

U.S. One Meter Construction Guide

Bob DeBow and Bob Jensen

with contributions by Steve Andre, Bill Turner, Jim Linville and
other members of the US One Meter class

Preface

One of the things I enjoy most about the US One Meter Class is building boats, and, in my opinion the *US One Meter Construction Guide* is a necessary reference. The *Construction Guide* was originally written by class founders Bob DeBow and Bob Jensen. Steve Andre made major contributions and produced the first computerized version. Bill Turner added new material and enhanced the drawings. My contribution is to continue adding new stuff, introduce the use of modern materials such as carbon fiber, and prepare the *Guide* for distribution on the Web.

Those of you who have built boats from scratch know that more time is spent trying to figure out where to put the mast step than building and installing it. And that's true for most parts of any scratch-built boat. For most of us the *Construction Guide* will solve this problem. The current edition has more than 50 pages of highly illustrated, expert information on subjects such as hull construction; building rudders, trunks and keels; keel bulbs; decks and hatches; sail rigging, masts and fittings; radio boards, winch sheeting, and sail trimming.

The class also keeps a library of US One Meter plans that we make available to the membership at \$3 per set. These plans range from 5 to 8 pages in length and when coupled with the *Construction Guide* provide all of the information you'll need to complete a really spiffy yacht. Currently we have 19 plans ready to be built.

For more information, contact me at the addresses below.

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Acknowledgements

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David Acree, Larry Robinson, Bob Wells, Harald Robinson, A.J. Moritz, Rich Dannenhoffer, Chris Jackson, Manny Costa, Rob Guyatt, Rich Danneboffer, and Scott Vernon.

THE U. S. ONE METER CLASS†

by Bill Turner

Introduction

The U.S. One Meter yacht is light weight, very fast, and responsive to the controls. It is a fun boat to sail. Due to it's size and quick disassembly it is easily transported to the pond. The U.S. One Meter is a developmental class boat. It is 39.3 inches in overall length with 600 sq. inches of measured sail area. The nonrestrictive nature of the class rules (see included class rules sheet) encourages new designs and experimentation. It is a relatively inexpensive class for the beginning skipper. The yacht can be self designed, built from plans, a purchased kit or a complete yacht, from one of several suppliers. To help the new or experienced skipper build his own boat, several plans and a construction guide are available from the class secretary.

History

The class got it's start in early 1982. During it's beginning it was known as the Olympic One-Meter class. The class was originated by Bob DeBow and Bob Jensen of San Diego, California. To use Bob DeBow's words, the class was designed with some very good reasons in mind. Some simple class specifications were drawn up. They remain basically the same today, with only a couple of minor changes to them. Materials of construction were optional so manufacturers who supported our hobby were encouraged to manufacture boats for the class. Hulls were designed to sail well in all weather conditions. The main thought behind the class specifications were that anyone with a very basic knowledge of building could gain entry to the hobby with a minimum of expense. Bob Jensen was drawing up plans one after another, and was giving them to anyone who wanted to plank up one of these great wood boats.

In the latter part of 1982 the class was rapidly gaining momentum, especially on the west coast. There were 23 Olympic One Meters sailing or under construction. Some of the designs were: Sunsong, Orco II, Bone, Skeeter, Tadpole and Tyro. The Sunsong and Orco II were available as fiberglass short kits. The Olympic One Meter is growing in leaps and bounds, and will become a class in AMYA. In the first part of 1983 it was official, the Olympic One Meter was a recognized class in AMYA and Bob De Bow is the class secretary.

In January of 1983 the first Olympic One-Meter class regatta was hosted by the Rio Salado Race Club of Arizona. There were thirteen One-Meter's entered. Included in the thirteen entries were six one-design one meters called the Arrow. The O-D Arrow was a fiberglass version of the Sunsong. Bob DeBow won the regatta, sailing a co-designed wooden hull, the Sunsong built by Bob Jensen. Swede Johnson was second, sailing his fiberglass Orco II.

The first Olympic One Meter Annual Class Championship Regatta (ACCR) was awarded to the Rio Salado Race Club. The regatta would take place in Arizona in November 1983. Rio Salado club member Bob Kruft won first place, sailing his own design, the Express. As it turned out, of the eight entries four were the Express design. The Express went on to become a very popular and fast design. John Amen started producing the Express design in fiberglass. Other manufactures were also producing fiberglass designs, Chuck Black was pumping out the Lona, Swede Johnson was laying up ORCO II's and Bob Sterne was producing the Chinook.

By 1985 the class was becoming very popular and still growing fast. The class became a part of Race Week which is hosted by the Argonauts in San Diego California every three years, and has been a part of this prestigious event ever since. The 1985 ACCR showed the beginning of a design trend change. A break from the traditional wide beam hull, to the narrow beam hulls. Swede Johnson's OCRO 85 and Curt Hurley's Scurit were both of this narrow beam design. Along with the narrow beam comes less weight and less wetted surface. The 1985 ACCR had 33 entries and was won by Bob DeBow sailing a modified ORCO 85 wooden hull.

The 1986 ACCR was hosted by the Orange County MSC in Irvine, California. The regatta was somewhat of a departure from the normal ACCR regatta, based on some of the things learned from Race Week 85. With a large number of entries entered, a three frequency conflict matrix would generally be used. This matrix had some shortcomings as to how many times each skipper races against each other, when not in conflict. Due to the number of expected entries it was decided to have a four day regatta. Which would allow a better distributed heat

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matrix. There were thirty two entries, they each sailed six races Friday and six races Saturday to accumulate a score which divided the group, into the gold ACCR fleet that raced on Monday and the silver consolation fleet that raced on Sunday. Sandy Littlejohn won the gold ACCR fleet. He was sailing a wood planked ORCO 85 hull which he borrowed from Swede Johnson. Todd Olson won the silver fleet sailing a fiberglass ORCO 85. There were a few no-show entries because of it being a four day regatta and work commitments, but the regatta was deemed a success.

In the 1987 autumn issue of the AMYA quarterly, there was a message from AMYA President Ned Helmlle concerning the class name, "I have been informed that the United States Supreme Court decided that only the Olympic Committee can use the word "Olympic" therefore, the Olympic One Meter class is now the One Meter class." One year later in the 1988 autumn issue of the quarterly, in Bob DeBow's column he wrote, "Since we cannot legally call our ever growing One Meter Class an "Olympic" One Meter, the consensus among those that I have been corresponding with feel comfortable with calling our class the U.S. One Meter since the U.S. was its place of birth and development." Along with the class name change came the question about changing the logo. The logo did not need to be changed, the logo "O" represents the first letter in the word "One" which is still part of the class name.

The only change to class specification was in 1989, and it is an addition to the specification. The ballot motion M-1M-1 was: It is moved that the U.S. One Meter Class specification diagram be revised to add an end view controlling hull extensions which add to the effective keel depth, and the following paragraph was added to section 8. 8.2: Any form of platform or pedestal, as of wineglass shape, which increases effective keel depth, except as noted on drawing. The note on the specification drawing states: Pad or flat in hull to facilitate keel mounting shall not exceed 1/16 inch below contour of hull.

In October of 1990 some very sad news came to the class. Bob Jensen passed away. His passing was felt throughout the ranks of AMYA and by his many friends across the country. He was instrumental in the founding of the class, and designing and building many good U.S. One Meter's.

This covers the major historical events during the early years of the class. The class has continued to grow, but at a somewhat slower rate. During the past six years the number of registered yachts on the class roster has remained about the same. That is, you have new registrations and about the same amount that don't reregister there yacht, or renew there AMYA membership and therefore become unregistered. Throughout the history of the class there has been four class secretary's. Bob DeBow from the 1982 inception of the class until he retired in mid-year 1990. Steve Andre who took over from Bob, and adeptly guided the class through mid-year 1993. When Steve stepped down, Bill Turner was appointed the position of secretary and remained there through the first part of 2000. When Bill decided to vacate the position, Jim Linville was appointed to take over. Jim is the current secretary of the U.S. One Meter class.

There has been an Annual Class Championship Regatta (ACCR) held every year since the class became an official class of the American Model Yachting Association. That's eighteen good years of racing in the U.S. One Meter class. If you look at the ACCR class champions table, several things become apparent. There are only two repeat class champion skippers during the entire class history. Pete Jefferson is one of those skippers and Harry Bourgeois is the other. Pete won three times, 91, 95 and 97. Harry won four times, 88, 89, 90 and 92. Some how Harry let Pete slip in there in 91. You can not find two nicer gentleman to sail with, and both are great class champions. The second thing that is brought to your attention is the eight times Swede Johnson's ORCO design boats have been in the winners circle. In the latter years, an impressive five of the last six years Bob Sternes Venom design has lead the fleet to the winners circle. The last thing, over 50% of the ACCR regattas have been held in California. The ACCR is to be rotated geographically if at all possible, it's not easy to find clubs that are willing to take on the task of hosting this event. Many thanks go out to the clubs that have hosted it.

As of May, 2000 the following manufactures/suppliers, have one or more competitive U.S. One Meter yachts available for you to select from. Most will supply kits in any form of completeness including ready to sail.

Black Sails & R/C Model Boats (619)263-0809 Talon 2, ORCO 90

Bob's Boatyard (604)461-2547 Venom

George Ribeiro Products (831)763-0222 Meerkat, Pronto, Odom

Chips Custom Yachts (321)953-3947 Valkyrie

Graves Little Boatyard (407)453-6862 Mongoose, Suicide

U.S. ONE METER CLASS CHAMPIONS

Year	Name	Hull	Beam in.	Weigh lbs.	Host Club	Location
1983	Bob Krufft	Express, wood	na	8.0	Rio Salado RC	Mesa, AZ
1984	Terry Allen	Express, wood	na	na	San Diego Argonauts	San Diego, CA
1985	Bob DeBow	ORCO wood (modified)	7.5	na	San Diego Argonauts	Race week, CA.
1986	Sandy Littlejohn (gold fleet)	ORCO, wood (Gold Fleet)	6.0	7.5	Orange County MSC	Irvine, CA.
1986	Todd Olson (silver fleet)	ORCO, fiberglass (silver Fleet)	5.5	na	Orange County MSC	Irvine, CA.
1987	Wick Smith	Mistral, wood (modified)	8.0	7.3	Detroit, MYC	Clarkston, MI.
1988	Harry Bourgeois	ORCO, skinny fiberglass	5.5	7.0	San Diego Argonauts	Race week, CA.
1989	Harry Bourgeois	ORCO, skinny fiberglass	5.5	6.5	Miami Valley MYC	Dayton, OH.
1990	Harry Bourgeois	ORCO, skinny fiberglass	5.5	5.8	Mesa MYC	Mesa, AZ.
1991	Pete Jefferson	ORCO, 90 (modified)	5.2	6.0	San Diego Argonauts	Race week, CA.
1992	Harry Bourgeois	ORCO, skinny fiberglass	5.5	5.8	Orange County MSC	Irvine, CA.
1993	Steve Andre	Zipper, carbon fiber	5.3	5.4	Miami Valley MYC	Dayton, OH.
1994	Bob Sterne	Venom, kevlar	7.0	5.5	San Diego Argonauts	Race week, CA.
1995	Pete Jefferson	Venom, kevlar	7.0	5.5	Mid-Atlantic MYC	Mt. Laurel, NJ.
1996	Paul Brown	Venom, kevlar	7.0	5.5	Orange County MSC	Irvine, CA.
1997	Pete Jefferson	Venom, kevlar	7.0	5.5	San Diego Argonauts	Race week, CA.
1998	Steve Spatenga	Yellowbird	6.8	6.3	Space Coast MYC	Melbourne, FL.
1999	Mike Fujita	Venom, kevlar	6.8	5.3	Tri-City MYC	Placentia, CA.
2000	Mike Fujita	Venom, kevlar	6.8	5.3	Tri-City MYC	Race week, CA.

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