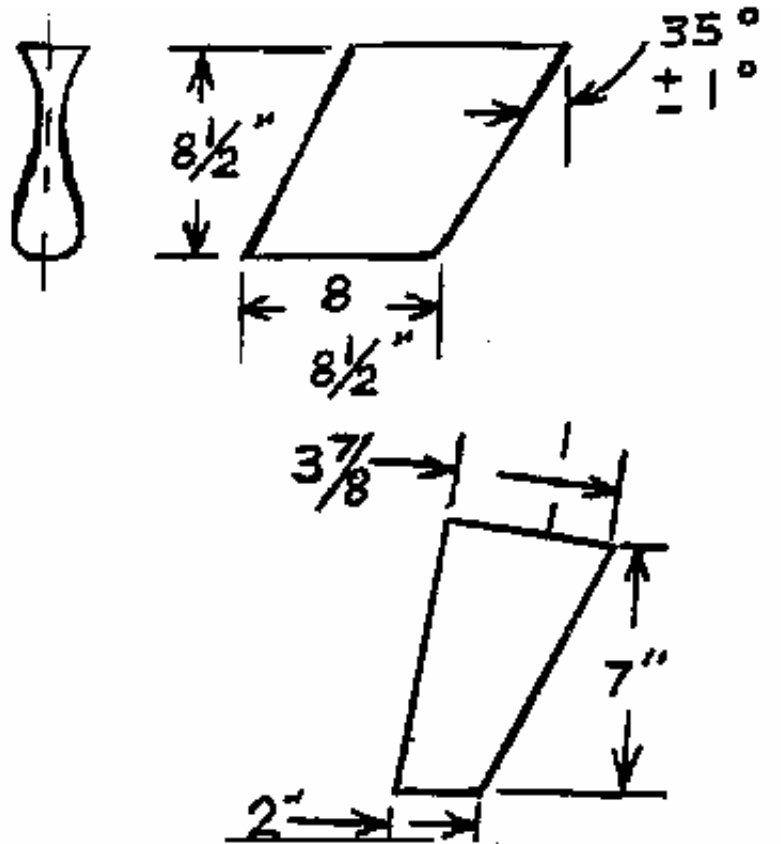
10.1

MAIN		Jib	
Luff	56"	Luff	46"
Foot	17"	Foot	15 ½"
Leech	57 ½"	Leech	41 ½"
Roach	2 ½"	Roach	1 ½"
Foot Roach	1.0"	Foot Roach	1.0"

11.0 IDENTIFICATION:

11.1 Yacht registration numbers will be issued by the AMYA through the Class Secretary. No yacht will be properly registered unless its assigned numbers shall have been affixed inside the hull in a readily visible location. The corresponding sail number shall be displayed on both sides of the mainsail at approximately mid-height. Numbers are to be approximately 3 inches high by 2 inches wide by 1/2 inch thick. The Greek letter Omega (Ω), the class insignia, the same size as the numbers is to be affixed to both sides of the mainsail in the upper third of the sail. The designation of the owners country may be (optional) displayed above the numbers. (US = United States, CA = Canada, UK = England, etc.)

Drawings:



Depth from bottom of hull: 8 1/2"

Width fore and aft: 8 to 8 1/2"

Angle of leading edge: 35° ± 1°

Rudder configuration: balanced type no skeg

Post location measured from transom: 9.0"

Note: All specifications mentioned are to be considered ± 1/8" unless otherwise specified.