

THE INTERNATIONAL SOLING ASSOCIATION

GUIDE



1996 - 2000



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Front Cover: "Solings at Punta Ala" - Vittorio Porta

Back Cover: "Pre-Olympic Regatta" - Staff Photographer, Savannah News

INTERNATIONAL SOLING ASSOCIATION



1996 **GUIDE** 2000

Olympic Gold Medallists

1972 **Harry Melges, Jr (USA)**
William Bentsen
William Allen

1984 **Robbie Haines (USA)**
Edward Trevelyan
Roderick Davis

1976 **Poul Richard Hoj Jensen (DEN)**
Valdemar Bandolowski
Erik Hansen

1988 **Jochen Schumann (DDR)**
Thomas Flach
Berndt Jaekel

1980 **Poul Richard Hoj Jensen (DEN)**
Valdemar Bandolowski
Erik Hansen

1992 **Jesper Bank (DEN)**
Steen Secher
Jesper Seier

1996 Olympic Medallists

GOLD

Jochen Schumann (GER)
Thomas Flach
Berndt Jaekel

SILVER

Georgi Shaidouko (RUS)
Igor Skalin
Dimitri Shabanov

BRONZE

Jeff Madrigali (USA)
Jim Barton
Kent Massey

Soling Nations

Argentina	Belgium	Croatia	Greece	Netherlands	Slovenia	Ukraine
Australia	Bermuda	Denmark	Hungary	New Zealand	South Africa	U.S.A.
Austria	Brazil	Finland	Ireland	Norway	Spain	U.S. VI
Bahamas	British VI	France	Italy	Pakistan	Sweden	
Bahrain	Canada	Gabon	Japan	Poland	Switzerland	
Belarus	Cayman Islands	Germany	Liechtenstein	Russia	U.K.	

Former Soling Nations

Barbados, Chile, Cyprus, Egypt, Estonia, Fiji, India, Israel, Mexico, Monaco, Philippines, Portugal, Puerto Rico, Romania, Thailand, Uruguay, Venezuela

JAN LINGE STORY

Re-printed with permission from SAILING Magazine, July '95, written by David Berson

Trim, with a demeanour belying his 73 years, silver hair raffishly swept back, Jan Linge looks like a man who is enjoying life. On this early morning in Norway, he chats sociably, breaking his conversation to light an occasional small cigar. Unpretentious, while proud of his accomplishments, Linge might be Norway's most distinguished boat designer, best known among sailors as the designer of the Soling - the Olympic class one-design.

Jan Linge was born in Oslo and as a youngster learned to sail with a neighbouring fisherman. "He taught me to go up against the wind." Joining the merchant marine at the tender age of 15, Linge served two years on a tanker in order to "try the life". He went ashore in Singapore, eventually working his way back to Norway. He had already decided that he wanted to become a naval architect and upon his arrival home took all his earnings and bought a sailboat.

The young Linge had already designed and built his first sailboat before the start of the second world war. The hostilities, though, put a stop to his pursuit and almost cost him his life. His father was a legendary resistance fighter operating the Linge Group, one of Norway's best known resistance cells. Eventually, he was captured and executed by the Germans. In fear for his life, Jan escaped to Sweden and eventually, on to England. Trained as a radio operator, Linge parachuted back into Norway in 1944, and remained there for the rest of the war doing resistance work.

At the end of the war, with the help of a patron, he was able to study naval architecture at the Stevens Institute of Technology in New Jersey.

After completing his studies, he returned to Norway, where he developed a reputation as a 5.5 meter designer and builder. "That was more or less hobby work," he recalls, "which was done after hours." At his day job, he designed for the Norwegian Navy and supervised the building of minesweepers. Later, he designed the first, lightweight wooden diesel-powered torpedo boats. The 80-foot boats, built of laminated Honduras mahogany and weighing less than 16 tons and powered by 6,030-horsepower diesel engines, could do 45 knots. These breakthrough boats were purchased by the U.S. Navy for use as patrol boats during the Vietnam War.

In his spare time, Linge designed sailboats. The Soling came about when he set out to design a training boat for the then Olympic class 5.5 meter. During the testing program, experimenting with underwater configurations, he separated the keel and rudder. "I wanted to make a slightly smaller boat in G.R.P. and have a cheaper recruiting boat for the 5.5 class," he recalls. "We built our first wood prototype which we sailed in 1964, then we made moulds in 1965, and in 1966 we had the first boats sailing."

In 1965 the IYRU announced a design competition to develop a new Olympic class three-man keelboat to replace the existing Dragon class. The IYRU desired a two-ton-displacement boat with 300 square feet of sail area. As well as having

to be fast, the IYRU wanted the boats to be seaworthy and capable of travelling on their bottoms safely from port to port. The Soling was an outside shot. It fell short of some of the requirements. "Fully rigged," Linge recalls, "the Soling was less than the weight of the competitor's keel."

Linge describes the boat as, "half keel-boat half dinghy. The hull is relatively flat and the keel is as light as possible."

Competing against six other designs, the Soling entered the trials conducted by the IYRU in 1967. "We didn't win a single race but did very well. The Etchells prototype won but we were always first on the downwind leg and figured we were only about one percent slower than the fastest boat," Linge remembers.

"The last day of the series, it was blowing a gale and the last race was between the Soling and the Dutch design. The other boat broke a halyard and the race was cancelled, but we raced anyway and put up the spinnaker in 45 knots of wind. The committee boat couldn't keep up with us." Impressed, the IYRU committee awarded the design competition to the Soling. Also to the boat's advantage was its low price, \$3,000 at the time.

The Soling was built under licensing agreement in Canada and Australia and in 1967 there were about 200 boats worldwide. There are now more than 3,000 worldwide. It competed in its first Olympics in 1972, and has been in every Olympics since then.

As to the derivation of the distinctive name, Linge says it is a combination of the name of his partner at the time, Sverre Olson, and his own. Linge says the sign of the omega, the boat's insignia, was the result of having about 20 design ideas on the table. Not satisfied with any of them, Linge recalls saying, "There has to be an end to all of this," and chose the last letter of the Greek alphabet, omega, which means last or ending.

Linge also designed the smaller Yngling, meaning youngster, as a training boat for the Soling. There are now 2,500 of these worldwide. By his own estimation, Linge has 7,000 sailboats and 10,000 powerboats of his design worldwide. He also proudly says that as a result of his designs over the years, he has created jobs for more than 6,000 people.

To satisfy his own boating needs, Linge owns a fast powerboat as well as Soling hull No.1 and Yngling hull No.1. "I live by the sea and love to sail with my grandchildren."

Jan Linge and Stu Walker



HISTORY

The International Yacht Racing Union (IYRU) changed its name to the International Sailing Federation (ISAF) in August 1996

Jan Linge

The Soling history actually began in the mind of Jan Linge during the late 50's while he was doing design work and tank testing on a 5.5 metre to be built for a Norwegian friend for sailing in the 1960 Olympics. The friend, Finn Ferner, was a successful businessman and an outstanding helmsman, an Olympic medallist and winner of many international events. Linge had become convinced that a slightly smaller boat with a detached spade rudder and short keel could be a fast seaworthy boat with the likelihood of great popularity - though such features were not allowed under the 5.5 rules. After 1960 Linge completed his design sketches to demonstrate his ideas for promoting a Norwegian national class. These seeds fell on barren ground for about two years, while the IYRU was reaching a decision to encourage more international classes - to take advantage of the research and materials developed during World War II, then becoming available for new domestic products - materials like plastics, synthetic yarns, glass fibre, as substitutes for wood and cotton.

IYRU seeks new classes

By the time of the 1961 IYRU meetings, the forces for change had organized themselves to seek four new classes - a single hander as companion to the Finn, a two-man keelboat to complement the Star, a three-man keelboat like the 5.5 or Dragon, finally a catamaran. The FD already had its companion in the 5.0 5., so there was no need for another centreboarder - 470's, Lasers and Sailboards were to come later.

There was to be a step-by-step process, starting with an announcement in a prominent yachting magazine willing to monitor a class, with generalized dimensions; then there would be a design competition not to choose a boat but to allow the IYRU to illustrate the type of boat desired. Thereafter, the IYRU would hold trials under the supervision of a "Selection" Committee which it would appoint.

High performance and popularity

The underlying goals for these new boats was not explicit, but hinted: "high performance" and "popularity" were key words for whatever boat was chosen. There was sentiment among some countries, particularly those not performing well in existing classes, that new classes might displace existing ones in Olympic competition, though this was vigorously denied, perhaps out of political wisdom. Some thought the IYRU had a leadership role for promoting changes, others believed that international status should depend first on substantial levels of sailing activity around the world - i.e. a class already popular. The boats sought were all to be designated "Group A", that is the group from which Olympic classes were picked. The two-man keelboat process started in 1962 under the auspices of the Dutch sailing magazine "De Water Kampioen" with the announcement of the design competition, to culminate at the 1963 IYRU meetings, and Trials perhaps in 1965.

A design competition by the IYRU

It was the public announcement by the Class

Policy Committee (CPOC) in mid 1963 that started events leading to the adoption of the Soling's Olympic status four years later. The American magazine "Yachting" undertook to accept design sketches for presentation at the November 1963 meeting. "It should be a wholesome boat capable of being sailed from port to port in open water" - not "an extreme type design", reported "Yachting" - "What IYRU wants is a nice compromise between maximum speed and maximum seaworthiness, with a good measure of both. The boat should certainly be non-sinkable and have built-in buoyancy, and should be capable of racing in open sea conditions. Since it is to be a racing boat, our guess is that an entirely open cockpit, or at most, a minimum caddy, would be most acceptable". Obligatory maximum limits "IWL 22 feet, Draft 4'6", Displacement 3799 pounds, Sail area 310 sq. ft."

A boat for strong winds and heavy weather

At the November meeting, Linge, then a member of the Keelboat Committee, was armed with his plans and arguments for a smaller boat, cheaper, as much fun to sail and much easier to trail. A majority, however, favoured the larger boat - more like a one-design equivalent of the 5.5. A panel of three was appointed to be judges of the competition: Peter Scott (then President of the IYRU), Jan Linge and Rod Stephens, soon to become the world's leading naval architect of ocean racing yachts. This group took most of the year before, in November, awarding modest prizes (US\$300 for first) to the top three designs. Stephens wrote a summation of the judges' thinking ("Yachting" January 1965) with this significant observation: "There is so much merit in the fibre glass construction ... in providing uniformity of hull form (!)". He went on to say: "In evaluating the designs, the judges tried to think in terms of use under widely varying conditions. It was felt that prize-winning designs - one or more of which may be ultimately used in a widespread one-design class - should be suitable for almost any kind of wind and sea conditions. In a way, this became a bias toward a boat suited to strong winds and relatively heavy weather simply because a boat of this sort is at least safe and useful in light weather, even if it is at its best as a racing boat only in stronger winds".

The Linge/Ferner prototype

Once Linge had lost his argument at the 1963 meetings for a small boat, he returned to Norway determined to develop his version of a three-man keelboat. His next door neighbour, Sverre Olsen (See S.O. + LING), a successful merchant who had taken over the insolvent Holmen boatyard, became interested in backing the effort as useful publicity for his establishment. Given such resources, a wooden prototype was built, for experimenting with sizes and placement of rudders, keels, and rig. Finn Ferner, the champion skipper and Linge's 5.5 client of 1960, became an important skilled partner in this activity. By mid 1965, Linge and Ferner were satisfied enough with their work to manufacture moulds needed for producing complete

fibre glass boats. In November 1965, the IYRU scheduled trials to be held off Kiel during September 1966, but for reasons not certain (perhaps to enlarge the entry list), allowed smaller boats provided "they were well ballasted, not a planing type".

1966 Trials - Shillalah and the Soling

The high performance revolution was underway: The Tempest was given recognition, Catamaran trials were set for 1967, and a 1966 re-run of the single hander event which had had no wind in 1965 was held. During the Winter of '65/'66, five fibreglass Solings were built which were extensively sailed against one another during the following Summer. This competition was destined to be helpful in the heavy weather ahead at Kiel - chosen as a windy challenge for what the IYRU desired. The Norwegians arrived in Kiel with two boats - one to be raced, the other to remain on its trailer ashore available for inspection. Ferner was the helmsman, Linge and Rudolph Ugelstad the crew. There were eight boats, all prototype one-offs except for the Soling. The first race was in moderate air, but thereafter for ten of the eleven races, Kiel lived up to its breezy reputation.

The final race may have been worth all the rest for the Soling: a meeting of helmsmen gathered in view of the forty knot wind. Not surprisingly, the Committee's desire to race was persuasive. On the way to the starting area, breakdowns and one sinking left but two to compete. By the windward mark only the Soling was left to sail the course, and so was able to demonstrate her outstanding ability to handle heavy air. The Selection Committee, consisting of Frank Murdoch (Chairman, Belgium), Beppe Croce (Italy), Bob Bavier (US), Costas Stavridis (Greece), Sir Gordon Smith (UK) and Hans Lubinus (Holland) was impressed.

Two boats were recommended: Shillalah, designed and sailed by US Starboat Champion, Skip Etchells, and Soling, the boat referred to as "the undersized entry". Shillalah won eight of the ten races she entered - her speed was outstanding; although the Soling was about a foot and a half less on the water line, three feet less overall, 7% less sail area, she averaged a little over two minutes behind first place - was never outclassed, was good in rough weather, and was very fast on the reaches. Three months later in London, the CPOC endorsed the Selection Committee's recommendation, but wait: "The Permanent Committee seemed on the verge of approving this recommendation without any dissent when one of its members who had an unsuccessful entrant in the trials expressed the view that the trials were inconclusive because of insufficient variety in weather. Others then cast doubt as to whether Shillalah could be built in fibreglass at a weight comparable to the wooden prototype and if not how might she perform? Despite some assurance that she could be, the damage was done and all of a sudden a number of people who minutes before were all in favour of encouraging both boats, decided instead to delay until additional trials could clarify the matter" - wrote "Yachting" in January 1967.

HISTORY *continued...*

1967 - Second Trials at Travemünde

So, more trials were scheduled - this time in Travemünde at the end of the 1967 Summer. A Committee now called "Observation" rather than "Selection" was this time chaired by Jonathan Janson (UK) with Beppe Croce (Italy), Ding Schoonmaker (US), Eddie Stutterheim of Holland and Hamstorf from Germany.

While the IYRU proceeded with deliberate speed, the '66 Trials had generated action in Norway. The three promoters, Linge, Ferner, and Olsen, formed Soling Yachts A/S to build and sell the boats and to license builders. Paul Elvstrom obtained a boat for testing and sailing in the '66/'67 Winter; he became an enthusiastic supporter. Even before the second (1967) set of Trials, some sixty boats were sailing in Scandinavia - a "local" class, even without international status. Several new boats, a fibreglass Shillalah, also a 5.5 and a Dragon to compare speeds, assembled in Travemünde for the second Trials - this time in what became a moderate air series. Again Shillalah was the big winner, but again Soling finished respectably. This time she was sailed by Per Spilling (destined to win the first European Championship in 1968) with Sven Olsen and Linge again as crew. Without comment, the Observation Committee recommended Soling alone; this result passed unanimously through the IYRU meetings. The Soling had become an international class, but not without the help of the Norwegian Embassy where hitherto non-existent Class Rules were put together one Friday night by Beecher Moore (subsequent host of many Soling parties), Jan Linge and Finn Ferner, and then reproduced by the Embassy staff just in time for the Saturday morning meeting of the CPOC.

Soling gets chosen

Needless to say a celebration was in order. The supporters of Shillalah could grumble about European politics and IYRU's misleading campaign for a big boat, but the Norwegians hit the town for an all night blast, with the blessings of a friendly innkeeper selling his brew long after closing hours - one snag: the bill, product of the hours of carousal by fifty happy people unprepared to pay. The innkeeper was willing to wait for his money until Soling Yachts A/S could return to Oslo - a short time, but enough for a 40% drop in the British pound; so the party had been a bargain!

New Olympic Class

The 1968 Games in Mexico were held before the Class acquired its Olympic status. Because there was a five-class limit set by the International Olympic Committee (IOC), the CPOC had recommended 5.5, Soling, Tempest (its two new boats), FD and Finn - these at the cost of Dragon and Star. The Permanent Committee was heavily lobbied by Dragon enthusiasts and so dumped the 5.5; in the same process the Star owners forced abandonment of IYRU's Tempest. It took another four years after the '72 Games for the Soling to become the single three-man keelboat, when the Dragon was finally retired.

In April of 1969, after this bloody battle, the IOC relieved the pressure on the IYRU by allowing a sixth "event". When the IYRU added the Tempest, a fourth keelboat out of six, sailors throughout the world of small boat racing rose up in fury at the keelboat bias by the elders of yachting. These events, while not quite germane to Soling history, describe the dynamics of IYRU decision making when Olympic classes are changed.

Solings multiply

The news of the Trials' results not only assured the Soling's status, but stimulated a building spree: three hundred in 1968 and as many or more in 1969. Elvstrom became the dominant builder in Europe, particularly after he won the first Soling World Championship off Copenhagen in 1969. One of the best American helmsmen, George O'Day, was given a licence to build for the US market, just as Bill Abbott Sr. acquired the Canadian licence.

Bill Abbott

Since Abbott, alone of the original builders, has remained a steady supporter of the class and was to become the producer of more Solings than any other world wide, his own story bears telling. The "Chief" (as he is now known in all the hemispheres) had been looking for a small racing boat in 1966 to build in fibreglass for the use of local sailors at the southern end of Lake Huron. Pictures of the Soling competing in the '66 Trials showed such a boat, and it attracted him as a solution to his search. After negotiations with Jan Linge, who preferred to sell boats rather than license them, Abbott bought a plug which arrived in June of 1967. Moulds were then built so that six boats were produced by the end of the year - at a leisurely pace, because Abbott was unaware of the pace of developments at the IYRU. But in 1968, he built 40, 129 in 1969, and then up to one per day as the American market opened to his benefit. Abbott had struck oil without looking for it.

Not all fibreglass boats are identical

It was clear by 1969 that the Soling had arrived. Now it was essential that a responsible class be formed to govern, to encourage measures for its safety and to adopt restrictions against expensive "improvements". But more important, the class had to control the shape of the hull, keel and rudder. The effort continues even today. Class Rules were therefore a priority, and were built upon those assembled by Linge and Ferner in 1967. Uniformity, the unrealizable goal of one-design mystique, was assured in the Sixties to have been accomplished by fibreglass construction. Experience was to prove a different reality. That called for vigilance by Class Officers. Many influences were at work even as the Soling was brought into existence. Sailcloth in dacron became available as the replacement for the best Egyptian cotton by 1960, but it took a few years for sailors to learn the significance of draft location and how to adjust it underway. To do that required an assortment of marine hardware for the creation of systems of control. Compare, for

example, the vang (alias, kicking strap) of 1968 with its 5:1 advantage tackle to the multi-block 25:1 arrangements on today's boats. Harken and Holt among others arrived in time to make the Solings a sophisticated boat just as complexity was converting the sport into more science and head work. Leading sailors like Elvstrom were the first to grasp the potential for these developments in boat speed. The Class Rules had to ensure a measured pace.

Paul Elvstrom

The first World Championship was won by Paul Elvstrom in a boat named Bes, one of three Norwegian boats built in 1968. Elvstrom spent much time testing his idea, while "customizing" three of these boats - one for himself, one for King Constantine, and one for Erik Johansen, a fellow Dane.

One Design challenge

Said one knowledgeable sailor: "Paul Elvstrom's boats tested the limits of the Soling class in every direction" (see Article by Graham Hall, "One Design and Offshore Yachtsman", November 1969, now known as "Sailing World": 3 pages of detailed photos and comments). When measured and protested "on general principles", Elvstrom's boats were faulted on only one point: he "had raised the floor about ten inches and had fibre glassed it to the inside of the hull, making an effective double bottom". With "Elvstrom bailers", the boat was self-bailing. The floorboards were deemed to be "over-weight"; holes were required to be drilled so that water in the cockpit could collect below in the bilge and be pumped like the rest of the fleet. The article concluded:

"Whenever a boat like Elvstrom's makes such an impression on a class, there always emerges a re-written set of rules dealing with the major "loopholes" that allowed the development. Such was the case with Buddy Freidrich's Dragon after the 1967 Worlds in Toronto. The newly elected International Soling Class technical committee will have to deal with any questions that the 1969 Worlds have brought to light. Chief among them will be rulings on floorboards and double-bottoms, hiking straps, devices, handles, hull weight, builder inspections, template enforcement, underwater keel location, and flush-hulled rudders. Recommendations of the ISA technical committee will be forwarded to the IYRU technical committee to ensure that the rules reflect accurately the intention and design of the original boat as adopted by the Union. The answers to these questions will tell whether and how far the Soling class is actually going in a "one-design" direction. "The thing that bothers me", George O'Day said at breakfast during the Worlds, "is that we have reached a stage where unless the class makes some far reaching decisions, people won't buy into it".

Meiges makes the boat "simple"

While the Elvstrom boat of 1969 seemed a miracle of ingenuity that year, it nevertheless offered an extraordinary contrast to the

HISTORY *continued . . .*

Melges boat of 1972 in which Buddy Melges won the Class' first Olympic gold medal. The drums used in Elvstrom's boat to provide mechanical advantage at either end of the cockpit, the centre horse, the four big winches for trimming the jib and spinnaker, the clutter of lines coming into a console at the forward end of the cockpit, the spider web of shock cord to raise the spinnaker boom, the free standing handles on each rail for the crew, the tracks to change clew positions, and even the shroud tracks - all became victims of the Melges systems below decks or behind the bulkhead hatches. Marine hardware had come of age between the Elvstrom boat and Melges'. The value of the raised floor (now called the cockpit sole) as an essential element in the construction and sailing of the Soling is apparent to anyone in 1996, but it was not in 1969. The ISA meeting of that November adopted it only after a tie compelled Bill Abbott to cast a deciding vote after overnight thought. His agony was in Canada where twenty unsold boats had been built without those floors.

The cockpit sole

A committee of IYRU technical people with help from the class was left to re-draft the rules which could be used by sailors preparing for the 1972 Games. Elvstrom had more ideas for strengthening the boat with support from the floor downward rather than have it rest upon members built up from the keel. He attempted to get IYRU approval without success, but went ahead with his plan in the sixty boats he built in 1970. Although his ideas were ultimately allowed "he had his knuckles slapped". IYRU too had difficulty in this age of fibreglass: the templates made by the IYRU for the 1972 Games created a major problem because many boats built by licensed builders with approved tooling did not fit - fibreglass construction was more complicated than making muffins.

Jack Van Dyke

It was in this state of confusion that on 1st January 1973 Jack Van Dyke, the then President of the US Soling Association, succeeded Eggert Benzon as ISA President. In 1972 the Soling had been redesignated as an Olympic Class, looking towards the '76 Games. But the signals at the IYRU were to shape up with better control over the boat's construction, as well as its potential for high cost improvements contrary to the intention of Section 1 of the Class Rules. Van Dyke's previous years with the IYRU helped to make 1973 a watershed year. A "Measurement Seminar" was held in Genoa with the IYRU's new President, Beppe Croce, Nigel Hacking (Executive Secretary), Tony Watts (IYRU Chief Measurer) and others, for a new and successful effort to tame the tigers of creativity. Since then the class has been able to confront problems, one by one, as they arose. There proved to be many down the years: hiking devices, shroud tracks, jib self tackers, reinforcement of the mast step area, rudders shaped by templates, sail inventories, steps to ensure watertight compartments, more keel templates to discourage excessive fairing and keel shaping contrary to the rules.

Old Friends at the 20th Birthday Party

In 1985, the Class held a birthday dinner party to celebrate its twentieth anniversary. Present to celebrate with us was the late Beppe Croce, then President of the IYRU; and the Chairman of the CPOC during the turbulent years of our birth - Jonathan Janson - who was also Chairman of the 1967 Observation Committee who recognized the beauty of the little boat Jan Linge had designed; and King Constantine of Greece, a competitor at our first World Championship.

Subsequent Presidents

Since Jack Van Dyke the ISA has had six Presidents: Geert Bakker - 1976-1979, Ken Berkeley - 1980-1982, Karl Haist - 1983-1986, Sam Merrick - 1987-1990, Stu Walker - 1991-1994, and George Wossala - 1995-present. During this period the major themes of the Class have been the strengthening of its Class Rules to ensure the maintenance of its "one-designedness", the continuance of its Olympic status (often against significant opposition), the promotion of match racing, and the support of events and opportunities that bring club sailors and Olympic aspirants together.

Geert Bakker

Geert Bakker provided a transition that led the Class from its pioneer days to its pre-eminence as the world's most active and admired three-man keelboat. Katrina Bakker says that she knows how much (her husband) Geert (who died far too young in 1992), "loved the Soling Class and what great pleasure it gave him to be President". Geert was elected to the Presidency in 1976, the year he represented The Netherlands in the Kingston Olympics (in which he was placed 5th).

Ken Berkeley

Match racing became a regular feature of the Class' European schedule in 1983 when Ken Berkeley (who had just retired) donated a trophy for annual competition based upon experience over several years on Lake Balaton in Hungary and in Berlin. Ken Berkeley recruited the present Secretary in 1980 after the death of Eyvin Schiotz who had been Secretary since the early years of the Class.

Karl Haist

Karl Haist had been President of the large and enthusiastic German Soling Class before he became the first central European President of the ISA. He encouraged East Germany (then the DDR) to become more active in the regular events of the Class and arranged for the first European Championship behind the "Iron Curtain". Karl was particularly concerned to maintain the one-design character of the boat and during his tenure additional templates were introduced to control the shape of the keel. As the number of entries in championships events had become excessive, Karl devised a quota system that assured the participation was equitably distributed amongst the nations. Heike Blok brought forward the concept of an international ranking system and donated the Soling World Trophy.

Sam Merrick

During Sam Merrick's Presidency the IYRU heirarchy launched a major programme to

make sailing a spectator sport, part of which was to introduce match racing into the Olympics. Sam persuaded the Class and the IYRU that if match racing were to be introduced, the ideal means was to use the Soling in a fleet/match event and he presided over the establishment of the present Olympic format in which the top 6 fleet racers advance to a match racing final. The first Soling Manual (a guide to racing the Soling), edited by Heike Blok, was published and distributed to all Soling sailors. The number of sails allowed in a regatta was reduced to one main, two jibs, and two spinnakers. Perhaps most importantly, Uli Strohschneider's campaign to make the Soling unsinkable was successful and the Class Rules were modified to require that hatch covers be screwed into place. No Soling has sunk since this time.

Stu Walker

Stu Walker campaigned successfully to keep the Soling in the '96 Olympics and to continue the fleet/match format. Early in his Presidency the attempt of a builder to construct "Solings" using an illegal foam sandwich was detected and the builder's licence was withdrawn. Stu established a strong, well organized, Technical Committee that included the major builders and which has been successful in openly recognizing and solving problems before they become significant. As President, Liaison Officer, and Umpire, he actively promoted match racing in the Class, and developed with Mundo Vela Cadiz the Infanta Dona Cristina Match Racing Series as the premier match racing event of the Class.

George Wossala

George Wossala as Vice-President of the ISA became a major influence in the Hungarian Yachting Association, and subsequently as ISA President was appointed to several important IYRU Committees. He is striving to improve the status of club racers of the Class, while aspiring to and achieving an Olympic berth himself (in the 1996 Olympics).

HRH King Harald

In 1991 HRH King Harald of Norway graciously accepted the Class' invitation to succeed his father as Honorary President and he has been extremely supportive of the Class' aspirations.

Tony Clare

Tony Clare continues as Chairman of the Technical Committee, a post in which he has served us well since 1980! Since 1990 he has also been Vice President (Administration), working closely with the Secretary to ensure the smooth running of the daily business of the Class.

Jean-Pierre Marmier

Another very long serving ISA worker, Jean-Pierre Marmier, the Chairman of the IYRU Measurement Committee, has been the Chief Measurer of the Class since 1980 and has required competitors to adhere to the highest possible standards. He has been regularly attending ISA Committee meetings since 1977 (in the early days as a proxy, then sometimes as the Appointed member for Switzerland, and sometimes as an Elected member). We cannot imagine Committee meetings without his wise presence.

SOLING CHAMPIONS

In 1993 the three letter country codes were introduced.

OLYMPIC MEDALLISTS

1972 Kiel, Germany
Gold: **Harry Melges, Jr** (US 600)
William Bentsen
William Allen
Silver: **Stig Wennerstrom** (S 100)
Lennart Roslund
Bo Knappe
Stefan Krook
Bronze: **David Miller** (KC 97)
John Ekels
Paul Cote

1976 Kingston, Canada
Gold: **Poul Richard Hoj Jensen** (D 67)
Valdemar Bandolowski
Erik Hansen
Silver: **John Koliis** (US 655)
Richard Hoepfner
Walter Glasgow
Bronze: **Dieter Below** (GO 5)
Olaf Engelhardt
Michael Zachries

1980 Tallinn, USSR
Gold: **Poul Richard Hoj Jensen** (D 80)
Valdemar Bandolowski
Erik Hansen
Silver: **Boris Budnikov** (SR 27)
Alexander Budnikov
Nikolay Polyakov
Bronze: **Anastassios Boudouris** (GR 29)
Anastassios Gavrilis
Aristidis Rapanakis

1984 Long Beach, California, USA
Gold: **Robbie Haines** (US 747)
Edward Trevelyan
Roderick Davis
Silver: **Torben Grael** (BL 45)
Daniel Adler
Ronaldo Senft
Bronze: **Hans Fogh** (KC 176)
John Kerr
Steve Calder

1988 Pusan, South Korea
Gold: **Jochen Schumann** (DDR 1)
Thomas Flach
Berndt Jackel
Silver: **John Kostecki** (US 736)
William Baylis
Bob Billingham
Bronze: **Jesper Bank** (D 92)
Steen Secher
Jan Mathiasen

1992 Barcelona, Spain
Gold: **Jesper Bank** (D)
Steen Secher
Jesper Seier
Silver: **Kevin Mahaney** (US)
Jim Brady
Doug Kern
Bronze: **Lawrie Smith** (UK)
Rob Cruickshank
Ossie Stewart

1996 Savannah, Georgia, U.S.A.
Gold: **Jochen Schumann** (GER)
Thomas Flach
Berndt Jackel
Silver: **Georgi Shaidouko** (RUS)
Igor Skalin
Dimitri Shabanov
Bronze: **Jeff Madrigali** (USA)
Jim Barton
Kent Massey

WORLD EVENTS WORLD CHAMPIONSHIPS

1969 Skovshoved, Denmark
Paul Elvstrom (D 29)
Niels Jensen
Poul Mik-Meyer
1970 Poole, UK
Stig Wennerstrom (S 65)

1971 Jan Lybech
Stefan Krook
Oyster Bay, USA
Bob Mosbacher (US 504)
Thad Hutcheson
Tom Dickey
1972 NO WORLD CHAMPIONSHIP HELD IN
THIS OLYMPIC YEAR
1973 Quiberon, France
Ib Ussing Andersen (D 50)
Jorgen Lindhasten
Hans Winther
1974 Sydney, Australia
Paul Elvstrom (D 61)
Hans Fogh
Bruce McCurrach

1975 Lake Michigan, USA
Bill Buchan (US 593)
Craig Thomas
Joe Golberg
1976 NO WORLD CHAMPIONSHIP HELD IN
THIS OLYMPIC YEAR
1977 Hanko, Norway
Glen Dexter (KC 132)
Andreas Josenhans
Sandy McMillan

1978 Rio de Janeiro, Brazil
Gastao Brun (BL 15)
Vincente Brun
Roberto Martins

1979 Visby, Sweden
Robbie Haines (US 707)
Rod Davis
Ed Trevelyan
Ponce, Puerto Rico
Glen Dexter (KC 149)
Andreas Josenhans
Sandy McMillan

1981 Anzio, Italy
Vincente Brun (US 593)
Gastao Brun
Steven Bakker
1982 Perth, Australia
Mark Bethwaite (KA 144)
Ian McDiarmid
Glen Read
1983 San Francisco, USA
Robbie Haines (US 747)
Vincente Brun
Robert Kinney
1984 Torbole, Italy
Valdemar Bandolowski (D 84)
Steve Calder
Theis Palm

1985 Sarnia, Canada
Dave Curtis (US 777)
John Engel
Wally Corwin

1986 La Trinite, France
John Kostecki (US 736)
William Baylis
Bob Billingham

1987 Kiel, Germany
Helmar Nauck (DDR 4)
Norbert Hellriegel
Sven Diederling

1988 Melbourne, Australia
John Kostecki (US 736)
William Baylis
Bob Billingham

1989 Balaton, Hungary
Championship not completed
(lack of wind)
1990 Medemblik, Holland
Marc Bouet (F 181)
Alain Pointet
Fabrice Levet

1991 Rochester, USA
Larry Klein (US 801)
Ron Rosenberg
Chris Redman

1992 Cadiz, Spain
Jochen Schumann (G 287)
Thomas Flach
Berndt Jackel

1993 Phalaron, Greece
Tassos Boudouris (GRE 32)

Dimitris Deligiannis
Leo Pelekanakis
Helsinki, Finland
Manuel Doreste (ESP 146)
Jose Valades
Juan Galmes
Kingston, Canada
Luis Doreste (ESP 183)
Domingo Manrique
David Vera
1996 Punta Ala, Italy
Georgi Shaidouko (RUS 44)
Igor Skalin
Dimitri Shabanov

INFANTA DONA CRISTINA TROPHY

1992 Cadiz, Spain
Kevin Mahaney (USA 772)
Jim Brady
Doug Kern
1993 Phalaron, Greece
Larry Klein (USA 801)
Wally Corwin
Steve Burns
1994 Vallengbaek, Denmark
Per Ahlby (SWE 196)
Stefan Nordstrom
Tony Lundberg
Kingston, Canada
Stuart Childerley (GBR 66)
Tim Powell
Jeremy Fanstone
1996 Cadiz, Spain
Magnus Holmberg (SWE 135)
Johan Barne
Bjorn Alm

SOLING WORLD TROPHY

(Awarded to the helmsman with the best overall results during the year)

1985 **John Kostecki** (US 736)
1986 **Jochen Schumann** (DDR 1)
1987 **Georgi Shaidouko** (SR 41)
1988 **John Kostecki** (US 736)
1989 **Jochen Schumann** (DDR 1)
1990 **Helmar Nauck** (DDR 4)
1991 **Jochen Schumann** (G1)
1992 **Jesper Bank** (DEN 101)
1993 **Albert Batzill** (GER 286)
1994 **Jesper Bank** (DEN 101)
1995 **Magnus Holmberg** (SWE 135)

GEERT BAKKER TROPHY

(Awarded to a Soling sailor, selected by the Host Nation of the World Championship, who has made an outstanding contribution to the Soling class, at any level, in his/her own country.)

1992 **Don Felipe de Borbon,**
S.A.R. el Principe de Asturias (ESP)
1993 **Anastassios Boudouris** (GRE)
1994 **George Tallberg** (FIN)
1995 **Bill Abbott Sr.** (CAN)
1996 **Giuseppe Veronesi** (ITA)

CONTINENTAL EVENTS EUROPEAN CHAMPIONSHIPS

1968 Skovshoved, Denmark
Per Spilling (N 7)
1969 Sandhamn, Sweden
Arved von Gruenewaldt (S 21)
Tommy Nilsson
Anders Nordin
Hanko, Norway
Paul Elvstrom (D 34)
Poul Mik-Meyer
Jan Kjaerulf
1971 Travemunde, Germany
Paul Elvstrom (D 42)
Valdemar Bandolowski
Niels Jensen
1972 Skovshoved, Denmark
Roland Schwarz (GO 6)
Wolfgang Braun
Lothar Koepsel
1973 Medemblik, Holland
Dieter Below (GO 8)

SOLING CHAMPIONS *continued...*

1974	O. Engelhardt M. Zachies Clyde, U.K. Willi Kuhweide (G 135) Axel May Karsten Meyer Alasio, Italy 1975 Stig Wennerstrom (S 111) Lennart Roslund Stefan Krook 1976 Geneva, Switzerland Dieter Below (GO 5) Olaf Engelhardt Michael Zachries Piraeus, Greece 1977 Fritz Geis (G 192) Gerhard Fehzner 1978 Kiel, Germany Hans Fogh (KC 151) John Kerr Dennis Toews La Rochelle, France 1979 Eduardo Ramos (BL 35) Manfred Kaufman Thomas Heiman Helsinki, Finland 1980 Boris Budnikov (SR 27) Alexander Budnikov Nikolay Polyakov Attersee, Austria 1981 Michael Farthofer (OE 73) Georg Vartian Christian Holler 1982 Dragor, Denmark Hans Fogh (KC 169) Richard Jensen Dennis Toews 1983 Medemblik, Holland Hans Fogh (KC 169) John Kerr Steve Calder Balaton, Hungary 1985 Terje Wang (N 96) Jan Petterson Bjorn Selander Warnemunde, Germany 1986 Jochen Schumann (DDR 1) Thomas Flach Berndt Jaekel 1987 Karlshamn, Sweden Georgi Shaidouko (SR 41) Nikolai Polyakov Sergei Kanov 1988 Alasio, Italy Jochen Schumann (DDR 1) Thomas Flach Berndt Jaekel 1989 Oslo, Norway Jesper Bank (D 92) Steen Secher Jesper Seier Chiemsee, Germany 1990 Marc Bouet (F 181) Alain Pointet Fabrice Levat 1991 La Baule, France Dave Curtis (US 786) Brad Dellenbaugh Paul Murphy Garda, Italy 1992 Per Ahlby (S 132) Stefan Nordstrom Jan-Olov Sandberg 1993 Portoroz, Slovenia Jochen Schumann (GER 287) Thomas Flach Berndt Jaekel 1994 Vilamoura, Portugal Jochen Schumann (GER 287) Thomas Flach Berndt Jaekel 1995 Marstrand, Sweden Jesper Bank (DEN 117) Kraen Nielsen Thomas Jacobsen
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EUROPEAN MATCH RACING CHAMPIONSHIPS

1993	Rotterdam, Netherlands Herman Johannessen (NOR 116)
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1994	Paul Davis Espen Stokkeland Starnberg, Germany Markus Wieser (GER 300) Maxl Koch Roman Koch 1995 Torbay, U.K. Andy Beadsworth (GBR 7) Barry Parkin Adrian Stead 1996 Balaton, Hungary (held September 1995) Jochen Schumann (GER 307) Thomas Flach Berndt Jaekel
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NORTH AMERICAN CHAMPIONSHIPS

1969	Milwaukee, USA John Dane III (US 95) Mark Le Blanc John Cerise 1970 Houston, USA Dave Curtis (US 437) Robbie Doyle Ken Cormier 1971 Los Angeles, USA R. Mosbacher (US 504) Thad Hutcheson Tom Dickey 1972 Oyster Bay, USA Dave Curtis (US 575) Joanne Curtis John Rousmaniere John Nystedt 1973 Toronto, Canada Sid Dakin (KC 84) John Dakin Peter Crowder 1974 Milwaukee, USA John Koliou (US 576) Richard Hoepfner Bill Hunt 1975 Rochester, USA Dave Forbes (KA 128) J. Anderson Denis O'Neil 1976 Seattle, USA Carl Buchan (US 593) Mara Buchan Peter Shorett 1977 Oyster Bay, USA Hans Fogh (KC 151) Dennis Toews John Kerr 1978 Newport Beach, USA Robbie Haines (US 707) Ed Trevelyan Vince Brun 1979 Houston, USA Bill Abbott, Jr (KC 1) Bill Abbott, Sr Phil Bisel 1980 Chicago, USA Bill Allen (US 712) Dale Hoffman Brian Porter 1981 Sarnia, Canada Torben Grael (BL 42) Daniel Adler Ronaldo Senft 1982 San Francisco Ed Baird (US 745) Larry Klein Tucker Edmundson 1983 Rochester, USA Buddy Melges (US 757) Harry Melges III Hans Melges 1984 Oyster Bay, USA Hans Fogh (KC 169) Dennis Toews Steve Calder 1985 Milwaukee, USA Hans Fogh (KC 176) Steve Calder Rob Maru 1986 Kingston, Canada Hans Fogh (KC 176)
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1987	Steve Calder Rob Maru Santa Cruz, USA John Kostecki (US 736) Will Baylis Bob Billingham 1988 Wilmette, USA Kevin Mahaney (US 787) Lance Mahaney Jim Brady 1989 Annapolis, USA Kevin Mahaney (US 787) Jim Brady Doug Kern 1990 Tiburon, USA Dave Curtis (US 786) Brad Dellenbaugh Bob Billingham 1991 Chicago, USA Kevin Mahaney (US 787) Jim Brady Doug Kern 1992 Houston, USA Larry Klein (US 801) Wally Corwin Steve Burns 1993 Rochester, USA Larry Klein (USA 801) Wally Corwin Steve Burns 1994 Oyster Bay, USA Hans Fogh (CAN 201) Thomas Fogh Simon Van Wonderen 1995 San Francisco, USA Jeff Madrigali (USA 823) Jim Barton Kent Massey 1996 Marblehead, USA Jeff Madrigali (USA 823) Jim Barton Kent Massey
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NORTH AMERICAN MATCH RACING CHAMPIONSHIPS

1994	Punta Gorda, USA Jeff Madrigali (USA 743) Jim Barton Kent Massey 1995 San Francisco, USA Jeff Madrigali (USA 823) Jim Barton Kent Massey 1996 Marblehead, USA Andy Beadsworth (GBR 7) Barry Parkin Adrian Stead
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SOUTH AMERICAN CHAMPIONSHIPS

1971	Buenos Aires, Argentina Horacio Campi (A 16)
1972	Rio de Janeiro, Brazil Gastao Brun (BL 15)
1973	Buenos Aires, Argentina Ricardo Boneo (A 15)
1974	Rio de Janeiro, Brazil Gastao Brun (BL 15)
1975	Mar del Plata, Argentina Ricardo Boneo (A 15)
1976	Rio de Janeiro, Brazil Gastao Brun (BL 15)
1977	Rio de Janeiro, Brazil Augusto Barrozo (BL 20)
1978	Sao Paulo, Brazil Fernando Nabuco (BL 32)
1979	Rio de Janeiro, Brazil Vicente Brun (BL 59)
1980	Buenos Aires, Argentina Jim Coggan (US 695)
1983	Punta del Este, Uruguay Torben Grael (BL 42)
1984	Buenos Aires, Argentina Augusto Barrozo (BL 40)
1985	Buenos Aires, Argentina Horacio Pettamenti (A 15)
1986	Punta del Este, Uruguay Torben Grael (BL 42)

SOLING CHAMPIONS *continued...*

1987	Punta del Este, Uruguay
	Augusto Barrozo (BL 40)
1990	Buzios, Brazil
	Jose Barcellos Dias (BL 45)
1991	Punta del Este, Uruguay
	Jose Barcellos Dias (BL 45)
1992	Not held
1993	
1994	
1995	

AUSTRALIAN CHAMPIONSHIPS

1969/70	C. Ryves
1970/71	R. Pattison
1971/72	R. Miller
1972/73	John Bertrand
1973/74	J. Coggins
1974/75	Jim Hardy
1975/76	David Forbes
1976/77	Noel Robins
1977/78	Sydney Harbour
	Tony Manford
1978/79	Port Lincoln
	John Bertrand (KA 150)
1979/80	Lake Macquarie
	John Bertrand (KA 150)
1980/81	Port Lincoln
	Mark Bethwaite (KA 144)
1981/82	Perth
	Mark Bethwaite (KA 144)
1982/83	Adelaide
	Mark Bethwaite (KA 144)
1983/84	Adelaide
	Peter Gilmour (KA 157)
1984/85	Port Lincoln
	Peter Gilmour (KA 157)
1985/86	Melbourne
	Glen Collings (KA 144)
1986/87	Fremantle
	Glen Collings (KA 153)
1987/88	Melbourne
	John Kostecki (US 736)
1988/89	Sydney
	Jamie Wilmot (KA 45)
1989/90	Port Lincoln
	Andy Allsep (KA 166)
1990/91	Fremantle
	Matt Hayes (KA 152)
1991/92	Manly
	Neville Wittey (KA 157)
1992/93	Barry Waller (KA 172)
1993/94	Perth
	Glen Tucker (AUS 175)
1994/95	Melbourne
	Cameron Miles (AUS 168)

INTERNATIONAL SOLING EVENTS

PRE-OLYMPIC REGATTAS

1971	Paul Elvstrom (D)
1975	Dave Forbes (KA)
1979	Willi Kuhweide (G)
1983	Dave Curtis (US)
1987	John Kostecki (US)
1991	Roy Heiner (H)
1995	Magnus Holmberg (SWE)

KEN BERKELEY CUP

(Awarded for European Match Racing events prior to 1990)

1983	Michael Farthofer (OE 73)
1984	Jorg Herrman (DDR 5)
1985	Roman Koch (G 266)
1986	Daniel Diesing (G 269)
1987	George Wossala and George Finaczy (M 18)
1988	Istvan Rujak (M 18)
1989	George Wossala (M 18)

HYERES WEEK

1982	Kudrjavstev (SR)
1983	Willi Kuhweide (G)
1984	Chris Law (K)
1985	Boris Budnikov (SR)
1986	Helmar Nauck (DDR)
1987	Hans Fogh (KC)
1988	Jesper Bank (D)
1989	Not completed

1990	Jesper Bank (D)
1991	Roy Heiner (H)
1992	Michael Luschan (OE)
1993	Magnus Holmberg (SWE)
1994	Magnus Holmberg (SWE)
1995	Jesper Bank (DEN)
1996	Jochen Schumann (GER)

KIEL WEEK

1969	Arved von Gruenewaldt (S)
1970	Arved von Gruenewaldt (S)
1971	Arved von Gruenewaldt (S)
1972	H.M. Crown Prince Harald (N)
1973	Stig Wennerstrom (S)
1974	Willi Kuhweide (G)
1975	Willi Kuhweide (G)
1976	Willi Kuhweide (G)
1977	Glen Dexter (KC)
1978	Hans Fogh (KC)
1979	Robbie Haines (US)
1980	Robbie Haines (US)
1981	Wolf Richter (DDR)
1982	Boris Budnikov (SR)
1983	Wolf Richter (DDR)
1984	Robbie Haines (US)
1985	Jochen Schumann (DDR)
1986	Tom Jungell (L)
1987	Jochen Schumann (DDR)
1988	Jochen Schumann (DDR)
1989	Jochen Schumann (DDR)
1990	Jochen Schumann (DDR)
1991	Jesper Bank (D)
1992	Kevin Mahaney (US)
1993	Jochen Schumann (GER)
1994	Jesper Bank (DEN)
1995	Andy Beadsworth (GBR)
1996	Sergei Pichugin (UKR)

SPA REGATTA

1986	Thomas Jungblut (G)
1987	Thomas Jungblut (G)
1988	Romano Lamaro (I)
1989	Thierry Peponnet (F)
1990	Jochen Schumann (DDR)
1991	Jochen Schumann (G)
1992	Jochen Schumann (G)
1993	Jesper Bank (DEN)
1994	Jesper Bank (DEN)
1995	Magnus Holmberg (DEN)
1996	Jochen Schumann (GER)

CHRISTMAS RACE - PALAMOS

1989	Fernando Leon (E)
1990	Roy Heiner (H)
1991	Jesper Bank (D)
1992	No results
1993	No results
1994	Manuel Doreste (ESP)
1995	Manuel Doreste (ESP)

GREAT LAKES CHAMPIONSHIPS

1973	Stu Walker (UC)
1974	Syd Dakin (KC)
1975	Stu Walker (US)
1976	No record
1977	Syd Dakin (KC)
1978	No record
1979	Jamie McCreary (US)
1980	Hans Fogh (KC)
1981	Dave Hobden (KC)
1982	Ed Baird (US)
1983	Hans Fogh (KC)
1984	Jim Beatty (KC)
1985	Not held
1986	Hans Fogh (KC)
1987	Gerard Coleman (UC)
1988	Bill Abbott (KC)
1989	Paul Thomson (KC)
1990	Jim Beatty (KC)
1991	Paul Thomson (KC)
1992	Joe Hoeksema (US)
1993	Jim Beatty (CAN)
1994	John Kolijs (USA)
1995	Not held

MIAMI OLYMPIC CLASSES REGATTA

1990	Hans Fogh (KC)
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1991	Larry Klein (US)
1992	Gerard Coleman (US)
1993	No record
1994	
1995	Magnus Holmberg (SWE)
1996	Herman Johannessen (NOR)

S.P.O.R.T.

(St. Petersburg)

1994	Hans Fogh (CAN)
1995	Jeff Madrigali (USA)
1996	Jeff Madrigali (USA)

DANISH SPRING CUP

1986	Helmar Nauck (DDR)
1987	No record
1988	
1989	
1990	
1991	Jesper Bank (D)
1992	Jesper Bank (D)
1993	No record
1994	Magnus Holmberg (SWE)
1995	Jesper Bank (DEN)
1996	Stig Westergaard (DEN)

ALPEN CUP/EUROPEAN LAKES CUP

1976	R. Berchtold (OE)
1977	Karl Haist (G)
1978	Uli Strohschneider (OE)
1979	Hinz Schmidt (G)
1981	Michael Farthofer (OE)
1982	Heike Blok (Z)
1983	Carl Auteried (OE)
1984	Not held
1985	Uli Strohschneider (OE)
1986	Istvan Rujak (M)
1987	Uli Strohschneider (OE)
1988	Stu Walker (US)
1989	Carl Auteried (OE)
1990	No qualifiers
1991	Uli Strohschneider (OE)
1992	Christian Spiessberger (OE)
1993	Carl Auteried (AUT)
1994	Uli Strohschneider (AUT)
1995	Roman Koch (GER)

SAN REMO WEEK

(Mediterranean Championship)

1983	Milone (I)
1984	Torben Grael (BL)
1985	Anastassios Boudouris (GR)
1986	Flavio Favini (I)
1987	Romano Lamaro (I)
1988	Kevin Mahaney (US)
1989	Jesper Bank (D)
1990	Jesper Bank (D)
1991	Jesper Bank (D)
1992	Bill Hodder (KA)
1993	Mario Celon (ITA)
1994	Albert Batzill (GER)
1995	Mario Celon (ITA)
1996	Bruce Savage (RSA)

DINO SCHIESARO - GARDA

1980	Roman Koch (G)
1981	Erich Hirt (G)
1982	Michael Farthofer (OE)
1983	Tom Jungell (L)
1984	Thomas Jungblut (G)
1985	Uli Strohschneider (OE)
1986	Hans-Joachim Wrede (G)
1987	Thomas Jungblut (G)
1988	Thomas Jungblut (G)
1989	Jochen Schumann (DDR)
1990	Arrivabene (I)
1991	Flavio Favini (I)
1992	Silvio Santoni (I)
1993	Roman Koch (GER)
1994	Mario Celon (ITA)
1995	Jochen Schumann (GER)

Soling Champions continued
on page 13




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SOLING CHAMPIONS *continued...*

NATIONAL CHAMPIONSHIPS

AUSTRALIA

WESTERN AUSTRALIA STATE CHAMPIONSHIPS

1970	David Melsom (KA)
1971	Noel Robins (KA)
1972	Noel Robins (KA)
1973	Michael Aherne (KA)
1974	Noel Robins (KA)
1975	Noel Robins (KA)
1976	Noel Robins (KA)
1977	Syd Lodge (KA)
1978	Noel Robins (KA)
1979	Syd Corser (KA)
1980	Michael Aherne (KA)
1981	Tony Manford (KA 149)
1982	Willy Packer (KA 151)
1983	Peter Gilmour (KA 157)
1984	Peter Gilmour (KA 157)
1985	Peter Gilmour (KA 157)
1986	Murray Smith (KA 158)
1987	Barry Waller (KA)
1988	Murray Smith (KA 159)
1989	Murray Smith (KA 159)
1990	Murray Smith (KA 159)
1991	Murray Smith (KA 130)
1992	Graham Bulford (KA 119)
1993	Stuart Campbell (AUS)
1994	Michael Manford (AUS 172)
1995	Brett Riddle (AUS 64)
1996	Chris Pratt (NZL 20)

NEW SOUTH WALES CHAMPIONSHIPS

1969	D.C. Brockhoff/H. Souuton (KA)
1970	Malcolm Anderson (KA)
1971	A. Osborne (KA)
1972	R. Miller/K. Berkeley (KA)
1973	M.F. Fletcher/J.D. Kahlbetzer (KA)
1974	D. Forbes/D. O'Neil (KA)
1975	D. Forbes/D. O'Neil (KA)
1976	Malcolm Anderson (KA)
1977	F.M. Bethwaite/R.W.H. Terrett (KA)
1978	Phillip Susans/Karl Peipman/ Doug Rawson-Harris (KA)
1979	John Bertrand/Tim Doring/ Mark Fischer (KA 150)
1980	John Bertrand/Tim Doring/ Gary Sheard (KA 150)
1981	Mark Bethwaite/Bob Territt/ Peter Alexander (KA 144)
1982	No record
1983	Mark Bethwaite/Bob Territt/ Ian MacDiarmid (KA 144)
1984	Mark Bethwaite/Ian MacDiarmid/ Glenn Reid (KA 144)
1985	Peter Alexander/David Lynn/ Warwick Anderson (KA 131)
1986	Cameron Miles/Grant Cottle/ Mike String (KA 141)
1987	James Wilmot/Stephen Gosling/ Jeremy Whitty (KA 45)
1988	Bobby Wilmot/Matthew Percy/ Glenn Reid (KA 45)
1989	James Wilmot/Paul Gloslig/ Brett Jones (KA 45)
1990	N. Wittey/J. Mayo/S. Ellis (KA 157)

1991	No record
1992	
1993	

1994	Stephen White/David Edwards/ Joshua Grace (KA 165)
1995	Ivan Fitz-Gerald/Wayne Kenny/ Glenn Kenny (KA 142)
1996	Ivan Fitz-Gerald/Wayne Kenny/ Glenn Kenny (KA 142)

AUSTRIA

AUSTRIAN CHAMPIONSHIPS

1971	Uli Strohschneider (OE)
1972	Harold Fereberger (OE)
1973	Uli Strohschneider (OE)
1974	Hubert Raudaschl (OE)
1976	Hubert Raudaschl (OE)
1977	Carl Auteried Jr (OE)
1978	Uli Strohschneider (OE)
1979	Carl Auteried (OE)

1980	Uli Strohschneider (OE)
1981	Michael Farthofer (OE)
1982	Michael Farthofer (OE)
1983	Michael Farthofer (OE)
1984	Michael Farthofer (OE)
1985	Uli Strohschneider (OE)
1986	Georg Finaczy (M)
1987	Michael Farthofer (OE)
1988	Stu Walker (US)
1989	Carl Auteried (OE)
1990	Schulze (OE)
1991	Michael Luschan (OE)
1992	Christian Spiessberger (OE)
1993	Carl Auteried (AUT)
1994	Gustav Kuhn (AUT)
1995	Christian Binder (AUT)
1996	Carl Auteried (AUT)

BERMUDA

BERMUDA CHAMPIONSHIPS

1969-1975	Kirk Cooper
1977-1983	Alex Cooper

BERMUDA RACE WEEK

1970	Ding Schoonmaker (US)
1971	Sam Merrick (US)
1972	Sam Merrick (US)
1973	Jonathan Ford (US)
<i>(the last year that boats were transported from the USA)</i>	
1978-1982	Alex Cooper

BRAZIL

BRAZILIAN CHAMPIONSHIPS

1980	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1981	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1982	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1983	Jose Barcellos Dias/Nelson Falcao/ Jose Augusto Dias (BL)
1984	Eduardo de Souza Ramos/ Ricardo Velerio/Robert Rittcher (BL)
1985	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1986	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1987	Torben Grael/Ronald Senft/ Daniel Adler (BL)
1988	Jose Paulo Barcellos/Daniel Adler/ Jose Augusto Dias (BL)
1989	Alan Adler/Daniel Adler/ Ronald Senft (BL)
1990	Jose Barcellos Dias/Daniel Adler/ Jose Augusto Dias (BL)
1991	Jorge Zarif/Ronald Senft/ Norman McPherson (BL)
1992	Jose Barcellos Dias/Daniel Adler/ Jose Augusto Dias (BL)
1993	Torben Grael/Ronald Senft/Mesquite
1994	Paes Lema/D'Elia/McPherson
1995	Not held
1996	Edson Araujo/Daniel Glomb/ Marcelo Reitz

CANADA

CORK REGATTAS

1969	John Dane (US)
1970	Buddy Melges (US)
1971	Buddy Melges (US)
1972	Olympic year - not held
1973	Hans Fogh (KC)
1974	Buddy Melges (US)
1975	David Forbes (KA)
1976	Olympic year - not held
1977	Peter Hall (KC)
1978	Hans Fogh (KC)
1979	Peter Hall (KC)
1980	Torben Grael (BL)
1981	Hans Fogh (KC)
1982	Hans Fogh (KC)
1983	Dave Chapin (US)
1984	Bill Abbott Jr (KC)
1985	Bill Abbott Jr (KC)
1986	Hans Fogh (KC)
1987	Not held

1988	Bill Abbott Jr (KC)
1989	Paul Thomson (KC)
1990	Jim Beatty (KC)
1991	Paul Thomson (KC)
1992	Bill Abbott (KC)
1993	Jeff Madrigali (USA)
1994	John Kolius (USA)
1995	Bruce Savage (RSA)

DENMARK

DANISH CHAMPIONSHIPS

1994	Michael Hestbak
1995	Not completed

FINLAND

FINNISH CHAMPIONSHIPS

1994	Johan Winquist
1995	Erkki Heinonen
1996	Robert Ronnback

FRANCE

FRENCH CHAMPIONSHIPS

1979	Bertrand Cheret (F)
1994	Yves Loday (FRA)
1995	Marc Bouet (FRA)
1996	Jean-Marie Le Guillou (FRA)

NATIONAL CUP

1991	Yves Steff (F)
1992	C. Montoriol (F)
1993	C. Montoriol (FRA)
1994	Y. Nouvellon (FRA)
1995	Jean-Marie Le Guillou (FRA)

LA BAULE DERBY

1987	Furic (F)
1988	Jens Peter Wrede (G)
1989	Thierry Peponnet (F)
1990	Yves Steff (F)
1991	

GERMANY

GERMAN CHAMPIONSHIPS

1979	Phil Crebbin (K)
1980	Poul-Ricard Jensen (D)
1981	Willi Kuhweide (G)
1982	Erich Hirt Jr (G)
1983	Jesper Bank (D)
1984	Achim Kadelbach (G)
1985	Wolfgang Gerz (G)
1986	Paul Thomson (KC)
1987	Jens Peter Wrede (G)
1988	Not held
1989	Axel Mertens (G)
1990	Hinz Schmid (G)
1991	Jochen Schumann (G)
1992	Roy Heiner (H)
1993	Jorg Herrmann (GER)
1994	Albert Batzill (GER)
1995	Jochen Schumann (GER)
1996	Sergei Pichugin (UKR)

OMEGA CUP - CHIEMSEE

1973	Franz Heilmeyer (G)
1974	Hubert Raudaschl (G)
1975	Erich Hirt (G)
1976	Norbert Wagner (G)
1977	Fritz Geis (G)
1978	Fritz Geis (G)
1979	Willi Kuhweide (G)
1980	Erich Hirt (G)
1981	Erich Hirt (G)
1982	Karl Haist (G)
1983	Michael Farthofer (OE)
1984	Roman Koch (G)
1985	Erich Hirt Jr (G)
1986	Jorg Herrmann (DDR)
1987	Hinz Schmid (G)
1988	Willi Kuhweide (G)
1989	Roman Koch (G)
1990	Morten Henriksen (D)
1991	Hinz Schmid (G)
1992	Andy Vincon (G)
1993	Jorg Herrmann (GER)
1994	Spolan (BLR)
1995	Hinz Schmid (GER)
1996	Jorg Herrmann (GER)

SOLING CHAMPIONS *continued...*

SOLING CUP/ERICH HIRT PREIS

(From 1970 to 1981 called Spring Cup. Following the death of Erich Hirt in a car accident name changed to Erich Hirt Preis)

1970	Karl Haist (G)
1971	Karl Haist (G)
1972	Norbert Wagner (G)
1973	Karl Haist (G)
1974	Willi Kuhweide (G)
1975	Karl Haist (G)
1976	Karl Haist (G)
1977	Erich Hirt (G)
1978	Erich Hirt (G)
1979	Rudolf Persille (G)
1980	Erich Hirt (G)
1981	Erich Hirt (G)
1982	Karl Haist (G)
1983	No wind
1984	Stuart Walker (US)
1985	Hinz Schmid (G)
1986	Tom Jungell (L)
1987	Jens Peter Wrede (G)
1988	Erich Hirt Jr. (G)
1989	Stuart Walker (US)
1990	Karl Haist (G)
1991	Thomas Jungblut (G)
1992	Andy Vincon (G)
1993	Albert Batzill (GER)
1994	Jochen Schumann (GER)
1995	Jochen Schumann (GER)

HUNGARY

HUNGARIAN CHAMPIONSHIPS

1986	Financzy Gyorgy/Toronyi Andras/ Izsak Tibor
1987	Tuss Miklos/David Sandor/ Sardu Krisztian
1988	Ori Tamas/Rujak Istvan/Bankuti Bela
1989	Szekely Antal/Csermendy Miklos/ Ori Tamas
1990	Szekely Antal/Csermendy Miklos/ Hatyka Varga Attila
1991	Szekely Antal/Csermendy Miklos/ Hatyka Varga Attila
1992	Detre Szabolcs/Detre/Pager
1993	Detre/Detre/Kis
1994	Detre Szabolcs/Detre Zsolt/ Nyari Gyula
1995	Detre Szabolcs/Detre Zsolt/ Szabo Laszlo

ITALY

ITALIAN CHAMPIONSHIP

1978	Dotti (I)
1979	Erich Hirt (G)
1980	No record
1981	Bolens
1982	Milone (I)
1983	Lamaro (I)
1984	Marino (I)
1985	Flavio Favini (I)
1986	Flavio Favini (I)
1987	Flavio Favini (I)
1988	Ciferri (I)
1989	Flavio Favini (I)
1990	Flavio Favini (I)
1991	Flavio Favini (I)
1992	Flavio Favini (I)
1993	Santella (ITA)
1994	P. Fornelli
1995	Not completed

GARDA CUP

1988	Helmar Nauck (DDR)
1989	Jochen Schumann (DDR)
1990	Helmar Nauck (DDR)
1991	Mario Celon (I)
1992	Roman Koch (G)
1993	Bjorn Oesterreich (GER)
1994	Mario Celon (ITA)
1995	Mario Celon (ITA)
1996	Mario Celon (ITA)

GENOA WEEK

1981	Chris Law (K)
1982	No record
1983	Fritz Geis (G)

1984	Chris Law (K)
1985	Helmar Nauck (DDR)
1986	Jochen Schuman (DDR)
1987	Flavio Favini (I)
1988	Thomas Jungblut (G)
1989	Jochen Schumann (DDR)
1990	Michael Luschan (OE)
1991	Mario Celon (I)
1992	Michael Luschan (OE)
1993	Luca Santella (ITA)
1994	Mario Celon (ITA)
1995	Mario Celon (ITA)
1996	Andy Beadsworth (GBR)

JAPAN

JAPANESE CHAMPIONSHIPS

1972	Maeda/Shiomi/Arakawa
1973	Maeda/Shiomi/Arakawa
1974	Kaido/Otani/Shibata
1975	Kaido/Otani/Shibata
1976	Sanada/Yamada/Maeda
1978	Sanada/Yamada/Maeda
1979	Ishibashi/Jiyojima/Komiya
1980	Hidaka/Hanaoka/Ikeda
1981	Hidaka/Hanaoka/Ikeda
1982	Hirosawa/Okita/Fujiwara
1983	Hirosawa/Okita/Fujiwara
1984	Aoyama/Yoshida/Tsuda
1985	Aoyama/Hanaoka/Tsuda
1986	Komatsu/Takashiro/Fujiwara
1987	Takashima
1988	Takashima
1989	Mizukami
1990	Komatsu/Takashiro/Fujiwara
1991	Sato/Fujiwara/Takagi
1992	Mizukami/Fujiwara/Takei
1993	Takashima/Sato/Yamanaka
1994	Komatsu/Shimizu/Sanada
1995	Sakaue/Ikematsu/Togashi

NETHERLANDS

DUTCH CHAMPIONSHIPS

1971	Arie Klein (H)
1972	Geert Bakker (H)
1973	Dieter Below (G)
1974	Heike Blok (H)
1978	Geert Bakker (H)
1979	Colin Simonds (K)
1980	Peter Kantmann
1981	Geert Bakker (H)
1982	Valdemar Bandolowski (D)
1983	Willi Kuhweide (G)
1986	Thomas Jungblut (G)
1987	Thomas Jungblut (G)
1988	Romano Lamaro (I)
1989	Roy Heiner (H)
1990	Roy Heiner (H)
1991	Maarten Kimmann (H)
1992	Rudy den Outer (H)
1993	Gerhard Potma (NED)
1994	Willem Potma (NED)
1995	Rudy den Outer (NED)

NORWAY

NORWEGIAN CHAMPIONSHIPS

1976	Per Spilling (N)
1977	HRH Prince Harald (N)
1978	HRH Prince Harald (N)
1979	Hans Wang (N)
1980	Hans Wang (N)
1981	Hans Wang (N)
1982	Hans Wang (N)
1983	Terje Wang (N)
1984	Kalle Nergaard (N)
1985	Terje Wang (N)
1986	Terje Wang (N)
1987	Terje Wang (N)
1988	Terje Wang (N)
1989	Helmar Nauck (DDR)
1990	Rune Jacobsen (N)
1991	Rune Jacobsen (N)
1992	Terje Wang (N)
1993	Rune Jacobsen (NOR)
1994	Herman Johannessen (NOR)
1995	P. Skaart (NOR)

NORDIC CHAMPIONSHIPS

1985	Lennart Persson
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1989	Morten Henriksen
1990	Jochen Schumann
1991	Per Ahlby

SPAIN

OLYMPIC CUP

1992	C. Martinez
1993	L. Doreste
1994	L. Doreste

SWEDEN

SWEDISH CHAMPIONSHIPS

1969	Stig Wennerstrom (S)
1970	Stig Wennerstrom (S)
1971	Arved von Gruenewaldt (S)
1972	Arved von Gruenewaldt (S)
1973	Stig Wennerstrom (S)
1974	Jorgen Sundelin (S)
1975	Stig Wennerstrom (S)
1977	Arved von Gruenewaldt (S)
1978	Arved von Gruenewaldt (S)
1979	Arved von Gruenewaldt (S)
1981	Erik Thorsell (S)
1982	Valdemar Bandolowski (D)
1983	Jesper Bank (D)
1984	Helmar Nauck (DDR)
1985	Jochen Schumann (DDR)
1986	Jesper Bank (D)
1987	Brodie Cobb (US)
1988	Jochen Schumann (DDR)
1989	Helmar Nauck (DDR)
1990	Jochen Schumann (DDR)
1991	Martin Palsson (S)
1992	Magnus Holmberg (S)
1993	Not held
1994	Not held
1995	Johansson/Stromblad/Holm (SWE)

SWITZERLAND

SWISS CHAMPIONSHIPS

1969	Eckart Wagner (G)
1970	R. Fragniere (Z)
1971	R. Fragniere (Z)
1972	Bertrand Cheret (F)
1973	Stu Walker (US)
1974	R. Blattman (Z)
1975	
1976	Cancelled - no wind
1977	
1978	R. Fragniere (Z)
1979	J. Corminboeuf (Z)
1980	Heike Blok (Z)
1981	Fred Schurch (Z)
1982	A. Testuz (Z)
1983	A. Testuz (Z)
1984	Roger Guignard (Z)
1985	J. Rosset (Z)
1986	Rick Gregorini (Z)
1987	Stu Walker (US)
1988	Yves Diday (Z)
1989	Cancelled - no wind
1990	Don Schenker (Z)
1991	Jurg Menzi (Z)
1992	Jurg Menzi (Z)
1993	Not held
1994	Not held
1995	Not held

SOLING-CUP BIEL

1983	Schmalz
1984	Schmid
1985	Chatelain
1986	Chatelain
1987	Grimm
1988	Menzi
1989	Guignard
1990	Schenker
1991	Cancelled
1992	Not held
1993	Not held
1994	Not held
1995	Not held

HERBSTPREIS - THUN

1973	Dangel
1974	Bernet
1975	Bernet

SOLING CHAMPIONS *continued...*

1977	Cancelled
1978	Blanc
1979	Schurch
1980	Schurch
1981	Iseli
1982	Scheidegger
1983	Benz
1984	Menzi
1985	Menzi
1986	Walker
1987	Blok
1988	Menzi
1989	Blok
1990	Menzi
1991	Menzi
1992	Menzi/Christen/Fumasoli
1993	Brenni/Winkler/Schnorf
1994	Eckert/Eckert/Eckert
1995	Not held

SCHWEIZERISCHE PUNKTEMEISTERSCHAFT

1974	Bernet
1975	Christen
1976	Colombi
1977	Blok
1978	No record
1979	
1980	
1981	Blanc
1982	Guignard
1983	Blanc
1984	No record
1985	Guignard
1986	Scheidegger
1987	Menzi
1988	Diday
1989	Guignard
1990	Schenker
1991	Menzi
1992	Menzi/Christen/Fumasoli
1993	Menzi/Christen/Fumasoli
1994	Menzi/Christen/Fumasoli
1995	Not held

COUPE DE LA HARPE ROLLE

1981	Testuz
1982	Guignard
1983	Lanz
1984	Lanz
1985	Rosset
1986	Grimm
1987	Cancelled - no wind
1988	Walker (US)
1989	Guignard
1990	Menzi
1991	Schenker
1992	Not held
1993	Not held
1994	Not held
1995	Not held

COUPE DE LA MATELOTE - YVERDON

1976	Corminboeuf
1977	Degaudenzi
1978	Fragniere
1979	Blattmann
1980	Cancelled - no wind
1981	Scheidegger
1982	Lanz
1983	Guignard
1984	Guignard
1985	Guignard
1986	Walker (US)
1987	Cancelled

JUNGFRAU TROPHY

1972	Greinacher
1973	Bernet
1974	Bernet
1975	Dunand
1976	L'Huillier
1977	Blok
1978	Gregorini
1979	Scheidegger
1980	Corminboeuf
1981	Farthofer (OE)

1982	Gregorini
1983	Vuithier
1984	Guignard
1985	Walker (US)
1986	Gregorini
1987	Komatsu (J)
1988	Walker (US)
1989	Walker (US)
1990	Schenker
1992	Gregorini/Rathgreb/Hodler
1993	Menzi/Christen/Fumasoli
1994	Menzi/Christen/Fumasoli
1995	Not held

UNITED KINGDOM BRITISH CHAMPIONSHIPS

1969	Peter Cooke
1970	John Oakeley
1971	David Thomas
1972	David Thomas
1973	Kit Hobday
1974	Charles Ingham
1975	Charles Ingham
1976	Iain MacDonald-Smith
1977	Phil Crebbin
1978	Colin Simonds
1979	Phil Crebbin
1980	Colin Simonds
1981	Chris Law
1982	Ted Fort
1983	Graham Bailey
1984	Chris Law
1987	Glyn Charles
1988	Boyd Baird
1989	Rory Bowman
1990	Rory Bowman
1991	Glyn Charles
1992	George Barker
1993	George Barker
1994	Stuart Childerley
1995	David Ellis

SCOTTISH CHAMPIONSHIPS

1989	Boyd Baird
1990	Boyd Baird
1991	Boyd Baird
1992	Boyd Baird
1993	Hamish Mackay
1994	Hamish Loudon
1995	Hamish Loudon
1996	Hamish MacKay

UNITED STATES US CHAMPIONSHIPS

1971	John Dane (US)
1972	Bruce Goldsmith (US)
1973	Hans Fogh (KC)
1974	Buddy Melges (US)
1975	John Koliuss (US)
1976	Buddy Melges (US)
1977	Dave Curtis (US)
1978	Dave Curtis (US)
1979	Robbie Haines (US)
1980	Ed Baird (US)
1981	Hans Fogh (KC)
1982	Hans Fogh (KC)
1983	Dave Curtis (US)
1984	Robbie Haines (US)
1985	Hans Fogh (KC)
1986	Hans Fogh (KC)
1987	John Kostecki (US)
1988	John Kostecki (US)
1989	Bill Abbott (KC)
1990	Hans Fogh (KC)
1991	Kevin Mahaney (US)
1992	Kevin Mahaney (US)
1993	Not completed
1994	Larry Klein (USA 801)
1995	Jeff Madrigali (USA 823)
1996	Jeff Madrigali (USA 823)

PACIFIC COAST CHAMPIONSHIPS

1975	Bill Buchan (US)
1976	Jack Dollahite (US)
1977	Jim Coggan (US)
1978	Bill Abbott (KC)
1979	Robbie Haines (US)

1980	Vince Brun (US)
1981	Bill Abbott Jr (KC)
1982	Jim Coggan (US)
1983	Maurice Rattray (US)
1984	John Kostecki (US)
1985	John Kostecki (US)
1986	Scott Mason (US)
1987	Craig Healy (US)
1988	Gregory Pierce (US)
1989	Jim Medley (US)
1990	Kevin Mahaney (US)
1991	Doug McLean (US)
1992	No record
1993	Jeff Madrigali (USA)
1994	Jeff Madrigali (USA)
1995	Jeff Madrigali (USA)

ATLANTIC COAST CHAMPIONSHIPS

1969	Frank Jewett (US)
1970	Donald Cohan (US)
1971	Donald Cohan (US)
1972	Dave Curtis (US)
1973	Hans Fogh (KC)
1974	Stu Walker (US)
1975	Paul Henderson (KC)
1976	Joachim Schulz-Heik (US)
1977	Dave Curtis (US)
1978	Hans Fogh (KC)
1979	Ed Baird (US)
1980	Dave Curtis (US)
1981	Dave Perry (US)
1982	Jim Beatty (KC)
1983	Dave Chapin (US)
1984	Don Cohan (US)
1985	Don Cohan (US)
1986	Don Cohan (US)
1987	Don Cohan (US)
1988	Don Cohan (US)
1989	Don Cohan (US)
1990	Don Cohan (US)
1991	Paul Wilson (US)
1992	Paul Wilson (US)
1993	Don Cohan (USA)
1994	Don Cohan (USA)
1995	Don Cohan (USA)

NORTH WEST CHAMPIONSHIPS

1969	Bill Booth (US)
1970	Dave Miller (KC)
1971	Maurice Rattray (US)
1972	Maurice Rattray (US)
1974	Jim Medley (US)
1975	Jim Medley (US)
1976	Bill Buchan (US)
1977	Scott Gilbert
1982	Maurice Rattray (US)
1983	Maurice Rattray (US)
1984	Maurice Rattray (US)
1985	Maurice Rattray (US)
1986	Arvid Berg (US)
1987	John Kostecki (US)
1988	Jim Medley (US)
1991	Jim Medley (US)
1992	Jim Medley (US)
1993	Jeff Madrigali (US)
1994	No record
1995	Jim Medley (US)

SOUTHERN CHAMPIONSHIPS

1970	John Dane
1971	Robert Mosbacher
1972	Robert Mosbacher
1973	Mark Ploch
1974	No record
1975	John Koliuss
1976	John Koliuss
1977	No record
1978	Joe Ellis
1979	George C. Francisco, III
1980	George C. Francisco, III
1981	George C. Francisco, III
1982	Brad Alford
1983	David Fox
1984	David Fox
1985	George C. Francisco, III
1986	T. Smythe and Joe Ellis
1987	Brodie Cobb

SOLING CHAMPIONS *continued . . .*

1988	Jim Hockert
1989	Thad Hutcheson
1990	Mark Hallman
1991	Mark Hallman
1992	} Not held
1993	
1994	
1995	

FIRECRACKER REGATTAS

1970	Harry Roman (KC)
1970-1975	No record
1976	Buddy Melges (US)
1977	Syd Dakin (KC)
1978	Jim Beatty (KC)
1979	Gary Knapp (US)
1980	John Dakin (KC)
1981	John Odenbach (US)
1982	Hans Fogh (KC)
1983	John Odenbach (US)
1984	John Odenbach (US)
1985	Paul Coleman (US)
1986	Kazunori Komatsu (J)
1987	Paul Coleman (US)
1988	John Odenbach (US)
1989	Hans Fogh (KC)
1990	Paul Thomson (KC)
1991	Gerard Coleman (US)
1992	Stuart Walker (US)
1993	Hans Fogh (CAN)
1994	Fritz Odenbach (USA)
1995	Hans Fogh (CAN)
1996	Bill Fortenberry (USA)

WILMETTE RACE WEEKS

1978	Charles Kamps (US)
1979	Bill Allen (US)
1980	Charles Kamps (US)
1981	Charles Kamps (US)
1982	Toumanoff/Kinney (US)
1983	Buddy Melges (US)
1984	Terry McMahon (US)
1985	Charles Kamps (US)
1986	Kent Heitzinger (US)
1987	Kent Heitzinger (US)
1988	Terry McMahon (US)
1989	Joe Hoeksema (US)
1990	Hans Fogh (KC)
1991	Gerard Coleman (US)
1992	Jim Beatty (KC)
1993	Hans Fogh (CAN)
1994	Jim Beatty (CAN)
1995	Jim Beatty (CAN)
1996	Jim Horsch (USA)

O'DAY REGATTAS

1983	Karen Olsen (US)
1984	Karen Olsen (US)
1985	Joe Hoeksema (US)

1986	Bill Abbott Jr. (KC)
1987	Bill Abbott Jr. (KC)
1988	Charles Kamps (US)
1989	Fred Joosten (US)
1990	Joe Hoeksema (US)
1991	Charles Kamps (US)
1992	Kent Heitzinger (US)
1993	Joe Hoeksema (USA)
1994	Joe Hoeksema (USA)
1995	Rich Stearns (USA)

MCNULTY TROPHY REGATTAS

1970	Bob Johnstone (US)
1971	Not held
1972	Bruce Goldsmith (US)
1973	Bill Abbott Sr. (KC)
1974	Jack Van Dyke (US)
1975	Buddy Melges (US)
1976	Charles Kamps (US)
1977	Jack Van Dyke (US)
1978	Jack Van Dyke (US)
1979	Charles Kamps (US)
1980	Larry Booth (US)
1981	Charles Kamps (US)
1982	Buddy Melges (US)
1983	Buddy Melges (US)
1984	Charles Kamps (US)
1985	John Kostecki (US)
1986	Charles Kamps (US)
1987	Terry McMahon (US)
1988	Kent Heitzinger (US)
1989	Terry McMahon (US)
1990	Joe Hoeksema (US)
1991	Joe Hoeksema (US)
1992	Charles Kamps (US)
1993	Bruce Clifford (CAN)
	} joint winners
1994	Dave Baum (USA)
1995	Bruce Clifford (CAN)
1996	Fred Joosten (USA)
	Rich Stearns (USA)

ACORS THOMSON REGATTA

1992	Don Cohan (US)
1993	Peter Coleman (USA)
1994	Peter Gleitz (USA)
1995	Stuart Walker (USA)

SPRING SOLING BOWL REGATTAS

1969	Stu Walker (US)
1970	Dave Curtis (US)
1971	Dave Curtis (US)
1972	Sam Merrick (US)
1973	Stu Walker (US)
1974	Stu Walker (US)
1975	Stu Walker (US)
1976	Dave Curtis (US)
1977	Dave Curtis (US)
1978	Stu Walker (US)
1979	Don Cohan (US)

1980	Ed Baird (US)
1981	Ed Baird (US)
1982	Peter Galloway (US)
1983	Dave Curtis (US)
1984	Peter Hall (KC)
1985	Don Cohan (US)
1986	Sam Merrick (US)
1987	Don Cohan (US)
1988	Gerard Coleman (US)
1989	Stu Walker (US)
1990	Stu Walker (US)
1991	Stu Walker (US)
1992	John Harper (US)
1993	Howard Vickery (USA)
1994	Don Cohan (USA)
1995	Stuart Walker (USA)
1996	Peter Gleitz (USA)

FALL SOLING BOWL REGATTAS

1969	Stu Walker (US)
1970	Jim Miller (US)
1971	Dave Curtis (US)
1972	Sam Merrick (US)
1973	John Ulbrich (US)
1974	Jonathan Ford (US)
1975	Joachim Schulz-Heik (US)
1976	Dave Curtis (US)
1977	Hans Fogh (KC)
1978	Hans Fogh (KC)
1979	Hans Fogh (KC)
1980	Buddy Melges (US)
1981	John Glueck (US)
1982	Ed Baird (US)
1983	Ed Baird (US)
1984	Don Cohan (US)
1985	Hans Fogh (KC)
1986	John Kostecki (US)
1987	Paul Thomson (KC)
1988	Hans Fogh (KC)
1989	Kevin Mahaney (US)
1990	Dave Curtis (US)
1991	No competition - fog
1992	Larry Klein (US)
1993	Bill Abbott (CAN)
1994	Jeff Madrigali (USA)
1995	Bill Abbott (CAN)

URUGUAYAN CHAMPIONSHIPS

1985	Carlos Rico
1987	Gustano Rana

If anyone knows any of the above information to be incorrect, please advise the ISA Secretary.

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CLASS RULES

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** The International Sailing Federation (ISAF) is not a National Authority (NA).*

1. OBJECT OF THE CLASS RULES

This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this Class are as nearly alike as possible as regards shape and weight of hull and decking, shape and weight of keel, shape of rudder, shape and area of sail plan and in some other items which affect performance. All boats shall be built in accordance with the plans, with the exception of spars, standing and running rigging, sheeting arrangements, rudder stock with bearing, tiller and tiller extension, lifting eyes, cleats and fairleads. These items, and their fittings need not comply with the official plans but shall, in some cases, be controlled in other ways by the following rules.

2. PROTECTION OF ONE-DESIGN

2.1 The administering authority for the Class shall be the ISAF which shall co-operate with the International Soling Association (ISA) in all matters regarding these rules. The builder shall purchase an International Class Fee plaque from ISAF Limited, when hull moulding commences (see Rule 3.5). This plaque serves as the International Class Fee Receipt.

2.2 Construction shall be of glass reinforced polyester resin and shall be in accordance with the relevant general arrangement and construction plans and specification. The use of fibres other than glass is prohibited in the construction of the hull, deck or rudder and except as referred to in rule 12.5, the cockpit sole. The builder shall construct the hull by installing the backbone, stringers, bulkheads and floor before it leaves the mould. The hull and the deck shall be assembled with the deck in the approved mould or in a jig approved by a Measurer appointed by the National Authority* and approved by the ISA. In either case the necessary support shall be given so that the sheerline is as shown on the plans. Such support shall be approved by a Measurer appointed by the National Authority* and approved by the ISA.

2.3 Production moulds for hull, backbone, deck and rudder shall be made from GRP plugs obtained from the one current official GRP master mould. The casting pattern for the fin keel shall be of aluminium cast from the one current official master pattern. The ISAF Chief Measurer shall measure and issue a certificate giving the dimensions of each plug, keel pattern and rudder mould. Such dimensions shall be within a tolerance of half the permitted building tolerances. The shape and form of the patterns, plugs and moulds shall not be amended or altered unless specifically authorised by the ISAF. The primary control shall be by means of a single uniform source of plugs and moulds.

2.4 Construction shall be checked by measurement and official templates in accordance with the official measurement diagram. Tolerances are given to allow minor building errors and distortion through age, but intentional variations within these tolerances shall be prohibited. The boat, before leaving the builder's premises, shall be measured by a

measurer appointed by the National Authority* and approved by the ISA, by applying official templates.

2.4.1 A measurer, either on the first measurement or subsequently, may take random drillings to verify that the specifications of the laminates in the construction plans for the hull or decking or other specifications contained in these rules have been complied with. Such drillings shall be of the minimum size required to verify compliance and shall only be taken if no other adequate method of verification is available.

2.4.2 Any alteration to the general external shape of the hull or deck mouldings by the application of paint coatings, gel coat, fillers or otherwise is prohibited. Gel coat shall only be applied by the builder in accordance with the specifications in the construction plans and shall not be substantially removed.

2.5 If it is considered that there has been any attempt to depart from the design or these rules in any particulars, it shall be reported to the National Authority*, which shall withhold the certificate of measurement pending an examination of the case. The National Authority* may grant a certificate if approval is obtained from the ISAF in consultation with the ISA.

2.6 Builders shall be licensed by ISAF Limited, and shall only obtain GRP plugs and/or production moulds and templates from suppliers approved by the ISAF. Licences shall be issued after consultation with the ISA.

3. HULL AND DECKING

3.1 The hull and deck construction shall be in accordance with the official construction plans and specifications and except as shown on such plans any additional strengthening or support of the hull or decking is prohibited.

3.2 The weight of the bare assembled hull and deck, including cockpit sole with hatches fitted, watertight bulkheads with hatch covers, mast support stanchion, forestay fittings, shroud fittings, backstay fitting and rudder stock bearings, but excluding all other fittings, shall be not less than 375kg.

3.3 The vertical centre of gravity in the condition specified in Rule 3.2 shall be not lower than that at which the hull would balance when resting on the sheerline at the point of maximum beam (max. beam = 1900mm) and heel to 111.5 degrees (i.e. horizontal distance from the above point to a plumbline from the opposite sheer line) shall be not more than 700mm when the boat is at its point of balance.

3.4 The hull dimensions and shape shall be within the limits shown on the measurement diagram and the GRP construction and lay up shall be as shown on the plans. The hull shape shall be controlled by 5 section templates, 1 stem profile template and 1 transom template.

3.4.1 Transom Measurement Point shall be the intersection of counter and transom extensions.

3.4.2 Breakwater Measurement Point shall be the forward face of the breakwater.

3.5 The builder's yard code, hull, plug and mould numbers shall be marked on a plaque,

permanently fixed to the aft bulkhead. This plaque shall be obtained from ISAF Limited, and serves as the International Class Fee Receipt (see 2.1 above).

3.6 The deck at the heel of the mast shall be not more than 80mm above the level of the deck at side (sheerline).

4. KEEL

4.1 The fin keel shall be of cast iron, and shall be cast only from an official aluminium pattern. The shape of the keel shall be controlled by seven templates, as follows:

- (a) a lower template at 75mm from the base of the keel
- (b) a template at 300mm from the base of the keel
- (c) a template at 600mm from the base of the keel
- (d) an upper template at 800mm from the base of the keel
- (e) a maximum section template
- (f) a forward lower radius template
- (g) an aft lower radius template.

4.2 The weight shall be 580kg \pm 10kg including coating of which the metal casting (with keel bolts installed) shall weigh not less than 562kgs and the distance of the centre of gravity from the top of flange shall be not more than 640mm. For boats first measured after 1st March 1994 the keel casting shall be weighed, measured and numbered before being fixed to the boat. The number shall be engraved on the port side at the location of the upper template, 200mm from the aft edge of the keel.

4.3 The fin keel shall be fastened to the hull by ten 12mm minimum diameter non-corrosive stainless steel bolts. Eight of these bolts shall be staggered as shown on the hull construction plan. The keel bolts may be arranged for easy removal of the fin and, for yachts first certificated after 1st March 1986, shall be clearly visible through the inspection hatches in the cockpit sole.

4.4 Lifting eye(s)/strap(s) shall be attached to the keel bolts. Such lifting eye(s)/strap(s) including any permanent slings as permitted in Rule 12.6 shall weigh not more than a total of 3kg.

4.5 The keel may be galvanized and/or covered by any synthetic material.

4.6 The leading and trailing edges shall be rounded with a radius of not less than 2mm. The diagram and the measurement plans show permitted profiles.

4.7 The athwartships radius in way of the keel-hull joint shall not exceed 35mm.

4.8 The keel may be coated with paint, GRP, gelcoat or resin (including on the keel only epoxy resin). The thickness of any such coating shall when added to the gap between the coating and any template not exceed 9mm. The maximum thickness of any such coating at any point (including the underside of the keel) shall not be more than 6mm - except for local variations covering an area of not more than 200cm² exclusively to remedy defects in the keel casting. The thickness of the coating can be checked either by drilling or by non destructive magnetic testing gauges or both.

CLASS RULES *continued* . . .

5. RUDDER

5.1 The rudder shall be GRP, and shall be made only from an official mould. The method of construction shall be optional subject to complying with the provisions of the Construction Plans and the measurement instructions as set out in Class Rules 5.2 to 5.5 inclusive.

5.2 The aft upper corner of the rudder shall be 350mm±25mm from the centre of the rudder stock.

5.3 The rudder stock shall be constructed of non-corrosive ferrous material of 28mm minimum diameter and shall be solid.

5.4 The rudder shape and thickness shall be controlled by two section templates. The measurement sections shall be between points 150mm and 600mm down the leading and trailing edges of the rudder from the uppermost corner. In determining the uppermost corners the leading and trailing edges of the rudder shall be projected to intersect a projection of the top edge. The templates shall determine the maximum size of the sections. Except on the radius of the leading and trailing edges, the clearance between the templates and the rudder shall not exceed 2mm when measured at any point aft of the widest point, or 3mm when measured at any point forward of the widest point. A straight edge placed on the surface of the rudder and extending from its top to its bottom at the point indicated on the measurement diagram shall not be more than 3mm from the surface of the rudder at any point. The leading, trailing and bottom edges shall be rounded with a radius of not less than 2mm. The diagram of the measurement plans show permitted profiles.

No concavities in the fore and aft sections of the surface of the rudder are permitted. Yachts built by Polyform prior to 1980 shall not be subject to the template measurement requirements.

5.5 The rudder stock shall be located at 1500mm±25mm from the Transom Measurement Point measured along the centreline of the counter.

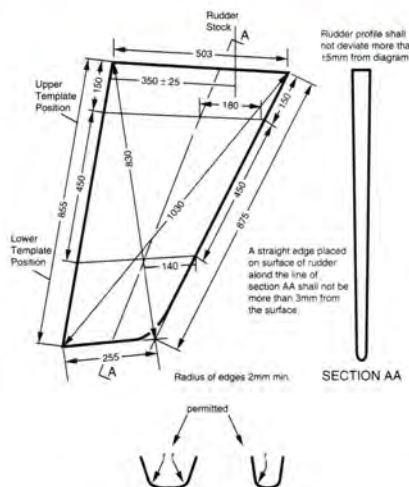
5.6 The design of tiller and tiller extension shall be optional.

6. MAST

6.1 The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located 270mm±50mm aft of the Breakwater Measurement Point (see also Rule 13.4)

6.2 The upper and lower shrouds shall meet the deck at 550mm±300mm aft of the Breakwater measurement point, and not more than 100mm from the outer edge of the deck.

6.3 The forestay shall meet the deck at



2320mm±5mm forward of the Breakwater Measurement Point.

6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove (except as permitted under Rule 6.5.2) which may or may not be integral with the spar section but shall be of the same material.

6.5.1 Except as permitted in Rule 6.5.2 below a point 6300mm above the band defined in Rule 6.9.1 the mast shall be of constant section whose dimensions shall be 80mm±10mm athwartships and 120mm±10mm fore and aft including the luff groove. The mast shall be deemed to be of constant section provided that no variation in fore and aft or athwartships dimension between any two points exceeds 3mm. The sectional weight including the luff groove shall be not less than 2.20kg/m.

6.5.2 Below a point 600mm above the top of the band defined in Rule 6.9.1 the luff groove may be cut away or otherwise modified.

6.5.3 (a) Above a point 6300mm above the band defined in Rule 6.9.1 the mast may be tapered to a minimum of 40mm athwartships and 55mm fore and aft including the luff groove at the topmost band.

(b) Tapering shall be achieved only by making a cut or cuts down the section, closing them, and making continuously welded butt joints.

(c) No such cut shall extend below the point defined in Rules 6.5.1 and 6.5.2.

(d) The finished taper shall not be concave except that hollows not exceeding 3mm and optional fairing within 75mm of the backstay crane shall be permitted.

(e) The sectional weight may be varied only by the removal of material due to the taper.

6.6 The mast complete with all standing and running rigging and supported at the band defined in Rule 6.9.1 shall weigh not less than 11kg when it is weighed at the band defined in Rule 6.9.3. For the purpose of this measurement the halliards shall be fully hoisted and the standing rigging secured along the mast. The ends of the rigging below the band defined in Rule 6.9.1 may rest on the ground or be removed so as not to affect the tip weight.

6.7 Holes may be made in the mast only for fittings and rigging.

6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50mm between upper and lower bands shall be permitted.

6.9 Bands of contrasting colours shall be painted on the mast as follows:

6.9.1 with its upper edge 700mm±5mm above the deck.

6.9.2 with its lower edge 6800mm above the upper edge of the band defined by Rule 6.9.1.

6.9.3 with its lower edge not more than 8500mm above the upper edge of the band defined by Rule 6.9.1.

7. MAST RIGGING

7.1 The standing rigging shall be of steel construction, and shall consist of only:

7.1.1 Two main shrouds of not less than 3.8mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 6800mm±100mm above the band defined by Rule 6.9.1.

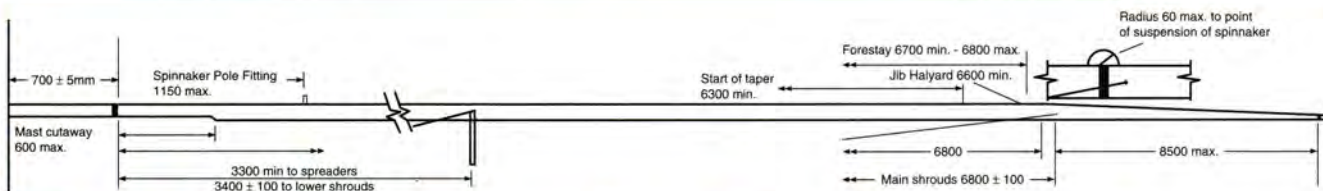
7.1.2 Two lower shrouds of not less than 3.8mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 3400mm±100mm above the band defined by Rule 6.9.2 and a point 100mm below it.

7.1.3 One permanent forestay of not less than 3.8mm dia. shall be attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located between the lower edge of the band defined by Rule 6.9.2 and a point 100mm below it.

7.1.4 One adjustable backstay of not less than 3mm dia. shall be attached to the mast head.

7.2 The spinnaker shall be suspended from a point not more than 60mm from the lower edge of the band defined by Rule 6.9.2.

7.3 Spreaders for the main shrouds shall be of alloy containing not less than 90% aluminium or of steel or of wood. They may be of a swinging type and the bearing point to the main shrouds shall be not less than 640mm from the side of the mast. The spreaders



CLASS RULES *continued . . .*

shall be attached to the mast above the lower shrouds as defined by Rule 7.1.2.

7.4 There shall be a stop on the mast to prevent the upper edge of the boom extending below the upper edge of the band defined by Rule 6.9.1.

7.5 The jib halliard shall meet the mast at a point not more than 200mm below the lower edge of the band defined in Rule 6.9.2.

7.6 All halliards, or their extensions when hoisted, shall intersect the deck not more than 75mm from the mast.

8. MAIN BOOM

8.1 The main boom shall be of a light alloy extrusion with a fixed groove for the mainsail footrope.

8.2 Sectional dimensions between the control mark (See Rule 8.4) and the aft edge of the mast shall be 65mm±5mm in width and 80mm±5mm in height including the groove except that for a distance not exceeding 600mm from the aft edge of the mast the groove may be cut away or otherwise modified. The section weight shall be not less than 1.25kg/m.

8.3 Tapered or permanently bent booms shall be prohibited. Internal or external reinforcement of the boom section in similar material is permitted. In the case of external reinforcement the addition to the section or part of it of material having a thickness of not more than 6mm and a total length along the boom of not more than one metre shall be disregarded when measuring the maximum dimensions of the boom section. A set, due to distortion, of up to 25mm between band and mast shall be permitted.

8.4 A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200mm distant from the aft side of the mast, excluding any local curvature.

9. SPINNAKER BOOM

9.1 The spinnaker boom shall be made of alloy containing not less than 90% aluminium, or wood. Fittings may be of any material.

9.2 No part of the spinnaker boom including fittings shall be capable of extending more than 2640mm from the mast.

9.3 The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150mm above the upper edge of the band defined by Rule 6.9.1.

10. SAILS

10.1 General

10.1.1 Anything not specifically permitted by the rules is prohibited.

10.1.2 Sails shall be made and measured in accordance with the current ISAF Sail Measurement Rules, except where varied herein. Where a term defined or a measurement given in the ISAF Sail Measurement Rules is used in these rules, it is printed in "italic" type.

10.1.3 The manufacturer of the sails is optional.

10.1.4 Two or three *ply* sails are permitted.

10.1.5 The sizes of the *reinforcements* are optional. The following are permitted for the construction of the sail: stitching, glues, tapes, bolt ropes, corner eyes, headboards

with fittings, Cunningham eye/pulley, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with a cleat, windows, chaffing patches, flutter patches, reinforcing panels, tell tales, sailmaker label, royalty label, sail buttons.

10.1.6 Any additional layer of material shall be of the same material as the remainder of the sail (ie woven cloth of non-aromatic polyamides).

10.1.7 All new sails shall be supplied with ISA sail labels. Only measured sails with ISA sail labels shall be accepted in major events.

10.1.8 The weight in g/m² of the *body of the sail* shall be indelibly marked by the sailmaker together with his signature or stamp or sail maker label, and the date, both located near the tack.

10.1.9 Except for bolt ropes, head and clew boards, tapes, cringles, jib hanks and transparent panels as specified below, sails shall be constructed only of woven fibres. Fibres other than those of polyester and non-aromatic polyamide are prohibited. Up to three unwoven transparent panels, the total area of which shall not exceed 0.28m², are permitted in any sail, and shall be not less than 150mm from any edge of the sail. Note, by way of clarification, that Kevlar is an aromatic polyamide and hence prohibited.

10.1.10 The sail number, letter(s) and class insignia shall be placed as laid down in RRS 25 as amended by Soling class rule 10.1.12.

10.1.11 For mainsails the minimum weight of material shall be 230g/m² and for jibs the minimum weight of material shall be 200g/m². For spinnakers the minimum weight of material shall be 38g/m² and the maximum weight shall be 76g/m². Measurement by thickness may also govern according to the scale of equivalence in the ISAF Measurement Manual.

10.1.12 Letters and numbers shall be of the following minimum dimensions (RRS 25 and Appendix B3):

- (a) Height: 350mm
- (b) Thickness: 50mm
- (c) Width (excluding number one and letter l): 230mm
- (d) Minimum space between adjoining letters and numerals or edge of sail: 70mm

10.1.13 Not more than one mainsail, two jibs, one large spinnaker and one small spinnaker shall be carried on board when racing. At an event where sails are to be measured, only the above sails shall be presented for measurement and no other sails shall be used in that event except by express permission of the race committee.

10.2 Mainsail

10.2.1 The construction of the *sail* is free according to rules 10.1.2 to 10.1.12.

10.2.2 The mainsail shall not extend beyond the edges of the bands defined by Rules 6.9.1, 6.9.3 and 8.4. The length of the *leech* shall be not more than 9170mm. Reefing cringles shall be optional.

10.2.3 Only four battens shall be permitted. The inside length of the three lower batten pockets shall not exceed 830mm and the inside length of the top batten pocket shall not exceed 530mm. The inside width,

excluding local widening for purposes of batten insertion, shall not exceed 60mm. The batten pockets shall divide the leech into five parts of 1820mm±80mm measured to the lower edges of the pockets.

10.2.4 The width of the headboard measured at right angles to the line of luff shall not exceed 120mm.

10.2.5 The total width of the mainsail, including luff rope, at half and three-quarter height shall not exceed 2010mm and 1160mm respectively. These measurements shall be taken from the half and three-quarter points on the leech to the nearest point on the luff. Hollows in the leech in the way of measured points shall be bridged.

10.2.6 At a point 380mm below the highest point of the headboard the width of the sail, measured at right angles to the luff, shall not exceed 340mm including the luff rope.

10.2.7 The diameter of the luff and foot ropes shall be not less than 8mm.

10.3 Jib

10.3.1 The construction of the jib is free according to rules 10.1.2 to 10.1.10. See also jib diagram

10.3.2 Dimensions

- (a) The jib shall be constructed so that when held at the three corners with tension at least sufficient to remove the wrinkles across the line of the luff, leech and foot, the cloth lies totally within the profile of the diagram.
- (b) With the jib placed on the diagram as described in Rule 10.3.2(a), the centre of the foot shall be marked. With the head of the jib held in place the centre of the foot, when pulled downwards just sufficiently to remove the wrinkles, shall lie not more than 30mm below the centre of the foot marked on the diagram.

10.3.3 Only two battens shall be permitted. The inside length of the *batten pockets* shall not exceed 330mm and the inside width, excluding local widening for purposes of batten insertion, shall not exceed 60mm.

10.3.4 The lower edges of the *batten pockets* shall meet the leech at a distance from the clew point of 2150mm±100mm for the lower batten and 4300mm±100mm for the upper batten.

10.3.5 The forestay shall not be detached for the attachment of the jib. The fore edge of the jib luff, or its extension when hoisted, shall intersect the deck aft of, and not more than 50mm from, the forestay.

10.3.6 Double luff jibs are prohibited.

10.3.7 Not more than 20 fasteners each of 40mm maximum dimension measured along the luff shall be permitted.

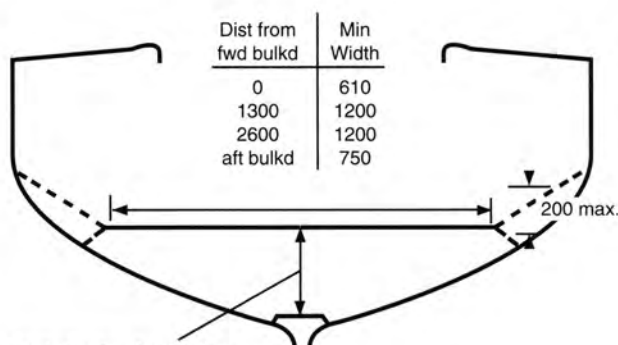
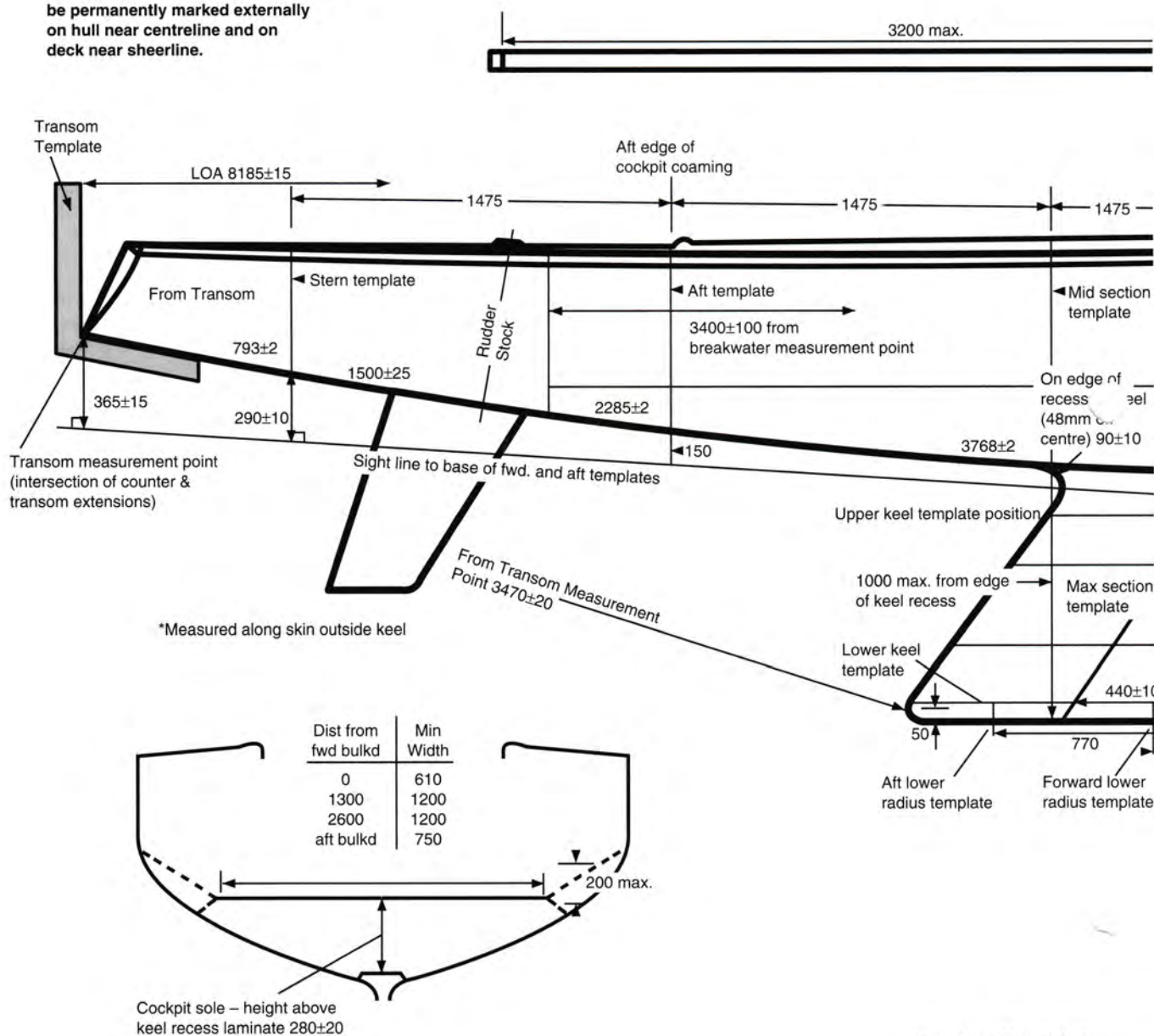
10.3.8 A clewboard, capable of fitting within a rectangle 250mm x 100mm, is permitted in the jib.

10.4 Spinnakers

10.4.1 The construction of the spinnakers is free according to rules 10.1.2 to 10.1.12.

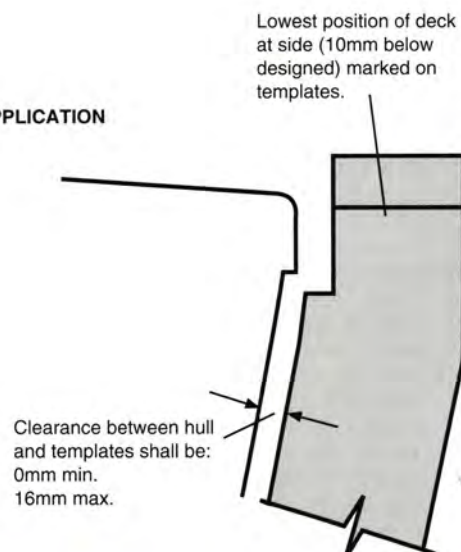
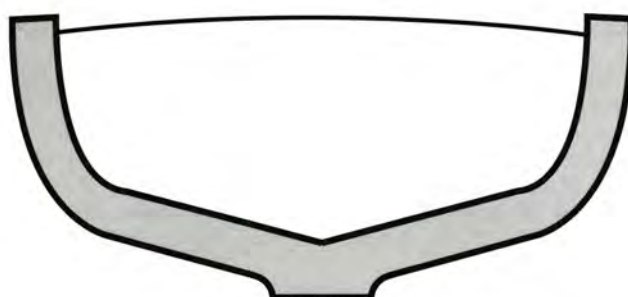
SOLING CLASS MEASUREMENT DIAGRAM

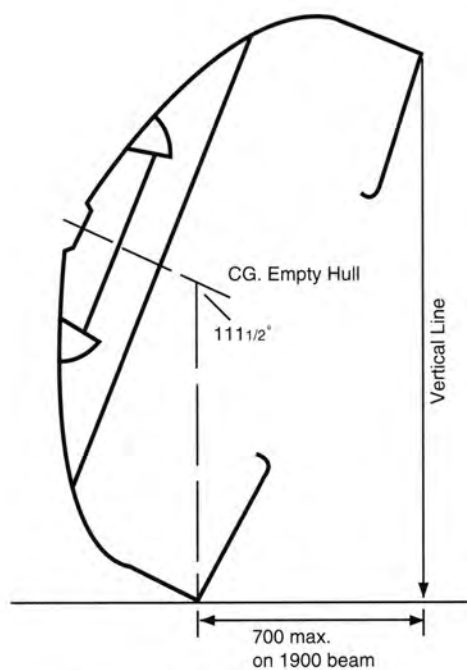
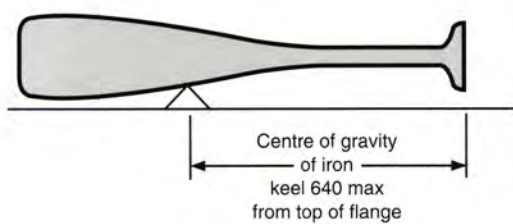
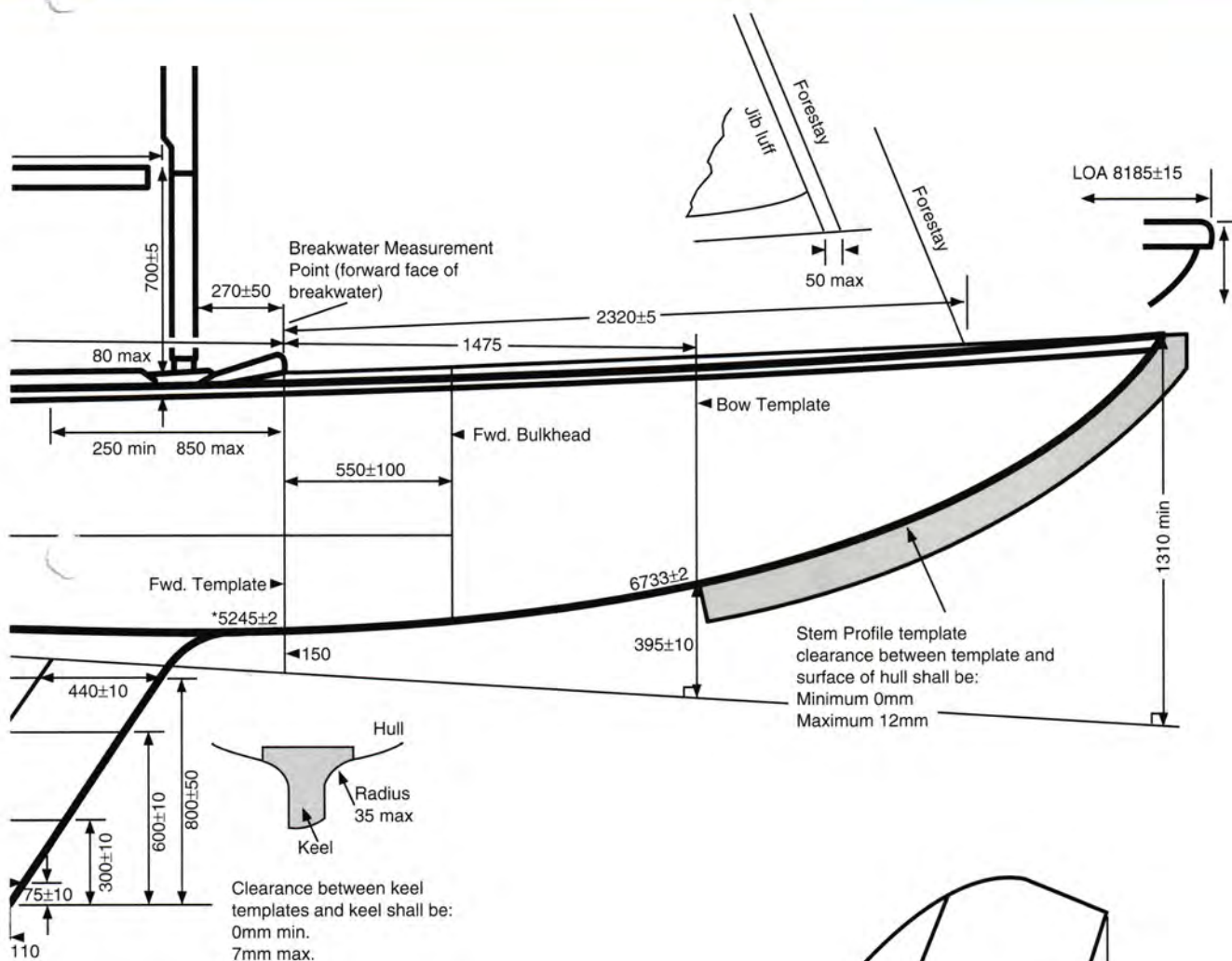
Note: All measurement stations shall be permanently marked externally on hull near centreline and on deck near sheerline.



Cockpit sole – height above keel recess laminate 280±20

HULL TEMPLATE APPLICATION

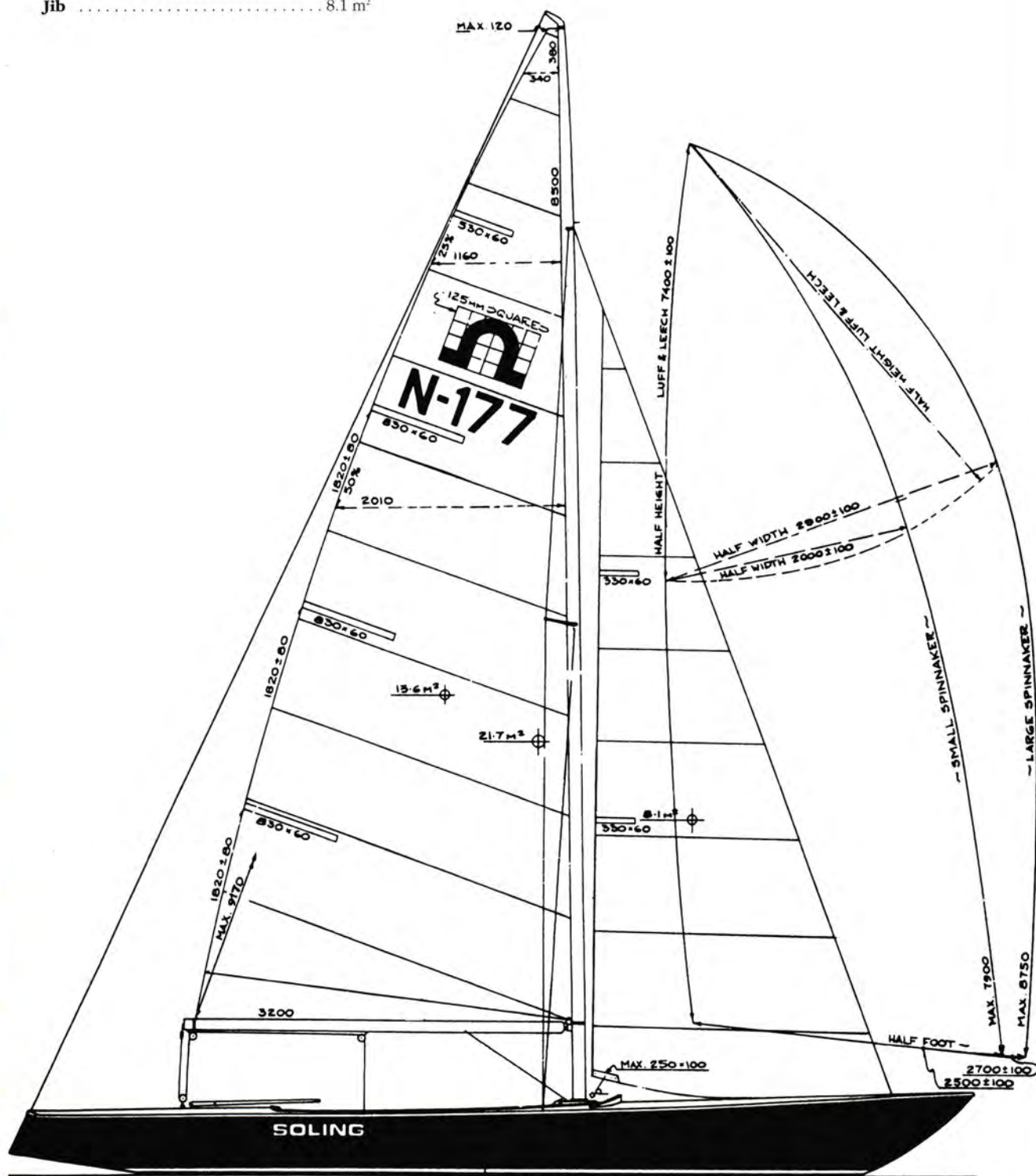




METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

SPECIFICATIONS

Length - Overall	8.20 m
Length - Waterline	6.10 m
Beam - Max	1.90 m
Av. Freeboard	0.54 m
Displacement	1,035 kg
Keel Weight	580 kg
Ballast Ratio	56%
Mainsail Area	13.6 m ²
Jib	8.1 m ²



Designer: Jan H. Linge

Jan H. Linge.









CLASS RULES *continued...*

10.4.2 The National letters and sail numbers shall be shown on spinnakers at all times. Minimum sizes shall be those laid down in Rule 10.1.13.

10.4.3 The spinnakers shall be symmetrical about their vertical centre lines and shall not embody any device capable of altering their shapes.

10.5 Large Spinnaker

- (a) The *length of luff* and *leech* shall be 7400mm±100mm.
- (b) The half-width of the foot, when folded tack to clew, shall be 2700mm±100mm.
- (c) The half-width shall be 2900mm±100mm. The half-width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between these two points of intersection is the half-width of the spinnaker.
- (d) The distance from the *head to the centre of the foot* shall not exceed 8750mm.

10.6 Small spinnaker

- (a) The *length of luff* and *leech* shall be 7400mm±100mm.
- (b) The half-width of the foot, when folded tack to clew, shall be 2500mm±100mm.
- (c) The *half-width* shall be 2000mm±100mm. The half-width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between these two points of intersection is the half-width of the spinnaker.
- (d) The distance from the *head to the centre of the foot* shall not exceed 7900mm.

11. WEIGHT

11.1 The dry weight of the complete boat as raced, including one set of sheets only but, excluding only the equipment listed below, shall be not less than 1035kg. The only equipment to be excluded when weighing is as follows: sails and battens, paddle, life jackets, hand pump, hand bailers, anchor and anchor rope, mooring line, fenders, lifting slings, tool kit and personal effects.

11.2 Corrector weights, totalling not more than 7kg, shall be fastened to the underside of the deck with two-thirds of the total weight forward and one third aft of the cockpit coaming. Any additional corrector weights required shall be permanently fastened to the underside of the deck. Two-thirds of these shall be not less than 700mm forward of, and one-third not less than 400mm aft of, the Breakwater Measurement Point. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.

11.3 From 1st March 1971, all existing boats shall comply with Rule 11.1. Boats built prior to 1st March 1970, without a cockpit sole shall, before applying the provisions of Rule 11.2 be permitted to have up to 15kg of cor-

rector weights, located below the floorboards. Approximately 50% of any such corrector weights shall be permanently fastened to the foremost floor-member and approximately 50% to the aftermost floor-member. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.

12. MISCELLANEOUS

12.1 Pursuant to Appendix A3 of the Racing Rules, the following wording shall be included in the Notice of Race and Sailing Instructions for a Championship: The event is designated Category B.

12.1.1 Bulkheads with watertight access hatches similar to those shown on the arrangement plan shall be compulsory. Each hatch cover shall be made of glass reinforced polyester resin or wood which may be covered with gelcoat and shall be fixed to the bulkhead by not less than 12 screws and shall have a gasket which makes it watertight when either the cockpit or the flotation tank is flooded. The access hatch in the cockpit sole (aft of the mast step) shall be securely fastened by not less than 12 screws and shall be watertight.

12.1.2 Screw-in inspection ports with a maximum diameter of 160mm may be installed in the bulkhead hatches or in the cockpit sole hatch. As from 31st March 1984 all boats shall have a watertight inspection port (which may be a screw-in type) located in the cockpit sole forward of the mast step, no inside dimension of which shall be less than 96mm nor greater than 190mm.

12.1.3 The bulkheads shall be located 550mm±100mm forward and 3400mm±100mm aft of the Breakwater Measurement Point.

12.1.4 Watertight inspection covers for bulkheads and floor shall be positively locked in their proper position when racing and use of these compartments for storage of any items whilst racing shall be prohibited. If it is established that this rule was infringed while racing, the yacht shall be disqualified from the race and may, at the discretion of the jury, be disqualified from the whole of the regatta or series.

12.1.5 Holes in bulkheads for miscellaneous rigging and sail control shall be not more than 150mm below the deck.

12.1.6 The total area of such holes after the installation of any fittings but before the installation of any rope or wire, shall not exceed 3cm² in each bulkhead.

12.1.7 Drain holes in the bulkheads are prohibited.

12.2 Holes in the deck for the installation of equipment shall be permitted subject to the following restrictions:

12.2.1 No hole shall be cut in the deck moulding except for the installation of fittings, including spars, sheeting arrangements and other controls, and no hole shall be cut for the installation of fittings measuring more than 165mm in any direction. The distance between the edges of any two such holes (except for handholes), measuring more than 80mm in any direction, shall be at least 35mm.

12.2.2

- (a) The total area of holes in the deck forward of the forward bulkhead shall not exceed 2cm² after the installation of any

fittings but before the installation of any rope or wire.

- (b) The total area of holes in the deck aft of the aft bulkhead shall not exceed 1cm² after the installation of any fittings but before the installation of any rope or wire.

12.2.3 Where the handholes described in Rule 13.3(b) are watertight, a drain hole shall be permitted, measuring not more than 5mm in any direction, to drain water either into the cockpit or to the outside of the hull.

12.3 Four-self bailers are permitted.

12.4 A furling device for the jib shall be permitted.

12.5 A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280mm±20mm from the inner surface of the hull above the keel flange. For the purpose of the height measurement the thickness of the keel laminate shall not exceed 20mm. (This shall be compulsory for all boats certified from 1st March 1970). The space below the cockpit sole shall be constructed so as to form a watertight buoyancy compartment.

The cockpit sole shall be constructed only of the following materials or a combination of them, no other materials are permitted: glass reinforced plastics (GRP), plywood, or a GRP sandwich with a balsa wood or a PVC foam. PVC foam shall be closed cell and shall have a thickness of not less than 6mm and a density of not less than 60kg/m³.

12.5.1 The width of the horizontal part of the cockpit sole shall not be less than the dimensions stated on the measurement diagram. Outboard of this, the cockpit sole shall not extend above its horizontal part by more than 200mm excluding any flange bonding the cockpit sole to the hull. Such flange (if any) shall not extend more than 50mm above the cockpit sole at its highest point nor itself measure more than 100mm at any point. The cockpit sole moulding may incorporate the forward and aft bulkheads and in this case flanges not exceeding 50mm wide bonding the bulkheads to the inner surface of the hull are permitted.

12.6 Lifting sling(s) may be permanently fastened on to the eye(s)/strap(s) specified in Rule 4.4. In this case the sling(s) shall consist of stainless steel wire rope. Where one sling is used its diameter shall be not less than 9mm. Where two slings are used the diameter of each shall be not less than 7mm. Where four slings are used the diameter of each shall be not less than 4.75mm.

12.7 In accordance with RRS 54.4, Rule 54.3(b) is altered: on a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave), or planing is possible, the crew may, in order to initiate surfing or planing, pump the sheet(s) and/or any or all of its parts, and the guy controlling any sail, but not more than twice for each wave or gust of wind. In addition, unrestricted pumping of the spinnaker guy is permitted.

13. RESTRICTIONS

13.1 There shall be three persons on board when racing.

13.1.1 The use of adhesive materials, coatings or treatment on the surface of the hull, keel or rudder giving a minute ribbed effect ("riblets") is prohibited.

CLASS RULES *continued...*

13.2.1 Inside ballast is prohibited.

13.2.2 With reference to RRS 61.1 the total weight of clothing and equipment worn or carried by a competitor shall not be capable of exceeding 20kg when weighed as provided in Appendix A4 of the Racing Rules. Weight jackets are prohibited.

13.3 No aids to support the crew outboard are permitted except for:

- (a) handles on deck which if of rigid material shall not extend outboard of the sheerline and shall not exceed 75mm in height above the deck.
- (b) five hand-holes of maximum length 120mm and maximum width 35mm through each side of the deck.
- (c) foot straps which shall be fastened inside the cockpit and shall not be able to extend outboard of the sheerline.
- (d) Body straps which shall not be attached to, or led through, any point more than 75mm above the sheerline and which shall not be used as footstraps. Such body straps shall not be used without at the same time using the foot straps specified in Rule 13.3(c), nor shall they be used to enable a different position to be adopted than would be possible in their absence.

13.3.1 Any arrangements for supporting the crew when hiking must be such that the crew can disengage himself from the boat completely by releasing not more than one fastening which shall be capable of instant release under tension. That part of the hiking aid which remains attached to the user after such release shall have:

- (a) positive buoyancy.
- (b) a wet-weight of not more than 2.5kg. The wet-weight shall be determined after saturation water followed by free draining for one minute after which the weight shall be recorded.

13.4 The fore and aft position of the mast at deck level shall not be altered and no equipment shall be permitted for the purpose of moving the heel of the mast, while racing.

13.5 Adjustment of shroud length shall be made only by threaded screw fittings, and fore and aft movements of the shroud fittings shall not be regarded as altering the shroud length.

13.6 The method of adjusting forestay and backstay tension shall be optional.

13.7 On all boats built after 1st January 1992 no sheeting arrangement shall be permitted through the sides of the hull or through the deck aft of the aft bulkhead. On boats built prior to that date sheeting arrangements through the deck aft of the aft bulkhead shall be permitted provided that the part of the sheet between the aft bulkhead and the deck is wholly encased in a watertight tube.

13.8 Digital compasses and/or devices transmitting or correlating data relative to wind direction or speed, or boat speed or direction and location, by means such as, but not limited to, electronic, mechanical, hydraulic or pneumatic, shall be prohibited.

13.9 Depth sounders may be permitted by National Authorities* in races confined to yachts of their own nationality.

13.10 Sanding and/or painting is permitted

provided that no part of the yacht is thereby caused to lie outside the measurement tolerances specified in these rules, the official measurement diagram and the official plans. On the rudder and keel only, the addition of fillers is permitted after manufacture within the measurements of the templates. Sanding the hull so as to expose glass fibre is not permitted, and (except for repairing accidental damage or for fairing on or around the self-bailers and on the joint between the keel and the hull) the use of fillers on the hull is prohibited. 'Fillers' include the so-called 'high build paints' gelcoat and microballoons. The hull may be painted. Painting means the uniform application of paint coatings of even thickness and shall not result in alteration in the shape or contours of the hull.

13.11 At an event where the boat is to be measured, only one mast shall be presented for measurement and no other mast shall be used in that event without the express permission of the race committee/jury.

14. EQUIPMENT

14.1 The following equipment shall be carried on board when racing in the cockpit above the cockpit sole:

14.1.2 Three life jackets or buoyancy vests with a positive buoyancy of minimum 6kg each.

14.1.3 One paddle not less than 1200mm in length.

14.1.4 At least one hand pump capable of pumping water from the bottom of the bilges to the outside of the deck and three hand bailers, the total weight of which shall not exceed 4kg. The capacity of each hand bailer shall be at least 4 litres and while racing the hand pump and three hand bailers shall be attached to the boat and stored in the cockpit.

14.1.5 One anchor of 8kg±2kg weight, with not less than 30 metres of rope of 12mm minimum diameter. A hollow rope shall not be used for the anchor warp.

15. REGISTRATION NUMBERS

15.1 The method of allocating registration numbers shall be at the discretion of the National Authority* or its appointed representative, provided that the same number shall never be allocated to two boats of the same nationality at the same time.

16. OWNER'S RESPONSIBILITY AND MEASUREMENT CERTIFICATE

16.1 The owner shall be obliged to satisfy himself that the one-design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated.

16.2 No boat shall be entitled to race as a bona-fide Soling unless:

- (a) the owner holds a valid certificate in his own name for the yacht concerned.
- (b) the annual dues have been paid to his National Soling Association or if there is none for the owner's country to the ISA.
- (c) an ISA Sticker for the current year is affixed to the outside of the hull on the starboard quarter no more than 100mm forward of the transom and not more than 100mm below the deck.

16.3 The certificate shall be obtainable from the National Authority* in the following way:

- (a) in the case of a new boat, or one so substantially reconstructed or repaired as to require re-measurement by sending a measurement form properly completed and signed by the builder and an official measurer, to the National Authority* for endorsement.
- (b) in the case of change of ownership by sending the invalid certificate to the National Authority* for endorsement.

16.4 In each case a copy of the certificate shall be forwarded to the ISA.

16.5 The measurement certificate (as required by Rule 20.1 of the Racing Rules) shall be the original Measurement Form or a certified true copy, which shall have been stamped by the National Authority*. Measurement Forms in loose pages shall be identified and signed on each page by the Measurer.

17. RE-MEASUREMENT

17.1 All certified boats shall be liable to re-measurement at any time on protest or at the discretion of the ISAF, the National Authority*, ISA, National Soling Association or Race Committee.

17.2 If a builder is found to have signed a measurement form for a boat that did not measure correctly, he shall be liable to rectify the error, and may have his licence as a builder withdrawn.

17.3 Any re-measurement shall be in accordance with the current Class Rules except for the following Rules: 6.5.3(a), 6.5.3(b), 6.5.3(c) and 6.5.3(d). Only the foregoing exceptions may, at the owner's option, be in accordance with either the current class rules or the rules in force when the original measurement form was signed by the measurer. All replacement equipment shall comply with the class rules in force at the time the replacement is made.

17.4 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current rules.

18. TRANSLATION OF RULES

18.1 In case of dispute arising from the translation of these rules into other languages, the English text shall prevail.

Grateful thanks to Stu Walker

On behalf of the ISA Committee, and all our members, I would like to thank Stu Walker for his work as Editor of this new Guide. Not only did Stu hold the office of Class President from 1991 - 1994, but he has also been Editor of the quarterly class magazine, "Soling Sailing", since 1979. There seems to be no end to his enthusiasm for the Soling Class (both on and off the water) and we are truly grateful to him for devoting so much of his time, and so many of his talents, to the Class. This excellent Soling Guide is just one of his latest achievements. Stu, from all of us - thank you very much!

George Wossala *President*

MEASUREMENT INSTRUCTIONS

1. RESPONSIBILITY OF MEASURERS

Racing of all classes of sailing boat is based on the assumption that each boat complies with its class rules in every respect. Builders and competitors alike strive to achieve better performance or to improve handling characteristics by the use of additional or different equipment, or by changing the shape of items. If the measurement of the yachts is to achieve its objective of ensuring that they comply with their rules it follows that the interpretation of the class rules must be uniform. [1]

It can also be seen that the measurer's work is important and involves considerable responsibility. Because he acts on behalf of the owner he clearly has a responsibility to the owner, but his primary responsibility is to the Class as a whole, the International and National Authority and to the builder. This responsibility cannot be discharged unless the work is carried out thoroughly and diligently. A measurer must be completely impartial. So as to prevent any questioning of his integrity, a measurer is not normally permitted to measure a yacht or its equipment of which he is an owner, designer or builder, or in which he has any personal involvement (e.g. if he is a member of the crew) or financial involvement other than receiving a measurement fee. [2]

2. RESPONSIBILITY OF OWNER

It is the responsibility of the owner to see that his yacht, spars, sails and equipment:

- a) comply with the Class Rules and relevant Racing Rules at all times, and that alterations, replacements or repairs to the yacht, spars, sails and equipment do not invalidate the certificate. The measurer should draw the owner's attention to this. [1] [2]
- b) where appropriate, are ready for measurement, since it is not the measurer's task to paint measurement bands or to provide weight correctors, etc.

3. APPOINTMENT OF MEASURERS

In order to be permitted to measure yachts of the International Soling Class, the measurer has to be approved or recognised by the National Authority (NA) and / or the National Soling Association (NSA) of the country in which the measurement is to take place. Unless he has been specifically invited to work in another country by that country's NA, a measurer is only permitted to undertake measurement in his own country. [1]

4. INTERNATIONAL MEASURERS

(see list on page 34)
Since 1980 the IYRU (now called the ISAF) has acknowledged measurers who have a particularly wide experience and knowledge of a class by recognising them as International Measurers. The International Measurers provide a direct line of communication from the ISAF to classes on measurement matters. International Measurers should pass on their experience and train other measurers, thereby leading to an improvement in general standards of measurement. International Measurers have the same authority as class or National Authority measurers when measuring for certification. [1]

To be appointed as an International Measurer, the measurer's application must be supported by the relevant International Class Association and National Authority and then be approved by the ISAF.

In 1983 the Measurement Committee of the IYRU strongly recommended that for major regattas, e.g. World or Continental Championships, measurement should be carried out under the direction of an International Measurer. The International Measurer shall report regularly to the ISAF Chief Measurer.

5. MEASUREMENT FEES

Measurement is a highly skilled job and should be carried out in a professional manner. In view of this a measurer is entitled to require a payment for his services to a builder, an owner or a club organising a major event. Some national authorities and classes lay down the fees to be charged for measurement and where this is the case that scale of fees should be the basis for the charges made. If significant travel is involved the measurer should ensure that the travel expenses are covered in addition to the measurement fee. [1]

6. MEASUREMENT FORM AND MEASUREMENT CERTIFICATE

The Measurement Certificate is a paper, according to Racing Rule 20.1, which is required by the Race Committee before a boat is allowed to race. The first Soling measurement certificate was a small piece of paper which provided the Sail N°, the Hull N° and nothing else. As long as the Soling had no IYRU status, and no very strong competition, that piece of paper was sufficient. As soon as the Soling Class became an IYRU administered Class and was built by more than one builder, a measurement form was needed. At that time a small Measurement Certificate came in force, based on the Measurement Form. For the past twenty years either the Measurement Form or the Measurement Certificate has been accepted at most regattas. At major championships the Measurement Form, endorsed by the National Authority (NA) was required. Two years ago the Measurement Committee of the IYRU decided to adopt a common style for the Measurement Certificate, and we now have a new set of papers to be presented at major regattas.

1. The Measurement Form (MF) updated to the last issue of the measurement rules. That paper only relates to the boat - There is no mention of the owner, but all the measurement made at the builder's yard (by the measurer) are included on the form.

2. The Measurement Certificate (MC) provides the main information about the boat and its owner.
To become valid both papers have to be endorsed by the National Authority. The MF by the NA of the first owner only, and the MC by the NA of the actual owner.
When entering a regatta, a copy of the Measurement Certificate must be sent to the host club with the entry form. This paper contains all the information required in

advance about the owner, his club, his NA, his sail N° and about the boat: Builder, Hull N°, Measurer, ISAF Plaque N°, weight and corrector weights if any.

The Measurement Form should be brought with the boat to the measurement control at the championship. It will be needed if an alteration is to be made on the hull or if a new corrector weight is put into the hull. Remember that the removal of a corrector weight by the owner invalidates the MF and the MC. A new corrector weight can only be put into the boat if the hull is completely dry. In that case, the measurer shall impound the boat for at least two days in a dry room. The new MF is in effect for the new boats from 1st March 1966 and the MC will apply to all new boats and at each change of owner. Both forms may be obtained from the ISAF office.

7. INTERNATIONAL CLASS FEES AND ISAF PLAQUES

In the case of the Soling Class, which is administered by the ISAF, the royalty is included in an International Class Fee (or Building Fee) which also includes amounts due to the ISA and to the ISAF. A plaque is fixed permanently in the yacht to indicate that the International Class Fee has been paid. The measurer must not sign the Measurement Form unless this plaque is fixed as required by the Class Rules. [1] [2]

8. MEASUREMENT PROCEDURES

The measurer is responsible for the accuracy of the measurements put on the Measurement Form. Each boat has to be measured separately. No deviation or departure from the Class Rules is permitted. The measurer must remember that he is bound as much by the Class Rules as is the owner of the boat, and therefore he must not allow himself to be swayed by the thought that an item is not important or that it does not affect the speed of the boat. However insignificant a rule may appear to be, the measurer must see that it is complied with. [1]

It often happens that a measurement is found to be very close to either the maximum or the minimum dimension permitted. In this case it is highly desirable to repeat the measurement to ensure its accuracy. From time to time there will be occasions when the meaning of a Class Rule is not clear. In such cases the measurer should describe on the Measurement Form what he found, so that the NA (or NSA) can determine whether a Measurement is to be issued or not. If the NA or NSA is unable to determine whether the detail is acceptable, it should seek an official interpretation from the ISAF Chief Measurer. [1]

9. REGISTRATION PROCEDURE

1. The Licensed Builder orders a plaque from the ISAF.
2. The Licensed Builder pays for the plaque according to the Class Rules 2.1 [2].
3. The plaque shall be issued and placed on the boat according to Class Rule 3.5.
4. The measurer checks the boat at the Licensed Builder's yard and puts the weight correctors, if any, on the boat.

MEASUREMENT INSTRUCTIONS *continued*

5. The Measurement Form shall, after it has been properly completed and signed, be sent to the NA or NSA by the measurer, to be endorsed and stamped

6. When the Measurement Form has been checked and found to be properly completed and signed, the Soling is assigned with the next available National Sail Number and the Measurement Certificate is issued.

7. The original Measurement Form and the Measurement Certificate go to the owner; one copy goes to the measurer, one to the NA (or NSA) and one to the ISA. All copies had to be endorsed and stamped by the NA / NSA.

8. When the owner has paid his dues for the current year, he receives the ISA Sticker which has to be put on the boat according to Class Rule 16.2 (iii).

TRANSFER OF OWNER INSIDE THE SAME COUNTRY

9. The former owner delivers the Soling to the new owner together with the original Measurement Form.

10. The new owner shall apply immediately to his NA (or NSA) for a new registration of

the Measurement Form and to receive a new Measurement Certificate.

11. Items 7. to 8. above apply to the new owner.

TRANSFER OF OWNERSHIP FROM ONE COUNTRY TO ANOTHER

12. The owner's procedures are the same as in item 9, 10 and 11 above. The Soling is now assigned with the first National Sail Number in the new country.

13. Lost Measurement Forms can be replaced by the NA (or NSA), or by the measurer. (min. fee US\$5.00)

SOLING SENT FROM THE BUILDER TO ANOTHER COUNTRY

14. Items 1 to 5 apply

15. When the Measurement Form has been checked and found to be properly completed for the boat, or for the part of the boat to be exported, the NA (or the NSA) must endorse and stamp the form and send it back to the Builder.

16. The Builder delivers the Measurement Form with the Soling, and item 12 above applies.

10. ACTION TAKEN BY THE CHIEF MEASURER AT MAJOR EVENTS

At major events like Continental or World Championships where the boats and the equipment are checked, the owner or the nominated helmsman has to bring a valid Measurement Certificate (see point 6. above). If some item checked during the measurement procedure is found to be different from the value stated in the MF, the Chief Measurer may correct the Measurement Form. In that case, he must send a copy of the rectified Measurement Form to the ISA and to the NA (or NSA) of the owner. This is compulsory if the rectification concerns a modification of the weight correctors, or if the item is found to be out of the tolerances. The Chief Measurer will also notify the action taken in his report to the ISAF Chief Measurer.

References

- [1] IYRU- ISAF Measurement Manual
- [2] ISA Soling Guides 1972-1995

Responsibilities of a LIAISON OFFICER

A Host Club, when it is accepted by the ISA Committee to host a major Championship, agrees to abide by the Class and Championship Rules of the ISA and agrees to make no modifications of those rules without the specific authority of the ISA Committee as represented by the President, the ISA Championship Committee and/or the Liaison Officer.

Prior to the Championship a Notice of Race, designed in accordance with the ISA's Standard Notice of Race, is developed by the Host Club, evaluated repeatedly by the ISA Championship Committee, and finally approved and published approximately four months before the event. No changes may subsequently be made in the provisions of the Notice of Race (unless a timely Supplemental Notice approved by the ISA is issued). Thereafter, Sailing Instructions, designed in accordance with the ISA's Standard Sailing Instructions, are developed by the Host Club, evaluated repeatedly by the Championship Committee, and finally approved and published in time for the event. No changes may subsequently be made in the provisions of the Sailing Instructions - except with the approval of the Liaison Officer.

The Liaison Officer is responsible for assuring that the Championship is conducted in accordance with the ISA Rules, the approved Notice of Race, and the approved Sailing Instructions. The International Jury and the Organizing Authority should be discouraged from making any changes in these rules and

regulations, and none with which the Liaison Officer is not in complete agreement should be permitted. Without his signature no changes may be effected. (See Fleet Racing Championship Rule 8.1.)

DUTIES OF A LIAISON OFFICER AT THE CHAMPIONSHIP

1. CHANGES IN THE SAILING INSTRUCTIONS:

Discourage any changes to the previously authorised S.I.'s, but if changes are made, these must be approved by the Liaison Officer and signed by him/her prior to posting on the official Notice Board.

2. MEMBERS' MEETING:

Check schedule and location. Re-schedule, if indicated, by changes in the racing schedule. Optimal times:

- During onshore postponement
- Immediately after 4th, 5th or 6th race (if only one race that day)

3. SCHEDULE:

Check to assure that competitors are adequately notified about additions to schedule - Match Racing, Social events, etc.

4. TROPHIES:

Check to see that all trophies are present and presentable. Organize information (winners, previous winners (if available), history, etc.) and display for prize-giving.

WORLD CHAMPIONSHIP:

- Geert Bakker Trophy - awarded to sailor from host nation (nominated by local

NSA). Determine winner and ensure his presence at ceremony.

- Soling World Trophy - (replica) awarded to overall winner of previous year's regattas. Determine winner and ensure his presence at ceremony. Arrange for previous year's winner to present, if possible.
- World Championship Trophy, and in addition:
 - Individual race firsts - prizes for daily race winners (one for each member of crew) to be presented daily with a suitable ceremony and refreshments.
 - Prizes of similar quality for top 5 overall (one for each member of crew).
 - Replicas (half models) for overall winners (one for each member for crew).

EUROPEAN CHAMPIONSHIP:

- European Championship Trophy, and in addition:
 - Individual race firsts - prizes for daily race winners (one for each member of crew) to be presented daily with a suitable ceremony and refreshments.
 - Prizes of similar quality for top 5 overall (one for each member of crew).
 - Trophy from the Royal Yacht Club of Sweden for the Champion.

FLEET RACING CHAMPIONSHIP RULES

INTRODUCTION

The World Championship Rules are printed in a complete form, while the European Championship Rules - being basically the same - are printed with the principal variations only.

These variations concern the following rules 1.1*, 4.11* and 4.3*. In the World Championship Rules these rule numbers are marked with an asterisk as shown above.

WORLD CHAMPIONSHIP RULES

A World Championship shall be held each year unless for good cause the ISA Committee shall decide otherwise. The term Host Club shall mean a Yacht Club or other organization affiliated to and recognized by its NA. It may also mean any organization, or association of two or more yacht clubs which may have been designated by the NSA (or NA) of the Host Country as the body responsible for the Championship. Basic Quota shall mean the number of final entries to which a country is initially entitled (see table in Rule 4.22).

1. TROPHIES AND PRIZES

WORLD CHAMPIONSHIP:

- World Championship Trophy
- Geert Bakker Trophy - awarded to sailor from host nation (nominated by local NSA).
- Soling World Trophy - (replica) awarded during World Championship to overall winner of previous year's regattas (see S.W.T. Rules on page 33).

EUROPEAN CHAMPIONSHIP:

- European Championship Trophy
- Trophy presented by the Royal Yacht Club of Sweden

***1.1** The World and European Championship Trophies are the property of the ISA who upon its satisfaction that the event has been completed in accordance with the following rules will award it to the winner of the World or European Championship.

1.2 For the World Championship only the helmsman and crew members of the winning yacht shall receive replicas of the trophy which shall be donated by the ISA.

1.3 In addition the Host Club shall present prizes to the helmsman and crew members of the first five boats in the Championship and to the helmsman and crew members of the first boat in each individual race.

1.4 In case of non-completion of the Championship the prizes referred to in Rule 1.2 shall not be presented. The prizes referred to in Rule 1.3 may, however, be presented at the discretion of the Host Club.

2. GENERAL RULES FOR THE TROPHY

2.1 The Trophy shall be the full responsibility of the holder.

2.2 The names of the winning yacht, the helmsman and the crew members shall be engraved on the trophy by the winners.

2.3 The winner shall be responsible for delivering the Trophy to the next championship venue so that it may be awarded to the new winner.

2.4 If the Championship is not completed, the trophy shall be retained by the ISA.

3. LOCATION

3.1 Applications for holding the following

Championship must be received by the ISA not later than four months before the start of the Championship for the current year.

3.11 The course used for the Championship shall not be used at the same time for any other event, nor shall the Host Club organize any non-Soling event concurrently with the Championship without the special permission of the ISA Committee.

3.2 Before awarding the site of the Championship the ISA shall:

3.21 Ensure that the Host Club has a copy of the current ISA Rules and Guidelines governing the Championship.

3.22 Require the Host Club to state in writing that it will comply with the provisions therein.

3.23 Ascertain that the Host Club has suitable shore and water facilities at the proposed location of the Championship, including:

3.231 two hoists;

3.232 dry storage, rigging, measuring and parking areas for cars and trailers;

3.233 adjacent docking or mooring for at least 85 Solings;

3.234 clubhouse and attendant facilities;

3.235 sufficient and suitable boats to perform all race functions including committee boats, mark boats, patrol, towing and spectator boats;

3.236 sufficient open water to lay a two mile circle within which the regatta shall be conducted no point on which is closer than one mile to any substantial body of land, unless special permission is given on behalf of the ISA Committee.

3.24 Ascertain that the Host Club has the written approval of the NSA and NA of its country to apply for the Championship, and to hold it at the intended location.

3.25 Approve the dates proposed by the Host Club.

3.3 The ISA shall not later than the end of the Championship series announce the location and dates of the next Championship.

3.31 The ISA shall advise the Host Club of the name of the person who will serve as Liaison Officer between the Host Club and the ISA in all matters relating to the organisation of the Championship (see Rule 11).

3.4 The Host Club shall send a representative to a major ISA Committee meeting not less than six months prior to the championship to secure outline approval for its proposals.

4. ELIGIBILITY

4.1 Eligibility is confined to the owner of a certificated Soling or his nominated representative who shall for the purposes of the event take over all the owner's responsibility, and who has satisfied all measurement and registration requirements as specified in the Notice of the Race including the submission (at the completion of measurement) of properly completed measurement work sheets.

***4.11** Entries for the Championship shall be on a per country basis and the number of entries to which country shall be entitled shall be determined by the number of its Members at 31st December of the year preceding the Championship, unless decided otherwise by the ISA Committee in the case of a particular regatta.

4.2 Notwithstanding the provisions of Rule 4.11, the ISA shall limit the total number of entries to approximately 85 boats.

4.21 If the total valid applications for entries, as laid down in Rule 6.1 are less than 85, the Executive Committee may allow entries in

excess of their Basic Quota to those NSA's or NA's who have so requested.

4.22 If the total application for entries received - as laid down in Rule 6.1 - is 85 or more, the number of entries allowed to each nation shall be calculated as follows:

- a) Number of accepted entries divided by the sum of the Basic Quota of the entered nations = factor 1.
- b) Basic quota times factor 1 = Quota II.
- c) All entries from nations which have no more applications than Quota II are accepted.
- d) Rest of available places divided by the sum of the Basic Quota of the rest of the entered nations = factor 2.
- e) Basic Quota times factor 2 = Quota III.
- f) If necessary, continue with c), d) and e) to calculate Quota IV, Quota V, etc. until all nations have their number of accepted entries.

Note: An example of the working of this formula is available on enquiry from the ISA Office. The Basic Quota per nation is calculated from the number of Members (in accordance with Rule 4.11) - as follows:

FOR WORLDS	BASIC QUOTA	FOR EUROPEANS
1 - 3	1	1 - 3
4 - 8	2	4 - 8
9 - 26	3	9 - 15
27 - 49	4	16 - 24
50 - 63	5	25 - 35
64 - 99	6	36 - 48
100 - 124	7	49 - 63
125 - 149	8	64 - 80
150 - 199	9	81 - 99
200 - 215	10	100 - 120
216 - 249	11	121 - 143
250 - 299	12	144 - 168
300 - 342	13	169 - 195
343 - 349	14	196 - 224
350 - 399	15	225 - 255

***4.3** Notwithstanding the provisions of Rule 4.11 and 4.2, the helmsman who is the immediate past Champion of the event and the helmsman who is the immediate past Olympic Gold Medallist, and the current holder of the Geert Bakker Trophy, shall have the right to compete without their entry affecting the number of yachts their country is allowed to enter.

In addition, the quota of the Host Country shall be increased by 50%.

4.4 The helmsman nominated on each entry form must have been a resident of the country under whose quota he enters for the six months preceding the first race. He must also be a member of the ISA. He must be able to present to the Host Club the valid certificate of the boat in which he is competing.

4.5 Membership is obligatory for all members of the crew. The cost of membership per year is £15.00. The two crew members need not necessarily be the ones whose names appear on the membership cards - provided that the boat owner has proof of 3 paid memberships for the current year. Membership fees will be obtained from any boat owner failing to present proof of three previously paid memberships.

5. NOTICE OF RACE

5.1 The Host Club not later than six months

FLEET CHAMPIONSHIP RULES *continued...*

before the first race shall submit a draft of the Notice of Race to the ISA Secretariat for its approval. It shall include:

5.11 A statement as to the location and all inclusive dates of the Championship.

5.12 A brief description of the city or area and marine and weather conditions to be anticipated; storage, launching, and mooring facilities; types, approximate prices, and proximity of accommodation available.

5.13 Schedule of events, listing:

5.131 The date when hoisting without additional charge for training purposes will become available.

5.132 The dates for measurement and the latest date by which all yachts shall be available for measurement.

5.133 The date and scheduled starting time of the first race - but not of the subsequent races. (The racing will take place over a seven day period and each day of the seven will be utilized - unless seven races have been completed by the sixth day).

5.134 The time on the last scheduled day after which no race may be started.

5.135 Details of any social activities prior to or during the Championships.

5.14 A statement specifying that the regatta will be governed by the Racing Rules of Sailing, the prescriptions of the National Authority when they apply, and the Soling Class Championship Rules (see RRS Rule 2 'Notice of Race').

5.15 The last date for receiving final completed entry forms in accordance with Championship Rule 6.7. (The Host Club may set its own deadline, but it shall not be more than 21 days before the first race).

5.16 A notice advising competitors that they compete at their own risk and responsibility, and that every yacht must be in possession of a valid third party liability insurance cover of not less than £500,000 to be effective for the duration of the regatta.

5.2 When the Notice of Race has been approved by ISA, the Host Club shall not later than 4 months before the first race in the series, send via airmail and in English the number of Notices of Race to both NSA's and NA's according to a mailing list supplied from ISA. This shall include two copies of the 'Application for Entries' form for use as specified in Rule 6.1.

5.3 A summary of the pertinent facts set forth in the Notice of Race will be published by the ISA in an appropriate manner.

5.4 The entry fee per boat shall be at the discretion of the Host Club, but shall not exceed £125. In addition to this sum the NSA or NA shall send to the ISA office £20 for each entry according to Rule 6.1.

5.41 The entry fee shall include the cost of unlimited craning in and craning out of each competing boat during a specified period before, during, and upon the completion of the regatta.

5.42 Host Clubs may not charge any fee in addition to the Entry Fee prescribed in Championship Rule 5.4 unless decided otherwise by the ISA Committee. No late entry fee may be charged.

6. ENTRIES

6.1 Each NSA (or NA) wishing to enter boats for championships shall complete the "Application for Entries" form referred to in

Rule 5.2. This form, accompanied by a fee of £20 per boat, shall be sent to the ISA Office to arrive no later than ten weeks before the first race of the series. The form must be accompanied by a list of the names of those members wishing to compete, listed in order of priority by the NSA (or NA), together with a note of their individual Tel/Fax/E Mail numbers.

6.2 Not later than 9 weeks before the first race in the series, the ISA shall inform the Host Club and each NSA (or NA) applying for entries, how many entries - in accordance with Rule 4.2 - can be accepted.

6.3 The Host Club shall send 8 weeks before the first race the appropriate number of final entry forms to each NSA (or NA).

6.4 Any NSA (or NA) finding that it requires fewer entries than those originally requested on the "Application for Entries" form must advise the ISA office immediately, or at the latest 6 weeks before the first race. In the event of a waiting list being established, this will then enable the Host Club to offer the place to the next member on the waiting list.

6.5 Should any nation fail to provide the number of final entries for which applications have been accepted, and should they fail to advise the ISA office 6 weeks before the first race of this situation, then the fees in respect of the difference shall not be returnable.

6.6 The ISA Office shall, after the series, return any application fees which could not be accepted, due to the limitations of Rule 4.2, to the NSA (or NA).

6.7 The Host Club is authorised to accept only final entry forms which are:

- a) Certified by the NSA or NA of the yacht concerned;
- b) Received by the Host Club not later than the deadline stated in the Notice of Race, together with the entry fee;
- c) Accompanied by a copy of the valid Certificate of the yacht concerned.

7. MEASURING

7.1 Not later than 6 months before the first race in the series the ISA shall provide the Host Club with the Measurement Procedure which is to be followed. However the Host Club may not later than 4 months before the first race of the series submit to the ISA for approval any amendments which it may consider advisable. Not later than three months before the first race the Host Club shall submit the name of the proposed Chief Measurer to the ISA which reserves the right of veto. Should no subsequent proposal of the Host Club be acceptable to the ISA then the ISA not later than two months before the first race of the series shall appoint the Chief Measurer.

7.2 The Chief Measurer shall, in consultation with the ISA Liaison Officer, have the final decision concerning interpretations of the Class Rules, and the acceptability of a yacht. Only ISA approved Measurement Forms shall be used.

7.3 During measuring only the crew of the yacht being measured, and the measurers, are permitted to be present.

7.4 After the sails are measured and stamped they may not be altered during the series. Repairs shall only be undertaken with written permission of the Jury. If a sail requires major repair the Jury may order the sail to be re-measured. Only sails that have

been measured (or re-measured) and stamped may be used during the Championship. In the event of accidental damage which, in the opinion of the Jury cannot be suitably repaired, the Jury may authorize a spare sail to be measured, stamped, and used for the remaining races of the Championship. The damaged sail shall then be deposited with the Race Committee for the duration of the Championship.

7.5 With reference to RRS 25.1 national letters and distinguishing numbers shall be placed on spinnakers.

7.6 The ISA Sticker shall be placed on the outside of the hull on the starboard quarter no more than 100mm forward of the transom and not more than 100mm below the deck. This informs competitors and Race Committees that the annual subscription is paid, and that the certificate has been validated for the year. A yacht not displaying this ISA Sticker may not race.

7.7 A calibrated weight of 1000 kgs shall be available.

7.8 Measurement shall be carried out to conform with the class measurement instructions printed in the Soling Guide.

7.9 Prior to the first race the measurer shall provide, transmit to the Race Committee and the International Jury, and publish, a list of yachts who have satisfactorily met the requirements of the Notice of Race and the Championship Rules and are eligible to race.

8. SAILING INSTRUCTIONS AND RACING CONDITIONS

8.1 All races shall be conducted under the Racing Rules of Sailing and the Sailing Instructions for the event which shall be based on the ISA Standard Sailing Instructions (see page 36) and which shall not be varied without good reason relating to some particular local conditions and with the agreement of the ISA Liaison Officer.

8.2 Three months prior to the first race the Host Club shall submit a copy of the Sailing Instructions, complete in all details and in English, to the ISA for approval.

8.3 RRS 70.1(b) shall not apply. Thus a yacht infringing RRS 54.2 or RRS 54.3, propulsion, may not be disqualified by the Jury without a hearing.

8.4 RRS 74.5(c) shall not apply. Thus a DSC under RRS 54 may be counted as a discard in calculating the final score.

9. INTERNATIONAL JURY

9.1 An international jury shall be appointed for World and European Championships and the terms of reference stated at Appendix A5 of the Racing Rules of Sailing shall apply.

9.2 In accordance with RRS 1.2, the Organizing Authority is the International Soling Association in conjunction with the Host Club (as must be announced in the Notice of Race). In accordance with RRS 1.3, the Race Committee (created by the Organizing Authority) shall publish a Notice of Race and Sailing Instructions (and be governed by them)... and conduct the race(s)... subject to such direction as the Organizing Authority may exercise. In accordance with RRS 1.4, the Protest Committee responsible for the receiving, hearing and deciding of protests and other matters arising under the Rules of Part VI shall be an International

FLEET CHAMPIONSHIP RULES *continued . . .*

Jury. In accordance with RRS Appendix A5, the Organizing Authority specifies that the functions of the International Jury are as defined under Functions - paragraphs 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7 and 3.8(b).

In accordance with RRS Appendix A5 3.8(b), the Organizing Authority directs the International Jury not to decide questions of eligibility or measurement unless a hearing is requested. During the pre-race period the International Jury shall receive, endorse, and publish the decisions of the Organizing Authority and the Chief Measurer in regard to such questions.

In accordance with RRS Appendix A5 3.9, the Organizing Authority directs the International Jury not to supervise or direct the Race Committee in the conduct of the race(s), but does authorize it with the agreement of the ISA Liaison Officer to initiate or authorize changes in, or additions to, the Sailing Instructions.

9.3 Not later than six months before the first race of the Championship, the Host Club shall submit to the ISA Secretary the names of the proposed President and the other members of the Jury. The ISA reserves the right to veto the proposal in whole or in part. Should no subsequent proposal of the Host Club be acceptable to the ISA, then the ISA not later than two months before the first race of the Championship, shall appoint the President and the other members of the Jury.

9.4 No member of the Jury shall take part in the event as a competitor or perform any other organizational or administrative function in connection with the Championship.

9.5 It is anticipated that the Host Club will reimburse the travelling expenses of, and provide accommodation for, the Jury Members and the Chief Measurer.

9.6 The Host Club will provide adequate Jury boat(s).

10. RACE REPORT

10.1 Race results (to include crew names) shall be FAXed to the ISAF and the ISA within 24 hours of the completion of the event.

10.2 Not later than one month after the event a Race Report, including any Jury decisions, the Chief Measurer's Report to the Jury, the results and any other information of interest, shall be forwarded to the ISA by the Host Club.

11. LIAISON OFFICER

The ISA Committee shall appoint a Liaison Officer for the event (see "Duties of Liaison Officer" on page 30). The Liaison Officer shall be consulted in regard to all changes in and interpretations of the Sailing Instructions. As the representative of the Organizing Authority he/she may direct the Race Committee to adhere to his/her interpretation of the Sailing Instructions. His/her name will be posted on the Regatta Notice Board.

12. ALTERATIONS

Alterations to these rules shall be made only by the ISA Committee. In case of dispute on any matter concerning these rules, the decision of the ISA Committee, or its duly authorized Liaison Officer, shall be final. All changes in the Sailing Instructions shall be approved by and, prior to posting on the Official Notice Board, signed by the ISA Liaison Officer.

EUROPEAN CHAMPIONSHIP RULES

These rules are the same as the World Championship Rules except:

1.1 (Additional to 1.1 of the World Championship Rules:) The European Championship Perpetual Trophy, the Soling Cup, has been donated by the Royal Danish Yacht Club with the intention of bringing together as many competitors of various nationalities as possible for yacht racing in a friendly spirit. When the European Championships takes place in Denmark, the races shall be held by the Royal Danish Yacht Club.

The Royal Yacht Club of Sweden have also donated a trophy for the European Champion.

4.11 Entries for a European Championship shall be open to all European Countries as well as to countries from other Continents. Entries from European countries shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its members at 31st December of the year preceding the Championship (unless decided otherwise by the ISA Committee in the case of a particular regatta), as mentioned in the right-hand column of the table shown in Rule 4.22 and subject to the provisions of Rule 4.2.

In addition to these European competitors, yachts from other Continents may be allowed to enter in accordance with the limitations per country as valid for the World Championship up to a maximum number of 30 yachts.

4.3 Notwithstanding the provisions of Rules 4.1 and 4.2 the helmsman who is the immediate past Champion of the event shall always have the right to compete without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.

THE EUROPEAN LAKES CUP

1. This Cup succeeds the International Alpen Cup. It has been donated by Mr. Carl Auteried for competition to be arranged in the following countries.

- a) Hungary - Lake Balaton
- b) Germany
- c) Austria
- d) Switzerland
- e) Italy - Lake Garda

2. The competition is individual and is open to all ISA Members.

3. When 5 or 4 series have been completed the best of 3 shall be counted in accordance with the Olympic Scoring System. If only 3 series have been completed then all 3 will be counted. To establish the final result of a yacht in a series, the Olympic Scoring System shall be used. According to its final placing a yacht will then be given a number of Olympic points as if it had sailed one race, thus expressing its final standing relative to the others. One series then counts as if it were one race.

4. The European Lakes Cup will be awarded only when at least 3 regattas have been completed. "Completion" is defined as the conduct of at least 3 completed races.

5. Each year's winner shall have the Cup engraved with the following: Year, name of Soling, name of winner.

6. If the same helmsman wins the European Lakes Cup three years consecutively he shall retain the Cup.

THE SOLING WORLD TROPHY

The Soling World Trophy has been donated by Heike Blok, President of the Swiss Soling Association, 1985 - 87, and Chairman of the ISA Events Committee, 1982 - 89. It is awarded annually to the most successful helmsman at regattas, held worldwide, in one calendar year (see lists of Champions on page 8).

There are four different classifications of events as follows:

- a.) World Championships and Continental Championships
- b.) Major Events
- c.) Important Events
- d.) Local Events

The various types of event are allocated different quotas of points and each helmsman completing a series will receive a point score according to a special formula.

The value of an event will be determined according to its classification after all the events have been sailed, and the results are known.

At the end of each calendar year the NSA's are asked to send to the ISA the results of the different series in their countries for evaluation. The three best events for each helmsman are then calculated, and the winner of the Soling World Trophy is the person with the highest number of points. If there is a tie, the next best results shall be counted, etc.

Full details of the formula, and allocation of points to types of event, are obtainable from the ISA Office.

GEERT BAKKER TROPHY

The Geert Bakker Trophy was donated by the late Geert Bakker (ISA President from 1976 - 1979) and was first awarded in 1992 (see lists of Champions on page 8). The terms of reference for the Trophy are as follows:

1. The Trophy shall be awarded at the World Championship banquet to an active, amateur Soling sailor selected by the Host National Authority from its membership, who stands out in one of the following categories:

- a) A top amateur competitor active at the fleet, national and international level from that nation; OR
- b) Someone who has made an outstanding contribution to the Soling Class at any level from that nation; OR
- c) Someone who has demonstrated outstanding characteristics of sportsmanship from that nation;

2. The Host Nation shall use the deed of gift to guide them in their selection process.

3. The recipient of the Geert Bakker Trophy shall have automatic entry into the next World Championship without affecting his country's quota.

4. The ISA Committee reserves the right to designate the Host Nation for the Geert Bakker Trophy in the event that the World Championship is held in a country that has a recent, past, Geert Bakker Trophy Champion.

5. The ISA Secretary will supply the Host Country or the designated alternate with a copy of the deed of gift and the ISA guidelines 2 months prior to the event.

MATCH RACING CHAMPIONSHIP RULES

(These rules are basically the same as the Championship Rules (for Fleet Racing) except for their numbering, and except as shown below.)

The Match Racing Championship of the International Soling Class (the Infanta Dona Cristina Trophy Regatta) and its preliminary events will be conducted each year unless for good cause the ISA Committee decides otherwise.

1. TROPHY AND PRIZES

1.1 The Infanta Dona Cristina Trophy is the property of Mundo Vela Cadiz and the ISA, who, upon its satisfaction that the event has been completed in accordance with the following rules will award it to the winner of the Infanta Dona Cristina Trophy Regatta.

1.2 The helmsman and crew members of the winning yacht shall receive replicas of the trophy which shall be donated by Mundo Vela Cadiz.

1.3 In addition the Host Club shall present prizes to the helmsmen and crew members of the second and third boats in the Championship.

1.4 In case of non-completion of the Championship the prizes referred to in Rule 1.2 shall not be presented.

1.5 If the Infanta Dona Cristina Trophy is won by the same country for 3 of any 5 years, then that country will retain the original trophy (and Mundo Vela Cadiz will provide another trophy).

2. GENERAL RULES FOR THE TROPHY

2.1 The names of the winning yacht, the helmsman and the crew members shall be engraved on the trophy.

2.2 The trophy shall be retained by Mundo Vela Cadiz.

3. LOCATION

3.1 Applications for holding the next Championship must be received by the ISA not later than four months before the start of the Championship for the current year.

3.2 At least once in every four year period the event shall be conducted in the Bay of Cadiz with Mundo Vela Cadiz as the Organizing Authority.

4. ELIGIBILITY

4.11 Entries for the Championship will be limited to 8, will be on the basis of one representative team per nation, and will depend upon qualification through preliminary national and continental championships. A national entry is qualified by the preliminary event, not an individual team. If the qualifying team is unavailable, an NSA may substitute a different team by request to the ISA. Qualification of specific entries will be certified by the ISA and notice of such certification transmitted to the organizers as follows:

Europe	4 national entries
North America	2 national entries
Australasia/S. America	2 national entries

If for any reason, the full complement of 8 entries is not reached, the ISA may authorize the substitution of Soling teams which have demonstrated their competence in previous events.

The Soling as a Match Racer

I consider that the Soling is an excellent boat for match racing for the following reasons: -

- Its general speed and manoeuvrability;
- The team-work required of the crew of three to sail the boat to its full potential on short match race courses and in the all important pre-start manoeuvres;
- The wide sweep of the stern in manoeuvring which creates a need for somewhat more separation between competing boats than with most other boats used in match racing. This actually operates as a safety feature and reduces windward/leeward contacts in Soling match racing compared to matches using other boats;
- The fully reversible rudder makes sailing backwards a serious and controllable tactical option.

All of the features mentioned above were apparent in the course of the 1996 Infanta Dona Cristina Trophy held in Cadiz, Spain. In a variety of conditions, which included fairly strong winds and large waves on the last day, there was a lot of very good match racing with minimal contact between boats - and I consider the latter point to be very important. I consider that Soling match racing is the "Formula 1" of match racing and provides the most testing challenges to both competitors and umpires alike. I believe that the Soling is the most suitable boat to test match racing skills at the most elite level, namely the Olympics.

Chris Simon - *International Umpire*
(since January 1995)
Umpired at Soling events since 1991.

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STANDARD NOTICE of RACE

(It would be appreciated if Host Clubs could follow the order in this standard version, without omitting anything. Thank you.)
Sections in quotation marks should be included verbatim. Host Clubs are also advised to refer to RRS 2, Notice of Race, and ISA Championship Rule 5, Notice of Race.

1. INTRODUCTION

The title, place and dates of the event, the name of the organizing authority (the International Soling Class and (the Host Club), and general information about the venue such as weather and surrounding sites of interest, together with information regarding storage, launching and mooring, prices and availability of accommodation, etc. (as per Championship Rule 5.12), and details of any social activities (Championship Rule 5.135).

2. RULES GOVERNING THE EVENT

"This will be an ISAF sanctioned event, governed by the Racing Rules (including Appendix A3), the prescriptions of the National Authority (modifications to the Racing Rules to be specified in English), the Class Rules of the International Soling Class, and the Championship Rules of the International Soling Class as modified by this Notice, and the Sailing Instructions. In case of ambiguity the English text and the Sailing Instructions shall prevail. Alterations to any of these Rules must be approved and signed by the ISA Liaison Officer appointed for the event."
(See Championship Rule 11.)

3. ADVERTISING CATEGORY

"The Regatta is classified as a Category B event in accordance with RRS 18 and Appendix A3 (as modified below)."

4. PROCEDURES FOR ENTRY

"The regatta is open to all yachts of the International Soling Class as prescribed in Championship Rule 4 - Eligibility. The total number of entries shall not be limited unless it exceeds 85. When this occurs, the Quota System (ISA Championship Rule 4.22) shall be invoked to keep the entry list to approximately 85. The quota of the Host Country shall be increased by 50%.
Notwithstanding the limitations above, the helmsman who is the immediate past Champion of the event (and for Worlds only the helmsman who is the immediate past Olympic Gold Medallist, and the current holder of the Geert Bakker Trophy) shall have the right to compete without his entry affecting the number of yachts his country is allowed to enter.
Each NSA (or NA) wishing to enter boats for the Championship shall complete in the prescribed manner the attached "Application for Entries" form. This form, accompanied by a fee of £20 per boat, shall be sent by air mail to the ISA Secretariat to arrive no later than (date). A copy of the Application form is to be sent to the (Host Club). Application for Entry forms not accompanied by the appropriate fee, or sent later than the prescribed date, shall not be regarded as valid applications. On (date) the ISA Secretariat shall advise

each NSA (NA) of the number of entries they are permitted, and on (date) the (Host Club) shall send the appropriate number of final entry forms to each NSA (or NA) as per the list received from the ISA."

5. MEMBERSHIP

"ISA Membership is obligatory for all crew members. The ISA membership fee is £15.00 per year. The two crew members need not necessarily be the ones whose names appear on the membership cards - provided that the boat owner/skipper has proof of three paid memberships for the current year. Membership fees will be collected from any boat owner failing to present proof of three previously paid memberships."

6. REGISTRATION

The time and place for registration, the materials that must be presented to qualify for entry:

- the requirements regarding insurance cover
- the membership and ownership requirements
- the measurement certificate and the time and place at which the Sailing Instructions and Notices to Competitors will be distributed.

7. ENTRY FEE

The amount of the entry fee, in what form it will be accepted and what it includes - e.g. social functions, mooring, craning in and craning out before, during, and after the Championship.
Please note that ISA Championship Rules state that the entry fee per boat shall be at the discretion of the Host Club, but shall not exceed £125. "In addition to this sum the NSA or NA shall send to the ISA office £20 for each entry." Please note also Championship Rule 5.42 which states that Host Clubs may not charge any fee in addition to the Entry fee prescribed in Rule 5.4 unless decided otherwise by the ISA Committee in the case of a particular regatta.

8. MEASUREMENT

"Yachts will be measured in accordance with ISA Championship Rule 7.0 Measuring and Class Rules 16 and 17.
For a yacht to be eligible to race, her valid (*the original or a copy of the original*) Measurement Form shall be presented at the Race Office, and the helmsman must have satisfied all measurement and registration requirements as specified in the Notice of Race including the submission (at the completion of measurement) of properly completed measurement work sheets. Only under exceptional circumstances will RRS 19.3 (Measurement or Rating Certificate) be applied."

9. SCHEDULE OF RACES

"The first race is scheduled to be conducted on (day and date). The Warning Signal will be made at (time). The final race is scheduled to be conducted on (day and date). The Warning Signal will be made no later than (time)."
The Championship will, if possible, consist of

seven races of which the best six will count; if only five races can be completed four will count. If it is not possible to complete five races then the event will not be considered a championship and the trophy will be retained by the ISA."

10. COURSES, STARTING LINES, AND RACE MANAGEMENT

"Courses will be of two types:

Course 1: shall consist of a "triangle", "sausage", "sausage" the total length of which shall be approximately 10 - 14.5 nms. The length of the first beat shall be approximately 1.5 - 2.2 nms. (Show diagram with starting line to leeward of the leeward mark.) This course is intended for use in winds of less than approximately 14 knots.
Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - Finish

Course 2: shall consist of a "triangle", "sausage", "triangle" the total length of which shall be approximately 16 nms. The length of the first beat shall be approximately 2.5 nms. (Show diagram with starting line to leeward of the leeward mark.) This course is intended for use in winds of more than approximately 14 knots.
Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - Finish"
Marks shall be left to port."

11. SCORING SYSTEM

"The Bonus Points Scoring System RRS Appendix B2 will apply."

12. VARIATIONS FROM THE RACING RULES

"RRS 70.1(b) (DSQ without a hearing) and RRS 74.5(d) (discarding a DSQ) except for the provision regarding Fair Sailing, do not apply, and Rule 4.1 (Postponement) is modified.
In accordance with RRS 54.4, Rule 54.3(b) is modified by Soling Class Rule 12.7 as follows: "On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) is possible, the crew may, in order to initiate surfing, pump the sheets and/or any or all of its parts and the guy, controlling any sail, but not more than twice for each wave or gust of wind. In addition, unrestricted pumping of the spinnaker guy is permitted.
RRS Appendix A3 2.2 is modified to permit unlimited advertising ashore and on yachts at their moorings."

13. ALTERNATIVE PENALTIES

"The 720 degree turns penalty, RRS Appendix B1 will apply."

14. PRIZES

Indicate the prizes that will be awarded.

15. DENIAL OF THE RIGHT TO APPEAL

"Decisions of the Jury in accordance with RRS 1.5(a) will be final and not subject to appeal."

16. LIABILITY

A statement advising competitors that they compete at their own risk and responsibility and that every yacht must be in possession of a valid third party liability insurance cover of not less than £500,000 for the duration of the regatta (Championship Rule 5.16).

STANDARD FLEET RACING SAILING INSTRUCTIONS

1. RULES

1.1 The racing will be governed by the Racing Rules of Sailing (RRS), the Class and Championship Rules of the International Soling Class, the Notice of Race, and these Sailing Instructions.

1.2 The Championship is designated a Category B event in accordance with RRS 18 and Appendix A3. Appendix A3 does not apply ashore or to a yacht at its mooring.

2. ENTRIES

2.1 All competitors declared eligible by the International Soling Class in accordance with ISA Championship Rule 4 (the "Quota System"), and who have satisfied all measurement and registration requirements specified in the Notice of Race of this regatta, may enter.

2.2 Eligible competitors shall enter in accordance with ISA Championship Rule 6 by completing registration with the organizing authority.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official regatta notice board located at _____.

4. CHANGES IN SAILING INSTRUCTIONS

(Any changes in the Sailing Instructions must be approved and signed by the ISA Liaison Officer prior to posting.) Any changes in the Sailing Instructions will be posted at least three hours prior to the starting time of the race in which they will take effect, except that the schedule of the following day's race or a change in the schedule of the first race of a day will be posted prior to 1900 hours on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at _____ (location).

5.2 Code flag "L" with one sound signal means that a Notice to Competitors has been posted.

5.3 Code flag "AP" Answering Pennant with two sound signals means "the race has been postponed; do not leave the harbour area". The warning signal will be made not less than 60 minutes after "AP" has been lowered.

5.4 Code flag "B" with one sound signal means "Protest time has begun". Its lowering after approximately one hour accompanied by one sound signal means "Protest time has ended".

6. SCHEDULE OF RACES

The Championship will consist of seven races, one to be conducted each day, conditions permitting.

6.1 The first race is scheduled for (day and date).

The Warning Signal will be made at (time). The final race is scheduled for (day and date). (It is considered preferable not to indicate an exact schedule - other than that of the first and last races - in advance, but to designate

the time of each race in accordance with conditions the evening before.)

6.2 With the object of getting one race, but not more than one race, ahead of schedule, on the day of the second race and on any day thereafter the conduct of two races on a single day is permissible and may be signalled by the display of Code Flag "D" by the RC aboard the Finishing Boat prior to the finishing of the first boat in the previous race.

6.3 If it is not possible to complete five races then the event will not be considered a championship and the trophy will be retained by the ISA.

6.4 No race will be started after ____ hours on ____ (date).

(No spare days will be scheduled.)

7. CLASS FLAG

The Class Flag will be the International Soling Insignia Flag.

8. RACING AREA

The Racing Area will be as shown in Attachment "A". Distance from the harbour to the centre of the racing area is approximately _____ nms.

9. THE COURSES

9.1 Attachment "B" illustrates the two courses 1 and 2 including the lengths of the legs, the approximate angles between the legs, and the order in which the marks are to be rounded. All marks shall be left to port.

9.2 The approximate bearing from the starting line to Mark 1 will be displayed from the Race Committee Starting Vessel.

9.3 Course 1 will be indicated by code flag numeral "1".

Course 2 will be indicated by code flag numeral "2".

9.4 Courses will not be shortened.

9.5 Choice of courses shall not be grounds for protest or requests for redress (modifies RRS 69).

Course 1: Shall consist of a "triangle", "sausage", "sausage", and a final windward leg to finish, the total length of which shall be approx. 10-14.5 nms. The length of the first beat shall be approximately 1.5 - 2.2 nms. This course is intended for use in winds of less than (approximately) 14 knots.
Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - Finish

Course 2: Shall consist of a "triangle", "sausage", "triangle", and a final windward leg to finish, the total length of which shall be approx. 16 nms. The length of the first beat shall be approximately 2.3 - 2.5 nms. This course is intended for use in winds of more than (approximately) 14 knots.
Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - Finish

10. MARKS

Original marks 1, 2 and 3 will be (shape, size and colour). New marks when used in accordance with Instruction 17, Change of Course after the Start, will be (shape, size, and colour).

11. RACE COMMITTEE VESSELS

11.1 The race committee starting and finishing vessel will fly _____ flag. (HOST CLUB TO CHOOSE DISTINCTIVE FLAG.)

11.2 The Jury boat(s) will fly code flag "J".

11.3 Other race committee vessels will fly blue pennants.

12. CHECKING IN

Before the Warning Signal, each yacht shall sail on starboard tack past the stern of the RC Signal Boat and hail her bow or sail number until acknowledged by the RC (by repeating the yacht's number). A yacht failing to do so will be warned of her first infringement and will be scored "Did Not Start" for any subsequent infringement. (Modifies RRS 70.1.)

13. THE START

13.1 Races will be started in accordance with RRS 4.3(a) System 1 or 2. (HOST CLUB TO SPECIFY WHICH.)

13.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end of the line and a (shape, size and colour) mark or a staff displaying an orange flag on a boat at the port end. (HOST CLUB TO SPECIFY WHICH.)

13.3 A buoy attached to the Committee Boat to displace starting boats from close proximity shall rank as an extension and a part of the Committee Boat.

13.4 A yacht shall not start later than 15 minutes after her starting signal.

14. RECALLS

14.1 Individual recalls will be signalled in accordance with RRS 7.1.

14.2 General recalls will be signalled in accordance with RRS 7.2.

14.3 When a general recall has been signalled, a new preparatory signal will be made one minute after the lowering of Code Flag "First Substitute".

15. BLACK FLAG RULE

15.1 When, following a general recall, a black flag is displayed before or with the preparatory signal and lowered, accompanied by one long sound signal, one minute before the starting signal and when any part of a yacht's hull, crew or equipment is identified within the triangle formed by both ends of the starting line and the position of mark 1 during the last minute before her starting signal, the yacht shall be disqualified from that race and from any subsequent re-start or re-sail of it.

RRS 7.2(b) and RRS 11 shall not apply to such a yacht. No individual recall signals will be made. (Modifies RRS 70.1.)

15.2 Following a general recall the numbers of yachts disqualified under S.I. 15.1 will be posted on the starting vessel so as to inform the competitors involved.

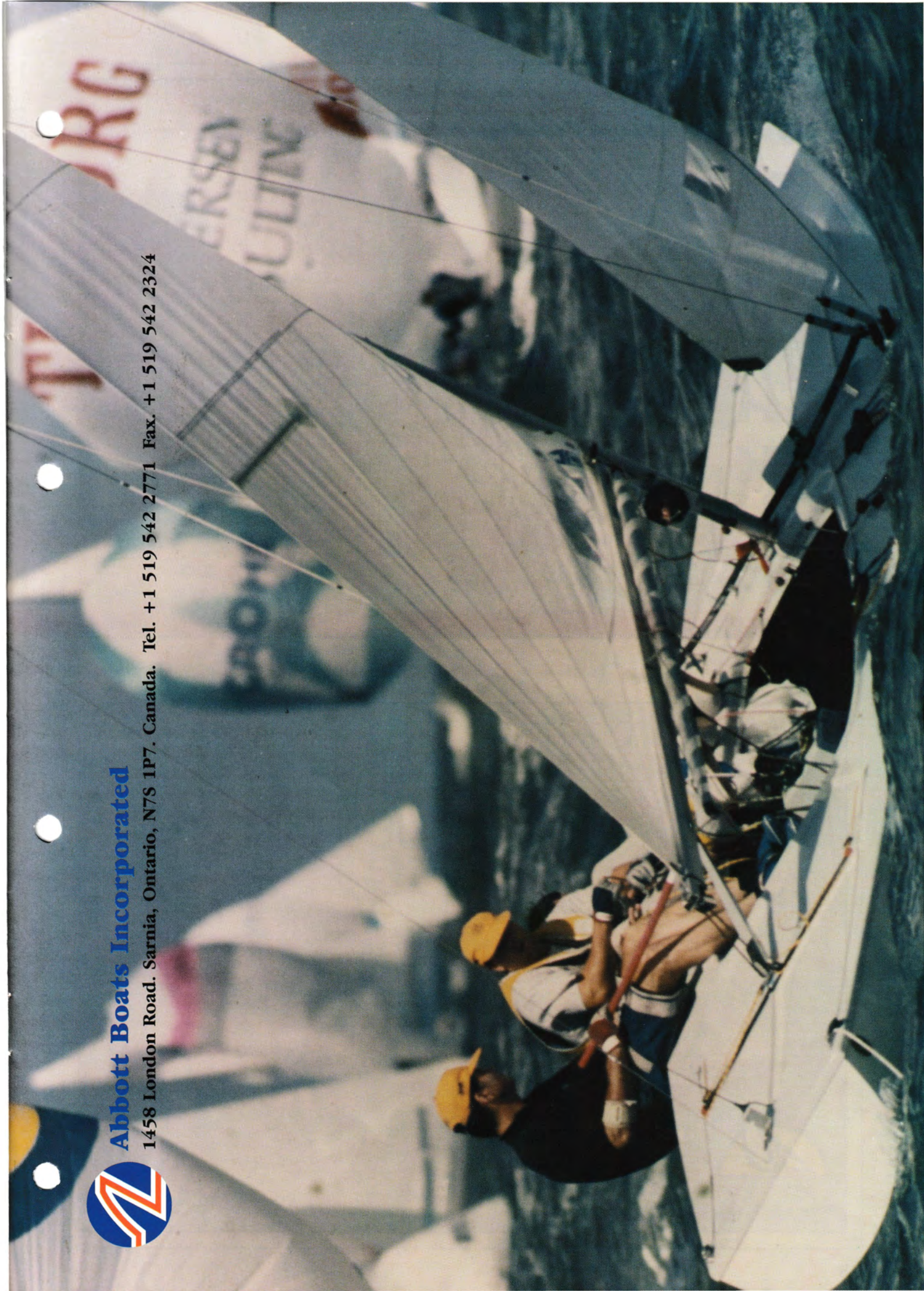
15.3 A yacht of which the sail number is

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STANDARD FLEET RACING SAILING INSTRUCTIONS

continued . . .

announced on the starting vessel according to S.I. 15.1 shall leave the starting and racing areas immediately and shall not attempt to re-start the race concerned.

16. POSTPONEMENT

16.1 Postponements will be signalled in accordance with RRS 4.1 and 4.2.

16.2 If a postponement is signalled after the Preparatory Signal has been displayed, and if the Postponement Signal is displayed for less than 15 minutes, the Preparatory Signal will be made one minute after the Postponement Signal is lowered. This modifies RRS 4.1.

17. CHANGE OF COURSE AFTER THE START

17.1 When changing the course after the start, the Race Committee will lay a new mark and will lift the original mark as soon as practicable. Any mark (other than the one at which the change in course is signalled) to be rounded after rounding the new mark may be relocated to retain the original course configuration.

17.2 A change of course will be signalled from a Race Committee boat lying near the mark beginning the leg being changed by displaying Code Flag "C" and the approximate compass bearing to the new mark and by sounding a horn or whistle periodically. The change will be signalled before the leading yacht has begun the leg, although the new mark may not yet be in position.

17.3 When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

18. THE FINISH

The finish line will be between a staff displaying an orange flag on a Committee Boat displaying a blue shape (or flag) at the starboard end and Mark 1 (or its substitute) at the port end.

19. TIME LIMIT

19.1 The time limit will be four hours. If the leading Soling cannot finish within this time, the race will be abandoned.

19.2 If one or more yachts finish within the time limit all yachts which finish within one hour after the first yacht finishes will be scored as usual. Yachts not finishing within one hour after the first yacht finishes will receive points equal to one-half the sum of (a) points for one place after the last yacht to finish and (b) points for last place (presuming that all entries had started) with fractions rounded to the nearest whole number. (Modifies RRS 70.1(a) and Appendix B2, 1.2.)

20. ABANDONMENT

20.1 Abandonment will be signalled in accordance with RRS 4.1 and 4.2.

20.2 If the first yacht fails to reach Mark 1 for the first time within one hour after the start the race will be abandoned.

20.3 If the Race Committee registers the wind to be less than one metre per second for a period of 30 minutes, the race may be abandoned.

21. PROTESTS

21.1 Protests shall be lodged in accordance with RRS 68.

21.2 A protesting yacht shall lodge her protest at _____ within two and a half hours after the time of the last yacht's finish in the last race of the day. The end of the protest time will be posted on the official notice board.

21.3 There will be no protest fee.

21.4 Protests shall be written on the official protest form available at _____.

21.5 The hearing of a protest will not commence after 2400 hours nor before 0700 hours.

21.6 Decisions of the Jury in accordance with RRS 1.5 will be final and not subject to appeal.

21.7 RRS 70.1(b) will not apply. Thus a yacht infringing RRS 54.2 and RRS 54.3, propulsion, may not be disqualified by the Jury without a hearing.

22. SCORING

22.1 The Bonus Points Scoring System, Appendix B2 of the RRS will apply, except as it is modified by SI 19.2 and the following:

22.2 If a tie cannot be broken, it shall stand in accordance with 1.3 of RRS Appendix B2. If the tie is for first place each of the joint winners will hold the trophy for an equal part of the following year, the exact dates to be decided by the Jury.

22.3 RRS 74.5(d) will not apply. Thus a DSQ may be counted as a discard in calculating the final score.

22.4 When the International Jury gives redress consisting of average points, the points scored in all races, including any discard, except the one for which redress is given, will be used to determine the average.

23. ALTERNATIVE PENALTIES

23.1 The 720 degree Turns Penalty, Appendix B1 of the RRS will apply. Penalty turns shall be reported to the finishing boat at the time of finishing, and declared on the appropriate form obtainable from the Regatta Office.

24. CHANGE OF CREW

Change of crew must be authorized by the Chairman of the Jury or his representative and will only be permitted in case of injury, illness, or other non-preventable circumstances.

25. HAUL-OUT RESTRICTIONS

All yachts shall be afloat by 1800 hours on the day preceding the day on which the first race is scheduled (DATE OF FIRST SCHEDULED RACE TO BE INSERTED HERE) and shall not be hauled out during the regatta except with the prior written permission of the Chairman of the Jury or his representative.

26. SAFETY

A yacht that retires from a race is asked to notify the Race Committee either before leaving the racing area or, if that is not possible, immediately after arriving ashore.

The safety of a yacht and her entire management (including her insurance) shall be the sole responsibility of the owner/competitor racing the yacht. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for his crew, his yacht, and the management thereof.

27. SUPPORT BOATS

27.1 After the first warning signal all individual or team support boats shall remain at least 200m from the starting and racing area. These boats shall fly their national flag. In case of any violation of this rule the support boat may be banned from further support activities, or the yacht being supported or one belonging to the team concerned may be disqualified or such other penalty as decided by the Jury may be applied.

27.2 Fifteen minutes after a postponement (but not a general recall) team support boats may re-enter the starting and race area and resume communications until the next warning signal is displayed.

28. MEANS OF PROPULSION

In accordance with RRS 54.3(c) and modifying RRS 54.3(b), International Soling Class Rule 12.7 will be in effect: On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) is possible, the crew may, in order to initiate surfing, pump the sheet and/or any or all of its parts and the guy, controlling any sail, but not more than twice for each wave or gust of wind. In addition, unrestricted pumping of the spinnaker guy is permitted.

29. PLASTIC POOLS AND DIVING EQUIPMENT

Plastic pools or their equivalent shall not be used around yachts after 1800 hours on the day preceding the day on which the first race is scheduled (DATE OF FIRST SCHEDULED RACE TO BE INSERTED HERE). The use of self-contained underwater breathing apparatus is prohibited at all times.

30. PERSONAL BUOYANCY

Three life jackets or buoyancy vests in accordance with Class Rule 14.1.2 shall be carried on board the yacht at all times. Wet suits do not constitute adequate personal buoyancy. It is the personal responsibility of each crew member to wear his personal buoyancy when conditions warrant.

31. RADIO COMMUNICATION

A yacht shall neither make radio transmissions while racing nor receive special radio communications not available to all yachts.

32. PRIZES

A list of all available prizes. If the event is a World Championship include the Geert Bakker Trophy (to be awarded to a sailor - selected by the host nation from its ISA membership - who has been in his own country the most valuable to club, national and inter-

STANDARD FLEET RACING SAILING INSTRUCTIONS

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national racing by regularly participating in these events).

33. MEASUREMENT

33.1 Yachts will be measured in accordance with ISA Championship Rule 7.0 Measuring and Class Rules 16 and 17.

33.2 For a yacht to be eligible to race, her valid (the original or a copy of the original) Measurement Form shall be presented at the Race Office, and the helmsman must have satisfied all measurement and registration requirements as specified in the Notice of Race including the submission (at the completion of measurement) of properly completed measurement work sheets. Only

under exceptional circumstances will RRS 19.3 (Measurement or Rating Certificate) be applied.

33.3 Under exceptional circumstances the Race Committee may permit a yacht that has applied in writing to use sails carrying a distinguishing number other than that required by RRS 25.1.

33.4 Discrepancies discovered during measurement shall be referred to the chief measurer, who, in consultation with the ISA Liaison Officer, shall determine whether the problem will be referred to the Jury as a deliberate violation of International Soling Class Rules (by the builder or the owner). If the Jury finds a deliberate attempt to circum-

vent or violate the Class Rules the boat, the crew and/or both, may be disqualified from the regatta.

33.5 "Spot-checks" shall be made during and immediately after the racing to evaluate compliance with the Class Rules and these Instructions.)

34. DISCLAIMER

34.1 All those taking part in the regatta do so at their own risk and responsibility.

34.2 Attention is drawn to Fundamental Rule D which states: "It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."

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**National Soling Associations
continued on page 43**

STANDARD MATCH RACING SAILING INSTRUCTIONS

1. RULES

1.1 The racing will be governed by the Racing Rules of Sailing, RRS Appendix B6 - Match Racing Rules, the Class and Match Racing Championship Rules of the International Soling Class (except as any of these is altered by these sailing instructions), the Notice of Race, and by these Sailing Instructions. In the event of conflict, the English text of the rules and these instructions shall prevail.

1.2 The championship is designated a Category B event in accordance with RRS 18 and Appendix A3. Appendix A3 will not apply ashore or to a yacht at its mooring.

1.3 All competitors shall comply with the ISAF Competitors' Eligibility Code in RRS Appendix A1.

1.4 Alterations/additions to the Racing Rules:

1.4.1 The following definitions shall apply: Keeping clear: A yacht is keeping clear when, in the prevailing conditions, the other yacht does not have to alter courses to avoid her.

1.4.2 RRS 4.1 is altered to read: 'AP' - Answering Pennant - Postponement Signal. All races not started are postponed. The Attention signal (Code flag 'F') will be made one minute after this signal is lowered (with a sound signal).

1.4.3 The first sentence of RRS Appendix B6 paragraph 1.4 is deleted and replaced with: "Except when sailing a proper course, a yacht shall keep clear of the other yacht in her match when that yacht:"

1.4.4 PENALTIES:

RRS Appendix B6 paragraph 5.4 is deleted and replaced with:

5.4(a) Penalties:

- (i) When one yacht has one or two outstanding penalty(ies) and the other yacht in her match is penalized, one penalty for each yacht shall be offset (no exoneration is required).
- (ii) When a yacht has one outstanding penalty she may take the penalty any time after starting and before finishing.
- (iii) When a yacht has two outstanding penalties, she shall take one of the penalties as soon as possible, but not before starting.
- (iv) When a yacht has more than two outstanding penalties she shall be penalised in accordance with B6 7.3 (Black Flag).

5.4(b) Taking Penalties:

To take a penalty a yacht shall either:

- (i) When on a leg of the course to Mark 1 (W), gybe and return to a proper course, or
- (ii) When on a leg of the course to Mark 2 (L) or the finishing line, tack with the head of the spinnaker below her main boom gooseneck and return to a proper course, except that a yacht shall not execute any part of a penalty within two of her overall lengths of a rounding mark. (A yacht completes a leg of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.)

5.4(c) Penalties at the Finish

Unless a penalty is offset (either before or after crossing the finishing line), a penalised yacht shall not be recorded as having finished

until she takes her penalty and then sails wholly on the course side of the line, and then finishes.

5.4(d) Umpire Boat Signals

The umpire boat for each match will display coloured shapes, each shape indicating one outstanding penalty. When a yacht has taken a penalty, or a penalty has been offset, one shape will be removed. Failure of the umpires to display or remove shapes shall not affect the penalties imposed. The umpires may make a sound signal when a yacht has taken a penalty.

RRS Appendix B6 paragraph 7.2 is deleted and replaced with:

When the umpires decide that a yacht:

- (i) Has failed to comply with B6 5.4(a)(iii) or,
- (ii) As a result of an infringement and allowing for a penalty has gained an advantage, or,
- (iii) Has deliberately infringed a rule, or
- (iv) Has breached good sportsmanship, she shall be penalised in accordance with B6 5.2(b) or B6 7.3.

1.4.5 Means of Propulsion

In accordance with RRS 54.3 (c) and modifying RRS 54.3(b), International Soling Class Rule 12.7 will be in effect: On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) is possible, the crew may, in order to initiate surfing, pump the sheet and/or any or all of its parts and the guy, controlling any sail, but not more than twice for each wave or gust of wind. In addition unrestricted pumping of the spinnaker guy is permitted.

2. ENTRIES

2.1 One (or more) competitor(s) from each nation of the continental region declared eligible by the International Soling Association may enter the qualifying events.

2.2 Eight competitors declared eligible by the International Soling Class may enter the final event - the Infanta Cristina Trophy.

2.3 Eligible competitors shall enter by completing registration with the organizing authority.

2.4 Yachts will be measured in accordance with ISA Championship Rule 7.0 Measuring, and Class Rules 16 and 17. All sails must have been measured, approved, and stamped and will be additionally stamped to designate their acceptance at this event. A second large spinnaker may be so designated by stamping, but not carried on board.

3. CHANGES TO SAILING INSTRUCTIONS/NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official regatta Notice board located at _____. However any changes made at the Skippers' Meeting will be posted immediately thereafter and will take effect immediately. (Any changes in the Sailing Instructions will be approved and signed by the ISA Liaison Officer prior to posting.)

3.2 A change in the schedule of the following day's racing will be posted prior to 1900 hours on the day before it will take effect.

3.3 At sea a change in or addition to the Sailing Instructions will be made by the

Principal Race Officer upon the approval of the ISA Liaison Officer and transmitted to each skipper either orally or in writing.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at (location) and will conform to RRS 4.

4.2 Code flag "L" with one sound signal means that a Notice to Competitors has been posted.

4.3 Code flag "AP", Answering Pennant, with two sound signals means "the race has been postponed; do not leave the harbour area." The warning signal will be made not less than 30 minutes after "AP" has been lowered.

4.4 'N' - "The abandoned race may be re-sailed today. Do not leave the harbour area". Unless otherwise indicated, the warning signal will be made not less than 30 minutes after 'N' is lowered ashore.

4.5 'N over A' - "The abandoned race will not be started today."

5. YACHTS

5.1 A yacht assigned to enter from the starboard end shall display a yellow flag from her backstay while racing. The yacht assigned to the port end shall similarly display a blue flag. An infringement of this sailing instruction will only be subject to action by the umpires under RRS Appendix B6 paragraph 7.1.

6. SKIPPER AND CREW

6.1 Skippers shall provide the Regatta Chairman with a crew list prior to the start of the regatta. A substitution of crew shall only be permitted if authorized by the Chief Umpire and only in the case of injury, illness or other non-preventable circumstances.

6.2 The skipper for the regatta shall be designated. The crew shall not helm the yacht while racing except in the case of emergency which shall be reported to the umpires after the match is complete.

6.3 If a helmsman is unable to continue in the regatta for reasons of illness, injury or unexpected circumstances, a crew member may be substituted as helmsman for the remainder of the regatta, subject to the approval of the Chief Umpire.

7. SCHEDULE OF RACES

7.1 The championship will consist of match racing in one (or more) round robin series, a semi-final series, and a final series as follows: First Day of Racing - Date - Time of Warning Signal Final Day of Racing - No later than (Date - Time of Warning Signal)

(It is considered preferable not to indicate an exact schedule (other than that of the first and last races) in advance, but to designate the time of commencement of each set of matches in accordance with conditions the evening before.)

7.2 The Principals Race Officer in conjunction with the ISA Liaison Officer and the Chief Umpire will decide the daily schedule, the point in the schedule at which flights will be terminated each day, whether and how the semi-finals or finals will be shortened, and, if they are to be terminated and declared completed, the point at which the round robins, the semi-finals and the finals will be terminated.

MATCH RACING INSTRUCTIONS *continued...*

7.3 The pairing list will be posted before _____ am on each morning of the competition.

7.4 Round-Robins - Each yacht shall race each of the other yachts once in individual matches in accordance with the pairing list.

7.5 A second round robin will be conducted if time permits.

7.6 *Semi-Finals* - The semi-final participants will consist of the four Solings with the best records in the round robin(s). The yacht placed first in the round robins shall race against the yacht placed fourth (semi-final 1). The other two yachts shall race against each other in semi-final 2. The higher placing yacht shall enter from the starboard end in the first match. The semi-final series will be decided in a "first to win three matches" series. In case of a tie for first place after the round robins, first place will be decided by a draw. In case of a tie for fourth place (determining which boats reach the semi-finals) the winner of the match between the tied boats in the final round robin will be awarded fourth place. If there is a 3 (or more) way tie for fourth place that cannot be resolved by the Appendix B.6 system, fourth place will be decided by a draw.

7.7 *Finals* - The two winners from the Semi-finals (W1 and W2) shall race against each other in a 'first to win three matches' final series to determine first and second place. The losers of the two Semi-final series (L1 and L2), shall race against each other in a 'first to win two matches' Consolation Final to determine third and fourth.

The schedule for the Final Series will be as follows:

Flight	1	2	3	4	5
Start 2	L2-L1	L1-L2	L2-L1		
Start 1	W2-W1	W1-W2	W2-W1	W1-W2	W2-W1

The first boat in each pair will enter from the port end.

8. INCOMPLETE SERIES

8.1 When one round robin has not been completed, the match racing will be abandoned.

8.2 When only the round robin (or round robins) has been completed, the results of the completed round robins will decide the overall results.

8.3 When there is insufficient time to sail both semi-finals and finals: only finals will be sailed between the two sailors placed highest in the round robins. (In case of a tie in the round robins, the tie will be broken by a draw.)

8.4 When there is insufficient time to sail a "first to win 3 matches" semi-final or final (and consolation final), any of these may be shortened to a "first to win 2 matches" series.

8.5 When only one match of either semi-final has been completed or the score of either semi-final is tied, the results of the completed round robin(s) will determine the winner and the final ranking.

8.6 When the finals have not been started by _____ (time) _____ (date), the highest scorer in the round robin between the winners of the semi-finals will be the overall winner and the highest scorer in the round robin between the losers of the semi-finals will be third overall.

8.7 When one or more matches of the first or third place final matches has been completed, the first and second or third and fourth places will be determined by the results of these

matches except that when two matches have been completed and the score is 1-1, the first and third places will be awarded to the higher scorer in the round robin.

9. DEBRIEFING

A debriefing at which the umpires will explain their calls, and at which competitors can ask questions regarding them, will be conducted on each of the first two days of the series shortly after the day's racing has been terminated.

10. RACING AREA

The Racing Area will be as shown in Attachment 'A'.

11. THE COURSES

11.1 Attachment "B" illustrates the course and the order in which the marks are to be rounded. All marks shall be left to starboard. The start/finish line and the windward and leeward marks will be set as shown in the diagram.

11.2 The length of the course will be established so as to take approximately 20-25 minutes to complete. A longer or shorter actual racing time will not be grounds for redress (modifies RRS 69).

11.3 Courses will not be shortened.

12. MARKS

Original marks 1 and 2 will be (shape, size and colour). New Marks when used in accordance with Instruction 16, Change of Course after the Start, will be (shape, size and colour). The start/finish mark will be (shape, size and colour).

13. DELAY TIME ALLOWED FOR REPAIRS

13.1 There will be no time allowance for repairs, except if redress has been granted for serious damage.

13.2 The Chief Umpire may allow change of equipment, including a substitution of a previously stamped spinnaker, when satisfied that considerable damage occurred that cannot be repaired before the next start.

14. THE START

14.1 Races will be started in accordance with RRS Appendix B6.

14.2 The starting line will be between a (shape, size, and colour) and a (shape, size and colour).

14.3 The Race Committee will make several short sound signals approximately one minute before the Attention signal, except following 'AP' or 'N' flown at sea.

14.4 The warning signal for a match will be the display of the numeral pennant that corresponds to the match number in the flight.

14.5 A yacht that does not start within 3 minutes after her starting signal shall be scored as 'Did not start'. This modifies RRS 70.1(a).

14.6 Individual recalls will be signalled in accordance with RRS 7.1, except that code flag "X" is replaced by "a flag that identifies the yacht" and "four" minutes is replaced by "two" minutes. This alters RRS 4.1 "X" and RRS 7.1.

15. POSTPONEMENT AND ABANDONMENT

15.1 Postponement or abandonment will be signalled in accordance with RRS 4.1 and RRS 4.2.

15.2 After the Preparatory Signal no match will be postponed except for an error in the starting procedure.

15.3 After the Preparatory Signal no match will be abandoned except for a risk to the safety of the competitors, or a mark is missing, or at the request of the Chief Umpire, or as a consequence of the expiration of the time limit.

16. CHANGE OF COURSE AFTER THE START

16.1 When changing the course after the start, the Race Committee will lay a new mark and will lift the original mark as soon as practicable.

16.2 A change of course will be signalled from a vessel stationed near the preceding mark, making short sound signals at short

Taken in Cadiz at the Prize Giving ceremony of the 1996 Infanta Cristina Trophy: S.A.R. La Infanta Dona Cristina and the President of Mundo Vela Cadiz, Rafael Roman, with Magnus Holmberg (winner) Jens Bojsen-Moller (crew to Stig Westergaard, placed second), and Jeff Madrigali (placed fourth).



MATCH RACING INSTRUCTIONS *continued...*

intervals and displaying Code flag "C". The change will be signalled before the leading yacht has begun the leg, although the new mark may not yet be in position.

16.3 When in a subsequent change of course, a new mark is replaced, it will be replaced with an original mark.

17. THE FINISH

17.1 The finish line will be the same as the starting line.

17.2 The Race Committee will display the identification flag of the winning yacht after the finish.

17.3 If the lead Soling cannot finish within one hour, the match will be abandoned.

18. PROTESTS

18.1 For protests lodged under RRS 68 the Umpires will form a Jury in accordance with RRS 1.5 and decisions of this Jury will be final.

18.2 Actions by the umpires' boats shall not be grounds for redress. (This modifies RRS 69.)

19. SCORING

19.1 Scoring will be in accordance with RRS Appendix B6.

19.2 In series where umpires are not employed, scoring will be as follows:

Winning boat - without protest from her opponent, or, with protest and alternative penalty taken: 3 points - with protest and no penalty taken: 2 points

Losing boat - without protest from her oppo-

nent, or, with protest and penalty taken:

2 points - with protest and no penalty taken:
1 point

20. TOW BOATS

There are no official tow boats. It is the responsibility of each competitor to get to the racing area on time.

21. SAFETY

A yacht that retires from a race is asked to notify the Race Committee either before leaving the racing area or, if that is not possible, immediately after arriving ashore. (The safety of a yacht and her entire management (including her insurance) shall be the sole responsibility of the owner/competitor racing the yacht. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for his crew, his yacht, and the management thereof.)

22. SUPPORT BOATS

22.1 After the first warning signal all individual or team support boats shall remain at least 50m from the starting and racing area. These boats shall fly their national flag. In case of any violation of this rule the support boat may be banned from further support activities, or the yacht being supported or one belonging to the team concerned may be disqualified, or such other penalty as decided by the International Jury may be applied.

22.2 Five minutes after a postponement team support boats may re-enter the starting and race area and resume communications until the next warning signal is displayed.

23. PERSONAL BUOYANCY

Three life jackets or buoyancy vests in accordance with Class Rule 14.1.2 shall be carried on board the yacht at all times. Wet suits do not constitute adequate personal buoyancy. It is the personal responsibility of each crew member to wear his personal buoyancy when conditions warrant.

24. RADIO COMMUNICATION

A yacht shall neither make radio transmissions while racing nor receive special radio communications not available to all yachts.

25. PRIZES

Awards will be presented as soon as possible after the finish of racing. The winner will be awarded _____. Other prizes will be awarded to the top three crews as follows: _____.

26. DISCLAIMER

26.1 All those taking part in the regatta do so at their own risk and responsibility.

26.2 Attention is drawn to Fundamental Rule B which states: "It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race."

NATIONAL SOLING ASSOCIATIONS

continued from page 40

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CONSTITUTION

1. TITLE

The full title of the Association shall be the **International Soling Association, (ISA)**.

2. OBJECT

The object of the **ISA** is to promote the Soling Class throughout the world, to co-ordinate competition under uniform rules, and to maintain the integrity of the one-design nature of the class in co-operation with the **International Sailing Federation (ISAF)** and the **National Soling Associations (NSA)**.

3. TERMS AND DEFINITIONS

Throughout these rules the following defined terms will be used:

3.1 The **ISA** shall mean the **International Soling Association** and its address shall be the address of the current Class Secretary.

3.2 The **ISA Committee** shall mean the governing Committee of the **ISA**.

3.3 The **National Authority** shall mean the organization recognized by the **ISAF** to control and organize sailing on a national basis in any country.

3.4 The **NSA** shall mean the **National Soling Association** organized inside individual countries and officially recognized by the **ISA**. The **ISA** shall follow the rulings of the **ISAF** concerning geographical boundaries of individual countries.

3.5 The **Class** shall mean the class of sailing yacht designed by Jan H. Linde and built in accordance with his drawing and specifications amended from time to time by the **ISAF** and known under the name **International Soling**.

3.6 The **Class Rules** shall mean the rules relating to measurement, construction and racing conditions of a Soling. The **Class Rules** as published by the **ISAF** are entitled "**International Soling Class Rules and Measurement Diagram**".

3.7 **ISA Procedure** shall mean the procedures issued as guidance to **Licensed Builders, Yacht Owners, National Authorities** and **NSA's**.

3.8 The **ISAF** shall mean the **International Sailing Federation**.

3.9 The **Copyright Holder** shall mean **ISAF Holdings Limited**.

3.10 The **Certificate** shall mean the measurement form duly endorsed as hereinafter provided (See Rule 4.5).

3.11 The **Measurement Form** shall mean the official Measurement Form.

3.12 The **Sail Measurement Form** shall mean the official Sail Measurement Form.

3.13 The **Hull Numbers** shall mean: (1): The Serial no. issued by **ISAF** on the Plaque, (2): The **Licensed Builder's Code** and Hull number, Mould and Plug numbers issued by the **Licensed Builder** on the same plaque.

3.14 The **Sail Numbers** shall mean the National Letters and Distinguishing Numbers allocated by the **National Authority** or the **NSA**.

3.15 The **ISA Class Register** shall mean the register of members.

3.16 **Licensed Builder** shall mean the person, persons, or corporation holding a licence to build the **International Soling**.

3.17 **Member** shall mean an individual whose current **ISA** dues are paid.

3.18 **Owner** shall mean the owner, joint owner or corporate owner, of a certificated Soling.

4. PROTECTION OF ONE-DESIGN AND ISSUE OF CERTIFICATES

4.1 The One-Design character of the **International Soling** and the quality of the yachts shall be controlled by limiting building rights to selected builders. All applications for building licences shall be sent direct to the **ISA**. The Technical Committee shall investigate the proposed builder's premises, and production facility, either directly or through a classification society, or the **National Authority**, or the **NSA**. If these inspections are satisfactory and if evidence of adequate financial capability is furnished, the **ISA Committee** can recommend to the **Copyright Holder** that a licence be issued.

4.2 No yacht shall be eligible for a **Certificate** as an **International Soling** unless the hull and the other component mouldings are produced by a **Licensed Builder** in accordance with the **Class Rules**.

4.3 The **ISA** shall maintain a Register of **Licensed Builders**, and **NSA's**.

4.4 The **NSA's** shall, in co-operation with the **National Authorities**, be responsible for the appointment of official class measurers and for the distribution of **Measurement Forms** obtainable from the **ISAF** provided that no responsibility shall rest with the **NSA's** or the **National Authorities** in respect of errors made by measurers. Names and addresses of such appointed measurers shall be reported to the **ISA** annually.

4.5 The **Measurement Form**, properly completed by the officially appointed measurer, showing that the yacht is within the requirements of the **Class Rules** and that the building fee has been paid, shall become a **Measurement Certificate** when it has been duly endorsed by the **National Authority** (see **Measurement Instruction 6**).

4.6 **Certificates** shall remain valid only as long as the yacht complies with the **Class Rules** and the annual dues are paid to the **NSA** (or if there is none for the **Owner's** country, to the **ISA**) as provided for in Rule 5.2.

4.7 The **Copyright Holder** shall hold the **Licensed Builder** responsible for delivering yachts within the **Class Rules** and specifications. The **Licensed Builder** must correct at the builder's expense any yacht not approved for a certificate by a measurer at the **Licensed Builder's** expense. Failure to do so shall be valid cause for cancellation of his licence. The responsibility for ensuring the continued validity of the yacht after it has been first certified shall rest with the current **Owner**.

4.8 Acceptance of a **Certificate** by an **Owner(s)** shall ipso facto render him/them subject to the jurisdiction of the **ISA** in any matter pertaining to the **ISA Constitution** or **Class Rules**.

5. MEMBERSHIP & VOTING RIGHTS

5.1 The following types of membership shall be recognized:

5.11 **Membership**

5.12 **Honorary membership**

5.13 **Life membership**

5.2 **Membership** shall, upon payment of the prescribed dues of an **NSA**, be open to any member of an **NSA** or **NA**. In the case of annual dues paid by an individual or a corporation owning an **International Soling**, these dues shall also cover the cost of validating the **Certificate** annually as required by Rule 4.6.

5.21 **Membership** shall be obligatory for each member of every crew taking part in major international or national events.

5.22 **Membership** shall, upon payment of the prescribed dues, be open to all individuals or clubs interested in the **International Soling Class**.

5.3 **Honorary Membership** may be awarded by the **ISA Committee** to any individual who contributes substantially to the Class and/or its funds.

5.4 **Life Membership**. The **ISA Committee** may elect to Life Membership any present or former **Member** who in the opinion of the Committee has contributed especially praiseworthy effort to the betterment of the **Class**. Election to **Life**

Membership requires a 3/4 favourable vote of the **ISA Committee**. A **Life Member** shall pay no dues and shall receive gratis whatever mailings are sent to **Members**.

5.5 Each **Member** shall be entitled to attend and speak at a General Meeting of the **ISA**, to vote in a postal ballot on questions submitted to **Members**, and to serve in any **ISA** office. **Honorary Members** shall be entitled to attend and speak at any General Meeting but not to vote nor to serve as a member of the **ISA Committee**.

6. ANNUAL CONTRIBUTIONS FROM NSA'S

6.1 The **ISA** shall be financed by annual dues from **Members**. These dues shall be determined annually by the **ISA Committee**. Dues shall be paid annually to the **NSA** or **NA**, or if there is none for the members' country, to the **ISA**. Membership cards shall be issued to all eligible members by the **NSA's** or **NA's** as a receipt of dues for that year.

6.2 Dues for each calendar year are due on January 1st. Any **Member** whose dues have not been paid in the current year cannot be entered for racing until such dues are paid.

6.3 Conclusion dates for count of **Members** for the purpose of:

- NSA's** appointment of appointed **ISA Committee** members shall be 31st December.
- Votes by **NSA's** at the AGM and by postal ballot shall be eight weeks before the date of the AGM or postal ballot.

6.4 The **ISA** sticker, as approved for each year, shall be issued to each **Owner** on payment of dues (see **Class Rule 16.2(c)**).

7. MANAGEMENT OF ISA

7.1 Subject to the provisions of this **Constitution**, the affairs of the **ISA** shall be managed by the **ISA Committee**. The **ISA Committee** shall be the only body in the **ISA** with power to recommend changes in the **Class Rules** and the **ISA Constitution**. Any such changes shall be promptly submitted to the **ISAF** for its approval, and notice of the change shall be promptly provided to the **NSA's**. The **ISA Committee** is empowered without recourse to any other authority to make whatever changes it may consider advisable from time to time in the Championship Rules of the **Class**. The **ISA Committee** shall have power to appoint any person to assist it, whether a **Member** of the **ISA** or not, but such person shall have no vote on the **ISA Committee**.

7.12 The **ISA Committee** is responsible for

CONSTITUTION *continued . . .*

selecting and establishing the dates for the World and European Championships each year.

7.2 The **ISA Committee** shall consist of **Elected Members** and **Appointed Members**.

7.21 Elected Members: There shall be nine **Elected Members**, three of whom are elected each year for terms of three years. Each of the nine must represent a different country. An **Elected Member** may be re-elected twice; after the third term he shall retire but shall be eligible for re-election after an interval of one year.

7.22 Appointed Members: Each **NSA** with 40 or more **Members** at the date specified in Rule 6.3(a) shall be entitled to appoint an **Appointed Member** for a term of one year beginning the next January 1st. An **Appointed Member** may be re-appointed each year. Each **NSA** with more than 200 **Members** shall be entitled to appoint a second **Appointed Member**. **Appointed Members** shall have the same authority and responsibility as **Elected Members**.

7.23 In the case of the retirement of an **Elected Member**, or a vacancy in such office for any reason, the **ISA Committee** may appoint a substitute to complete the term. The **ISA Committee** need not necessarily fill such a vacancy, but must do so when the total number of **Elected Members** falls below six.

7.24 In the case of the retirement of an **Appointed Member**, or a vacancy in such office for any reason, the **NSA** of the former **Appointed Member** may appoint a substitute to complete the term. If the substitute **Appointed Member** is not appointed by the **NSA** within 60 days of the retirement or vacancy, the **ISA Committee** may appoint a substitute to complete the term.

7.25 If an **Appointed Member** of the **ISA Committee** should be unable to attend a meeting of the **ISA Committee** or a General Meeting, his **NSA** may appoint a substitute for that meeting only. Designation of such substitute shall be in writing and received by the **ISA Secretary** at least one week prior to the date of the meeting.

7.3 Nomination and Election of Elected Members of ISA Committee.

7.31 At Annual General Meetings the **Elected Members** shall be elected by **NSA's** under the following procedures:

7.32 Nominations of candidates shall be effected in accordance with Rules 7.6 and 7.7

7.33 Each **NSA** having at least one **Member** at the date specified in Rule 6.3(b) shall have one vote plus one additional vote for every complete multiple of 20 **Members**.

7.34 The proposed candidates shall be elected in one ballot in which an **NSA** can vote for one person with all its votes, or the **NSA** can split its total number of votes for two or more candidates.

7.35 The candidate with the highest number of votes shall be elected. In case of a tie between two or more candidates a new poll shall take place between these candidates.

7.36 The Secretary shall certify at the Annual General Meeting the count by **NSA** of **Members** under Rule 6.3.

7.37 An **NSA** which is not able to be personally represented at the Annual General Meeting shall be entitled to give a written power of attorney to any **NSA** represented in person to vote on its behalf.

7.4 Terms of Office

7.41 The terms of office for all **ISA Committee Members**, elected and appointed officers, shall begin January 1st of the year following their election or appointment; terms of office of one or more years shall mean the calendar year, January 1st to December 31st. The **President** can be re-elected once for one further term of two years. After the second term the **President** shall retire and shall not be eligible for re-election as **President** or **Vice President** for a period of two years.

7.5 Officers and Committees.

At its major meeting, to be held immediately after the Annual General Meeting, the **ISA Committee** shall:

7.51 Elect one of its members as **President** of the **ISA** for a term of two years (if a two year term has just been completed);

7.52 Elect one of its members as **Vice President** of the **ISA** for a term of one year.

7.53 Elect a **Secretary** who shall keep correct minutes and records of all **ISA Committee** and General Meetings, together with the **Register of NSA's**. The compensation of the **Secretary**, who shall not be a member of the **ISA Committee**, shall be determined from time to time by the **ISA Committee**.

7.54 Elect a **Treasurer** who shall have charge of the funds of the **ISA**, make such disbursements as the **ISA Committee** shall direct, keep an accurate record of the financial affairs of the **ISA**, and present a financial statement at each Annual General Meeting. The **Secretary** may also be elected **Treasurer**. Payments of money exceeding the sum of £5,000 require the signature of the **President** or the **Vice-President (Administration)**.

7.55 Elect a **Member of ISA** as **Chairman of the Technical Committee** for a term of one year. The **Technical Committee** shall be responsible for making recommendations to the **ISA Committee** regarding the **Class Rules**, including suggested amendments or additions and requests for interpretations.

7.56 Elect a **Member of ISA** as **Chairman of the Championship Committee** for a term of one year.

7.57 Elect a **Member of ISA** as **Editor** for a term of one year.

7.58 Elect a **Member of ISA** as **Vice President - (Administration)** for a term of one year; such **Vice President** to be a voting member of the **Committee**.

7.59 Elect one of its members as **Chairman of the Nominating Committee**.

7.6 At least three months prior to the Annual General Meeting the Secretary shall invite suggestions from the **ISA Committee members** and from the **NSA's** to fill vacancies occurring the following January 1st, and shall forward such suggestions to the Chairman of the Nominating Committee.

7.7 At least six weeks prior to the Annual General Meeting/major Committee meeting, the **Chairman of the Nominating Committee** shall, after consultation with the other members of his/her Committee, nominate the names of at least one **Member** for the positions of **President** (if a two year term is about to be completed), **Vice-President**, **Secretary**, **Treasurer**, three **Elected Members** of the **ISA Committee**, and one

member of the **Executive Committee**.

7.8 The **Executive Committee** shall be elected for a term of one year. The **President** and **Vice President** shall always be two of its members; the third member shall be elected by the **ISA Committee**, and the fourth member shall be appointed by the **President** (i.e. the **President** who will be holding the next term of office).

The **Executive Committee** shall be responsible for making decisions on urgent matters arising between meetings of the **ISA Committee**. Decisions made by the **Executive Committee** will be reported to the **ISA Committee** at its next meeting and to the **Members** at the next General Meeting.

7.9 The **President** (i.e. the **President** who

Madrigali Team Wins for Soling Class

The victory of Jeff Madrigali, Kent Massey, and Jim Barton in the 1996 U.S. Olympic Soling Trials, achieving the goal to which they had dedicated four years of their lives, is a victory for Olympic Classes. The Madrigali team attended almost every major (fleet and match racing) event in North America and Europe during this period, far more than any other U.S. contender. This extensive training and wide experience resulted in a distinct superiority in boat handling and boat speed at the trials.

The question which was whether sailing almost exclusively in the major events of an Olympic Class would result in a superiority over America's professional rock stars who test themselves in a wide variety of classes against the world's best. Madrigali's answer was that it clearly did. The best of the pros - Ed Baird, the world's top ranked match racer and a Soling sailor from the distant past - could only manage a fifth place, while Bill Fortenberry, John Kolijs, and Terry Hutchinson were sixth, seventh and ninth. The four teams who topped the fleet racing and advanced to the match racing finals were (in addition to Madrigali) Dave Curtis, a 28 year veteran of the Soling Class, Gerard Coleman (and his two brothers), 14 year veterans, and Harry Melges, Jr. who has been intermittently active for about 8 years.

The Madrigali team victory vindicates the effort, energy and will expended by every sailor who strives for an Olympic berth. But far more importantly it vindicates Olympic Classes. It demonstrates that they are not "dinosaurs that have outlived their usefulness". Their regular events are unique training grounds that permit those who regularly participate to achieve a level of skill, experience, and insight superior to that available from any other source.

An Olympic Trial, in addition to discovering the highest possible level of competence in managing a particular boat, tests dedication, perseverance, and appreciation of the game during a protracted period of training - and demonstrates the unique ability of an Olympic Class to produce that level of competence.

CONSTITUTION *continued...*

will be holding the next term of office) shall nominate for election by the **ISA Committee** the names of **Members** to be the Chairmen of the following Committees: **Technical, Championship, Nominating**. He shall also nominate for election the **Editor** and **Vice-President (Administration)**.

7.10 The nominations described above shall not preclude others made by members of the **ISA Committee**.

7.11 Vacancies

A person elected to fill a vacancy shall serve until January 1st of the year following the next Annual General Meeting, except that a person elected to fill a vacancy in the office of **President, Vice President** or **Chairman of the Technical Committee** shall complete the term of his predecessor.

7.12 The **ISA Committee** shall decide the time and place for the next meeting of the Committee and cause the **Secretary** to ensure that notice of this Meeting be sent to all members of the Committee.

8. ISA COMMITTEE MEETINGS

8.1 At least six weeks notice shall be given for any **ISA Committee** meeting. The **Secretary** shall send written notice of the date and place of such meeting and the agenda therefore to each **ISA Committee** member. The **Secretary** shall circulate with the notice copies of relevant correspondence.

8.2 Any **ISA Committee** Member not answering a resolution communicated to him/her in writing by the **ISA Secretary** within four weeks from the date of sending shall be deemed to have agreed to such resolution being passed. All communications to countries outside that of

the **Secretary** shall be sent by airmail.

8.3 At meetings of the **ISA Committee** five members present in person shall form a quorum.

9. ANNUAL GENERAL MEETING OF THE ISA

9.1 The objects of the Annual General Meeting shall be:-

9.11 To pass (if agreed) the Annual Statement of Accounts for the previous financial year.

9.12 To elect three members to the **ISA Committee**.

9.13 To receive votes by **NSA's** on matters submitted to them.

9.14 To receive reports on any postal ballots submitted to **Members**.

9.15 To ratify changes in the Constitution recommended by the **ISA Committee**.

9.2 The meeting shall be held each year separate and apart from any major Championship, the precise date, time and place being at the discretion of the **ISA Committee**.

9.3 At least twelve weeks' notice of the Annual General Meeting shall be given in writing.

9.4 **NSA's** may vote by authorized representatives. Five **NSA's** present by authorized representatives shall constitute a quorum.

9.5 Decisions shall be carried by a majority vote of **NSA's**. All postal ballots shall be returned to the **Secretary** within four weeks of the date of posting the ballot paper.

10. MEETINGS OF MEMBERS

10.1 In conjunction with the World and the

European Championship, whenever possible, the **ISA Committee** will arrange with the organizers of the event a meeting of members. At these meetings one or more of the **ISA** officers will be present to answer questions of members present, to receive suggestions for guidance of the **ISA Committee** and to report any developments of interest to the membership. The **ISA Committee** will assist the organizers of any Continental Championship, if requested to do so, in arranging and/or participating in a similar meeting of members.

11. ACCOUNTS

11.1 The **ISA Committee** shall appoint an independent, qualified auditor who shall examine the correctness of the accounts and certify the annual financial statement of **ISA**.

11.2 The **ISA Committee** shall cause true accounts to be kept giving full particulars of:
11.21 All amounts of money, assets and liabilities of the **ISA**.

11.22 All amounts of money received and expended by the **ISA** and of the matters in respect of which such receipts and expenditures arise.

11.23 All sales and purchase of goods by the **ISA**.

11.3 A financial statement shall be presented at every Annual General Meeting.

11.4 Any copy of the annual financial statement, duly audited, which is to be laid before the members at the Annual General Meeting shall be published in **Soling Sailing** as soon as possible thereafter.

Past Honorary President, Presidents and Life Members

Past Honorary President H.M. King Olav of Norway (Died 1991)

Past Presidents

1969 - 1972 Eggert Benzon	1973 - 1975 Jack Van Dyke (Died 1991)	1976 - 1979 Geert Bakker (Died 1993)	
1980 - 1982 Ken Berkeley	1983 - 1986 Karl Haist	1987 - 1990 Sam Merrick	1991 - 1994 Stuart Walker

Life Members (in addition to Past Presidents)

Finn Chr. Ferner Duncan Simonds

The Secretariat

In the early years the Class Secretariat was located in Denmark under the devoted supervision of Evyin Schiottz, until his death in 1978. Arnold von Altena of Holland took over on a temporary basis until Christian Meinich of Norway was appointed. In April 1980 the Secretariat moved to the UK when Dinny Reed was appointed Secretary/Treasurer; she continues in this role to the present day. The Secretariat deals with the day to day business of the class and from the first Dinny had the advantage of the wise counsel of Duncan Simonds, long time **ISA** Vice President, and subsequent Vice President (Administration), until his retirement in 1990 after many years of loyal service to the Class. Although not officially involved with the Class any more, Duncan is still willing to give assistance whenever called upon to do so - a notable example being his valuable help in checking and proof-reading this Soling Guide. Thank you for everything, Duncan.

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Available from the ISA Office:

Tie.....	£7.00
Silk Scarf.....	£20.00
Car Sticker.....	£2.00
"Gold" Tie Pin.....	£4.00
"Silver" Tie Pin.....	£2.50
Blazer Badge.....	£2.50

Sail Labels, Boat Stickers,
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COMMITTEE AND OFFICERS 1996

EXECUTIVE COMMITTEE:

George Wossala (*President*),
Jim Beatty (*Vice President*),
Joe Hoeksema, Karl Haist

TECHNICAL COMMITTEE:

Tony Clare (*Chairman*),
Bill Abbott Jr., Anders Borresen,
Tarry Polidor, Jan Linge,
Jean-Pierre Marmier

CHIEF MEASURER:

Jean-Pierre Marmier

CHAMPIONSHIP COMMITTEE:

Stuart Walker (*Chairman*),
Paul Davis, Rudy den Outer

NOMINATING COMMITTEE:

Andy Vincon (*Chairman*), Jim Beatty,
Jean-Pierre Marmier.

VICE PRESIDENT (Administration):

Tony Clare

EDITOR:

Stuart Walker

ELECTED COMMITTEE MEMBERS:

George Wossala
Bill Abbott Sr.
Tony Clare
Stuart Walker
Rudy den Outer
S.A.R. el Principe de Asturias
- Don Felipe de Borbon y Grecia
Uli Strohschneider
Andy Vincon
Philippe Richard

APPOINTED COMMITTEE MEMBERS:

Austria - Carl Autried
Australia - Paul Glaser
Canada - Jim Beatty
Germany - Karl Haist
Italy - Vittorio Porta
Norway - Paul Davis
Switzerland - Jean-Pierre Marmier
United Kingdom - Hamish Loudon
United States of America -
Joe Hoeksema, Sam Merrick

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