JAN HERMAN LINGE'S

OLYMPIC

THREE-MAN KEEL BOAT

SOLING

INTERNATIONAL SOLING OLYMPIC CLASS

Designed By: Jan Herman Linge – Oslo – Norway

SOLING is a low cost, high performance, 3-man keel boat. Safe and seaworthy. Easy to handle, but demanding to race. Exceptionally fast, and planes when conditions are right. Easy to trail behind a familiy-size car. **More racing fun to more people in more places.**

SOLING was, after extensive trials, approved and adopted by the **International Yacht Racing Union.** Racing fleets were established in all major areas, and the class is growing rapidly all over the world. Soling has been chosen as the 3-man keel boat for the **OLYMPIC GAMES.**

SOLING is a true **One-Design** class of GRP construction. The boats are produced from indentical shaped patterns and moulds, and only by builders approved and licensed by IYRU. **The Class Rules** are controlled by IYRU in cooperation with the **International Soling Association.**

SOLING GUIDE 1970

International Soling Association

COPENHAGEN, MAJ 1970

Edited by the Secretary

CONTENT PAGE

The rules and forms, page I–XI, are with permission printed direct from the IYRU-papers.

The Chairman to Soling Owners

Dear Soling Owner,

It is on behalf of your International Soling Association Committee my pleasure to present you with the first edition of the Soling Guide.

As the titel indicates it is thought as a guide for your convenience and we hope you will find the content helpful and interesting.

Sincerely yours
INTERNATIONAL SOLING ASSOCIATION

Eggert Benzon

Chairman

THE COMMITTEE 1970

Honorary Member of the Committee: His Majesty King Konstantin

Chairman:
Eggert Benzon, Denmark, elected 1969 –

Hon. Secretary and Treasurer:
Robin Aisher, Unitel Kingdom, elected 1969 –

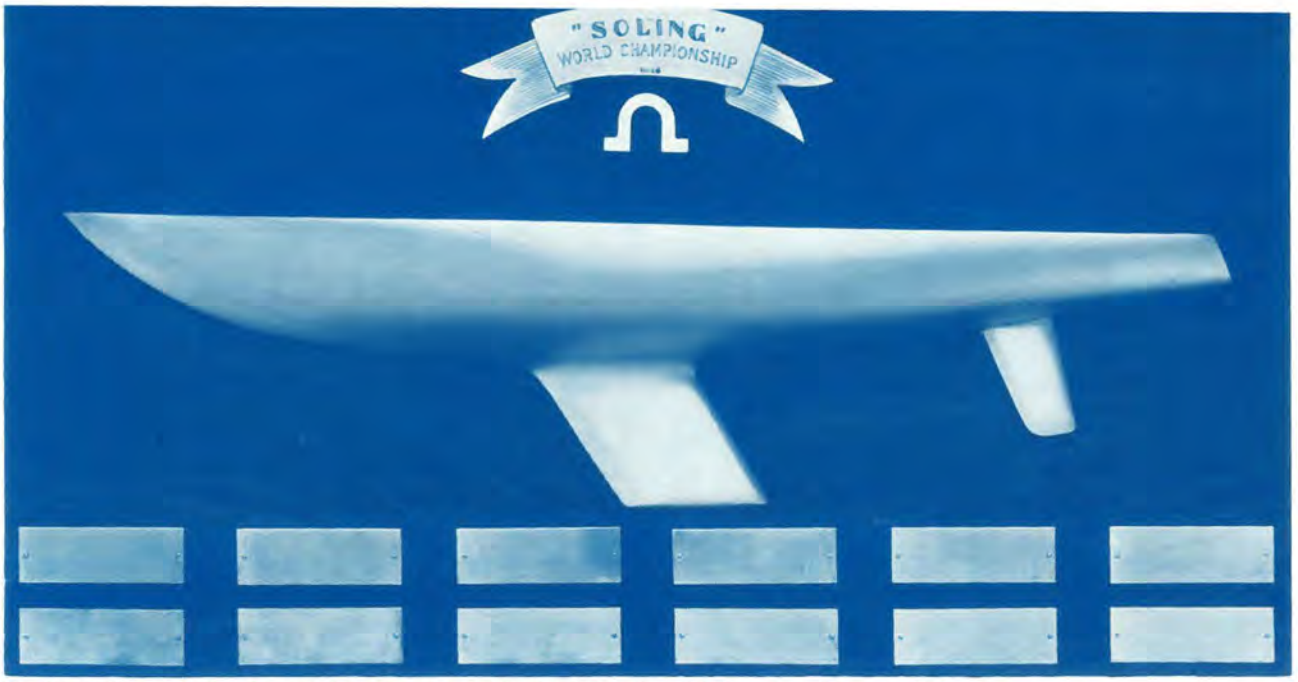
Members:
John Van Dyke, U.S.A., appointed 1969 –
Finn Chr. Ferner, Norway, elected 1969 –
Rudolf Harmstorf, West Germany, elected 1969 –
Bengt Julin, Sweden, elected 1969 –
Gordon Lindemann, U.S.A., appointed 1969 –
James Schoonmaker, U.S.A., elected 1969 –
Hans Sverring, Sweden, appointed 1969 –
Roger Wilson, Canada, elected 1969 –
Kevin S. Winterbottom, Australia, appointed 1970 –

THE TECHNICAL COMMITTEE 1970

Robin Aisher, United Kingdom.
Rudolf Harmstorf, West Germany.
Jan H. Linge, Norway.
James Schoonmaker, U.S.A.

INTERNATIONAL SOLING ASSOCIATION SECRETARIAT

Office: 18 Østergade, DK 1100 Copenhagen K, Denmark.
Eyvin Schiøttz, Denmark, appointed Secretary 1969 –



The World Championship Perpetual Trophy, donated by the International Soling Association in 1969.

THE INTERNATIONAL SOLING ASSOCIATION's CONTACTS

Argentine:	Roberto G. Sieburger, Buenos Aires.
Australia:	A. Muston, N.S.W.
	Ronald F. Jackson, Victoria.
Austria:	Peter Denzel, Vienna.
Bahama:	Robert Symonette, Nassau.
Belgium:	G. J. Fletcher, Brussels.
Bermuda:	G. Ward Young, Hamilton.
Brazil:	Erling S. Lorentzen, Rua São José, 90–17 Andar, Rio De Janeiro.
Canada:	Dr. G. B. Skinner, Bedford, N.S.
Denmark:	Eggert Benzon, Copenhagen.
Holland:	G. A. Bakker, Rotterdam.
Finland:	Vladimir Marschan.
France:	Gérard Weil, Paris.
Italy:	Rinaldo Schiaffino, Genova.
New Zealand:	New Zealand Soling Association.
Norway:	Carl Sejerstedt Bødtker, Oslo.
Portugal:	Robin Hall, Lisboa.
Puerto Rico:	Miguel A. Casellas Jr., Puerto Rico.
South Africa:	Hamish A. Campbell, Durban.
Spain:	Enrique Trull, Vigo.
Sweden:	Hjalmar Schibbye, Stockholm.
Switzerland:	Jean-Jacques Bolle, Morges.
United Kingdom:	Kenneth B. Miller, Dunbartonshire.
U.S.A.:	John Van Dyke, Wisconsin.
West Germany:	Rudolf Harmstorf, Hamburg.

Mail all your correspondence (except Brazil) to the addresses given on green page 4.

THE INTERNATIONAL SOLING HISTORY

A short record of the new Olympic Yacht.

The Soling is designed by Jan H. Linge. The first boat competed in the trials arranged by the German National Authority at Kiel, September 1966. These trials were wanted by the IYRU for the selection of an international Three Man Keel Boat of high performance.

The Observation Committee (appointed by the IYRU) submitted at the November meeting in London a written report recommending that two boats should be encouraged to form classes. The Soling was one of these. The Permanent Committee, however, decided to arrange a fresh series of trials to be held in Holland in 1967 to produce conclusive evidence.

After the trials in Holland the Observation Committee's report was adopted. In this the Soling was chosen as the best boat, and the minutes from the meeting in London, November 1967 stated:

The trials had been most succesful due to differing weather conditions which had been experienced. The committee was grateful to the International 5.5 and Dragon Classes, both of which had been represented at the trials with boats sailed by top helmsmen.

The Permanent Committee resolved to grant international status (Category 2) in Group A to the Soling Class, subject to the executive committee beeing satisfied with the constitution of the International Class Owners Association and the designer having completed contracts with I.Y.R.U. Holdings Limited on the matters of royalty and copyright.

The Class Rules which had been examined by a sub-committee of the Keel Boat Technical Committee were approved.

November the 9th 1967 (The Permanent Committee Meeting) the Soling received international status, and at the same time the International Soling Launching Committee was formed. The next year in London the Soling Class was adopted for the 1972-Olympics by a majority of votes.

Already after the first trials at Kiel the popularity of the class was established.

Before the Soling received international status, she was raced in Norway and Denmark only. The first international series of races (6) were held in the Sound at Copenhagen by the Royal Danish Yacht Club (17 competitors, 3 Norwegian, 2 Swedish and 12 Danish). That was in July 1967. At the end of that season the Scandinavian fleet could number 50 Solings (D 22, N 18 and S 10). During the following winter (1968–69) about 300 Solings were built and the activities continued.

At the bginning of 1970 we know of about 1200 yachts (besides about 100 in stock and about another 100 under construction) in 31 countries (see our records on page 6).

The first National Soling Association was launced in 1967, in 1968 five followed, and now 22 national associations are in operation.

In fact only 22 Solings of the 1200 are in countries with no national association.

All the National Soling Associations must in the coming years be prepared for a busy time in the organization of a strong Soling Class.

We all hope the succes will continue and the Soling Class be even more popular after the Olympics in 1972.

From the World Championship 1969. Round the windward mark, spinnakers set. D 18, SPIRIT, Tom Carlsen, responds to a luff from a competitor.
GR 1, AFROESSA, H. M. King Konstantin. US 200, NO NAME, George O'Day, and to the extreem left the Sewdish Soling NIKE, Jerry Hellström.

MAJOR EVENTS OF THE PAST

Europeans 1968

The first Soling European Championship was helt at Copenhagen on the Sound (Øresund), 4 nautical miles NE of Skovshoved (7 miles N of Copenhagen).

Dates: 15th to 22nd of July.

Arranged by: Kongelig Dansk Yachtklub (Royal Danish Yacht Club) and Danish International Soling Association.

For this competition KDY had donated the beautiful Soling Cup, which the first year went to Norway won by Per Spelling and his crew.

It was from the start very fascinating races with a wind of 28 knots, which slacked from day to day, and at the end of the regatta it was blowing more moderately. 25 Solings competed.

European Champion 1968:

1. N 7 – Per Spelling, KNS, (1-1-R-6-3-2) .... 20,4 points
2. H 1 – G. A. Bakker, KWY, (2-10-1-5-4-1) ... 21 –
3. D 19 – N. Bolt-Jørgensen, TS, (4-5-3-1-2-5) . 26,7 –
4. N 2 – Finn Chr. Ferner, KNS, (6-2-5-2-1-6) . 27,7 –
5. D 18 – Tom Carlsen, HS, (5-3-6-4-6-7) ..... 47,1 –

Worlds 1969

The first World Championship was helt at the same place and arranged by the same clubs as the Europeans 1968. 90 entries were received from 17 countries. 87 started in two heats on the same course.
Conditions: Mostly light winds, several postponements and one day races were abandoned to lack of wind, next day two races were completed. All six races on an eleven miles Olympic course with pre laid marks.

World Champion 1969:

1. D 29 – Paul Elvstrøm, (1-1-1-1-3-11) ..... 5,7 points
2. S 20 – Pelle Pettersson, (2-1-1-4-1-2) .... 6,0 –
3. US 167 – James Schoonmaker, (1-11-2-1-2-5) 16,0 –
4. K 38 – Rodney Pattison, (3-2-3-2-6-21) ... 29,1 –
5. D 19 – N. Bolt-Jørgensen, (3-2-7-3-3-13) . 33,1 –

Europeans 1969

The second European Championship was held at Sandhamn, a lovely island in the Swedish archipelago about 20 nautical miles East of Stockholm.

Arranged by: Kungliga Svenska Segelsällskapet (Royal Swedish Yacht Club) and Swedish Soling Association on Olympic course. 46 entries were received from eleven countries and all started in the series of 6 races.

In the mid-summer, winds are often very light on the East coast of Sweden. The wind was never above 10 knots, most of the time below 5.

European Champion 1969:

1. S 21 – Von Gruenewaldt, (8-2-1-5-5-12) .... 37 points
2. S 27 – H. Kellner, (11-6-2-3-1-15) ..... 37,4 –
3. G 24 – E. Wagner, (24-8-4-4-4-1) ..... 38,0 –
4. S 35 – S. Wennerström (10-1-5-6-2-28) .... 40,7 –
5. KA 57 – K. Winterbottom, (14-4-3-1-14-7) .... 46,7 –

MEDITERRANEAN 1970

Championnat International De France 1970.

From the 21st to the 26th of March 1970 the Championnat International de France des Solings was sailed for the first time in history.

The event took place at Cannes. The weather was beautiful with light winds. All the races were sailed in forces between 2 and 10 knots. Among the 21 competitors were skilful Soling-helmsmen as: Pelle Petterson, Sweden (second in the Worlds 1969), the British Soling Champion Cooke, Pierre Poullain, France (former 5-0-5 champion). From the results you will see that both Sweden and France were well in the lead.

Results:

1. Pelle Pettersson, Sweden, (D-1-3-5-1) ..... 15,7 points
2. P. R. Poullain, France, (2-4-1-4-7) ..... 19,0 –
3. Poullin, France, (5-12-2-3-5) ..... 28,7 –
4. Pinaud, France, (3-3-8-7-4) ..... 32,4 –
5. Hans Sverring, Sweden, (15-2-6-1-13) ..... 33,7 –

Some competitors were disqualified on account of the 5 minutes rule still in use on the Mediterranean! It was also felt that the course was placed too close to the shore. In regard to above the International Soling Association recom-

The Worlds Championship 1969 at Copenhagen. Some of the 87 competitors in one of the two heats on the Sound. The Spinnaker window at top of the jib is shown in a square window on N 16 and in a round on A 5. It is wise to remember the rules for transparent panels, see page II, rule 10.3.

F 5
PADOPHI A. Hurtebize

SA 1
SOLITAIRE H. A. Champbell

N 16
VELERO Reidar Andersen

K 7
SOLIRIS Timothy J. Henderson

A 5
HUIJA Jorge d. Vago

H 1
CADANS, G. A. Bakker

S 38
KULING Lennart Roslund

B 1
BLOODY JACK J. Aerts

K 38
TYLER MAID Hohn Tyler

S 8
GABRIELLA III E. Schauman

F 24
PILÜIT Olivier Bal

mends that "Round the Ends Rule" is used at General Recalls only (IYRU-Racing Rule 51.1 (c) in force since 1969), and the race course placed at a reasonable distance from the shore.

The first pre-olympic regatta

It was blowing very hard when the Frence should start the races on the Mediterranean for the pre-Olympic Hyeres-regatta. 6 races were planed, but only 5 races were completed. The wind varied from 36 to 43 knots with a very heavy sea.

41 entries representing 7 countries.

Results:

1. B 24 – Nelis, (4-6-1-1-6) ..... 19,7 points
2. I 44 – Milone, (6-2-7-3-1) ..... 20,4 –
3. S 16 – Piehl, (3-1-2-14-14) ..... 28,7 –
4. S 15 – Nyström, (9-3-5-2-5) ..... 28,7 –
5. F 8 – Briand, (1-R-9-4-4) ..... 31,0 –

INFORMATION TO SOLING OWNERS

The minutes from all meetings of the ISA-Committee and General Meetings will be distributed to all National Soling Associations and Licence Builders. The NSAs are asked to include the major decisions in their News Letters to Soling Owners and to sailmakers inside their territories.

When your Soling is sold do not forget to follow the Procedures (orange page) item 9.1 and please remember that the Certificate must accompany the boat and if possible also your Soling Guide.

Please remember that all you can do to help the association officers in their work will be appreciated very much.

The officers of any NSA have assumed the job as a leisure occupation which often reduce their opportunity to race and trim their own Solings.

☆ ☆ ☆

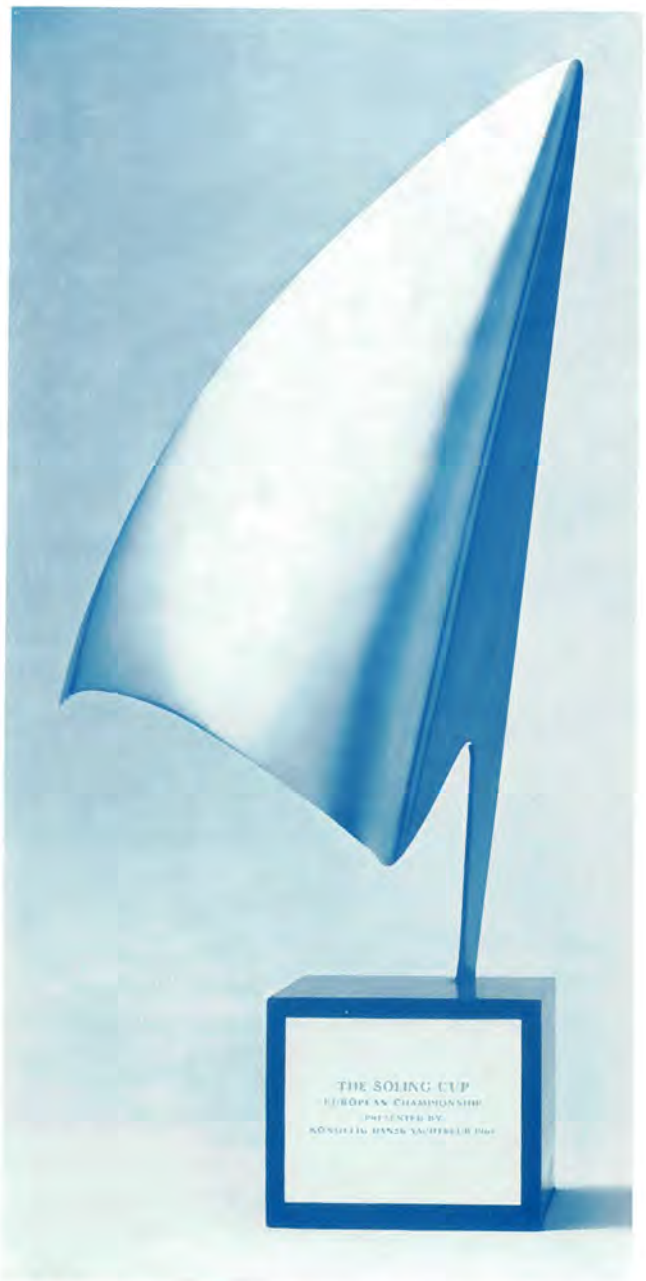
SOLINGS IN THE WORLD

On April the first we knew of 1191 Soling Yachts built. According to the records received from the builders and N.S.A.s the total number of Solings in 31 countries are as follows (letters and figures in brackets show LB-code and number of Solings built by each LB):

A – Argentine	(N 12)	12
B – Belgium	(F 3 - K 1 - Z 1)	5
BA – Bahama	(D 1 - KC 10 - N 1)	12
BL – Brazil	(D 1 - F 1 - N 9)	11
D – Denmark	(D 3 - K 3 - N 30)	36
E – Spain	(N 3)	3
F – France	(D 1 - F 78 - K 1 - N 4 - Z 8)	92
G – West Germany	(D 4 - F 8 - G 11 - K 16 - N 10 - Z 5)	54
GR – Greece	(D 1 - F 1 - K 1 - N 3)	6
H – Holland	(F 1 - H 4 - N 3 - Z 1)	9
I – Italy	(D 4 - F 3 - I 51 - K 1 - N 1 - Z 3)	63
IR – Eire	(N 1)	1
J – Japan	(N 2)	2
K – United Kingdom	(D 1 - F 1 - K 60 - N 6)	68
KA – Australia	(D 1 - K 1 - KA 81 - N 2)	85
KB – Bermuda	(KA 14 - N 1)	15
KC – Canada	(D 1 - KC 114)	115
KJ – Jamaica	(N 1)	1
KZ – New Zealand	(KA 1 - KZ 2)	3
L – Finland	(D 1 - L 7 - N 2)	10
MX – Mexico	(KA 3)	3
N – Norway	(KA 1 - N 29)	30
OE – Austria	(K 4 - N 1 - Z 5)	10
P – Portugal	(K 1)	1
PZ – Poland	(N 1)	1
S – Sweden	(D 3 - F 9 - K 4 - L 8 - N 37)	61
SA – South Africa	(K 9)	9
SR – Sovjet	(N 2)	2
US – U. S. A.	(D 5 - F 17 - K 15 - KA 8 - KC 103 - N 46 - US 190 - USA 8 - Z 2)	394
VI – Virgin Islands	(K 6)	6
Z – Switzerland	(D 1 - K 10 - N 20 - Z 40)	71
Total of Soling Yachts in the World		1191

The figures are given pending several uncertain factors. Solings are very often sold from one country to another. At the time of producing this list the records from the NSA were not all received, and hardly any Registration Forms. According to figures above we can record the following boats built by the Licence Builders which so far have been licenced to build Solings (see Builders List on grey page).

Rudders Yachts Pty. Ltd. (KA)	108
Abbott Boats (KC)	227
Elvstrøm Boats A/S (D)	28
Vamos, Pauli A. Vatanen (L)	15
La Stratifie Industrial (F)	122
H. V. M. Kunststofverwerkende Ind. (H)	4
Compagnis Impress Maritime (I)	51
Fibreglass Moulders Ltd., Aukland (KZ)	2
Soling Yachts A/S (N)	227
Polyform S. A. (Z)	65
Tyler Boat Co. (K)	133
Gemico Corporation (US)	190
Plastrend Corporation (USA)	8
Norddeutsche Sportbootwerft (G)	11
Total	1191



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 different nationalities as possible for yacht racing in a friendly spirit. Records of the two Europeans held see page 3, and the rules on the pink page.

Further many Solings were in stock at the Licence Builder's yards, these are not included above as sail numbers have not been issued.

Please note the following alterations to Builders List (grey page):

Marieholms Bruk, Sweden, is licenced.

New Zealand: The name of the LB is: Fibreglass Moulders Ltd., Auckland.

INTERNATIONAL SOLING MEASUREMENT AND CLASS RULES

Authority:- I.Y.R.U., 5 BUCKINGHAM GATE, LONDON, S.W.1.

Date of International status, May 1968.

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 bearings, 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 is the I.Y.R.U. which shall co-operate with the International Soling Association (I.S.A.) in all matters regarding these rules. The building fee is U.S. $150 or equivalent payable to I.Y.R.U. (Holdings) Ltd, 5 Buckingham Gate, London S.W.1. when hull moulding commences.

This fee shall incorporate the Designer's fee of 80 per cent, the International Soling Association's Administration fee of 10 per cent and the International Yacht Racing Union's fee of 10 per cent.

The amount of the building fee shall always be divided on the above basis and will be reviewed and, if necessary, revised by the I.Y.R.U. on the recommendation of the International Soling Association every two years commencing the 1st November, 1969.

2.2 Construction shall be of glass reinforced plastics (GRP) and shall be in accordance with the relevant general arrangement and construction plans and specifications.

2.3 Production moulds for hull, backbone, deck and rudder shall be made from GRP plugs obtained from an official GRP master mould. The casting pattern for the fin keel shall be of GRP obtained from an official GRP master mould. The shape and form of the patterns, plugs and moulds shall in no case be amended or altered. The primary control is 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 plan. Tolerances are given to allow minor building errors and distortion through age, but intentional variations within these tolerances shall be prohibited. The measurer however may take additional measurements on hull, keel and rudder in accordance with data provided by the designer and sanctioned by the I.Y.R.U.

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 subsequently obtained from the International Yacht Racing Union.

2.6 Builders shall be licensed by I.Y.R.U. (Holdings) Ltd., and shall only procure GRP plugs and/or production moulds and templates through this source. Licences shall be issued after consultation with the I.S.A.

3. HULL AND DECKING

3.1 The hull and deck construction shall be in accordance with the official construction plans and specifications.

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

3.3 The vertical centre of gravity in the condition as specified in rule 3.2 shall not be lower than that which the hull would balance on the edge of deck at the side amidship when heeled to 111·5 degrees (i.e. the horizontal distance from deck at side to a plumbline from the opposite side shall not exceed 700 mm on 1900 mm beam or gradient = 395:1000).

3.4 The hull dimensions and shape shall be within the limits shown on the measurement plan and the GRP construction and lay up shall be as shown on the plans.

3.5 The builders yard code, hull, plug and mould numbers shall be marked on a plaque, permanently fixed to the deck aft of the mast. This plaque is obtainable from I.Y.R.U. (Holdings) Ltd., and serves as a receipt for building fee paid. (see 2.1 above).

3.6 The deck at the foot of the mast shall not be more than 80 mm 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 GRP pattern.

4.2 The weight shall be 580 kg $\pm$ 10 kg including coating and the distance of the centre of gravity from the top of flange shall not be greater than 640 mm.

4.3 The fin keel shall be fastened to the hull by ten 12 mm min. noncorrosive stainless steel bolts. Eight of these bolts shall be staggered as shown on construction plan. The keelbolts may be arranged for easy removal of the fin.

4.4 A lifting strap weighing not more than 3 kg shall be attached to the keel bolts.

4.5 The keel may be galvanised and/or covered by any synthetic material not more than 2 mm thickness.

4.6 The radius of leading and trailing edges shall nowhere be less than 2 mm.

5. RUDDER

5.1 The rudder shall be made of GRP. The method of construction shall be optional.

5.2 The rudder stock shall be constructed of non-corrosive ferrous material of 28 mm min. dia. and shall be solid up to at least 150 mm above the top of the rudder.

5.3 The radius of leading and trailing edges shall nowhere be less than 2 mm.

5.4 The rudder stock shall be located at 1500 mm $\pm$ 25 mm from the transom, measured along the centreline of the counter.

5.5 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 270 mm ± 50 mm aft of the forward edge of the breakwater.

6.2 The upper and lower shrouds shall meet the deck at 550 mm ± 300 mm aft of the forward edge of the breakwater.

6.3 The forestay shall meet the deck at 2320 mm ± 5 mm forward of the forward edge of the breakwater.

6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove which may or may not be integral with the spar section but must be of the same material.

6.5 Sectional dimensions shall be 80 mm ± 10 mm athwartships and 120 mm ± 10 mm fore and aft including the groove. The sectional weight shall not be less than 2·20 kg/m.

6.6 The weight of the mast including all normal fixed fittings, but excluding all standing and running rigging, shall not be less than 22 kg, and its centre of gravity shall not be less than 3400 mm above the upper edge of the lower band.

6.7 The mast may be tapered from above a point 6300 mm above the lower band to a minimum of 40 mm athwartships and 55 mm fore and aft at the topmost band.

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

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

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

6.92 with its lower edge not more than 6800 mm above the upper edge of 6.91.

6.93 with its lower edge not more than 8500 mm above the upper edge of 6.91.

7. MAST RIGGING

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

7.11 Two main shrouds of not less than 4 mm ($\frac{5}{32}$) dia. attached (or its extension shall meet the mast) at 6800 mm ± 100 mm above the lower band.

7.12 Two lower shrouds of not less than 4 mm ($\frac{5}{32}$) dia., attached (or its extension shall meet the mast) at 3400 mm ± 100 mm above the lower band.

7.13 One permanent forestay of not less than 4 mm ($\frac{5}{32}$) dia., attached (or its extension shall meet the mast) below the lower edge of the band as prescribed in rule 6.92.

7.14 One adjustable backstay of not less than 3 mm ($\frac{1}{8}$) dia., attached to the mast head.

7.2 The bearing point of the eye or sheave which supports the spinnaker halyard shall not be more than 60 mm from the lower edge of the band as prescribed in rule 6.92.

7.3 Spreaders for the main shrouds may be of a swinging type and shall extend at least 650 mm from the side of the mast.

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 lower band.

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 shall be 65 mm ± 5 mm in width and 80 mm ± 5 mm in height. The sectional weight shall not be less than 1·25 kg/m.

8.3 Tapered or permanently bent booms are prohibited. A set, due to distortion, of up to 25 mm between band and mast shall be allowed.

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

9. SPINNAKER BOOM

9.1 The maximum length shall be 2600 mm measured in the position of the greatest extension from the mast to the bearing edge of the eye of the tack fitting.

10. SAILS

10.1 The sails shall be constructed in accordance with the general provisions of the I.Y.R.U. Sail Measurement Instructions, where not otherwise specified.

From 1 March 1970 all new sails shall be supplied with I.S.A. labels.

From 1 March 1973 only sails with I.S.A. sail-labels shall be accepted in major racing events.

10.2 Only one mainsail, two jibs, and two spinnakers shall be carried on board when racing. A maximum of two suits of sails may be presented for measurement at an International event and no other sails shall be used in the event except by express permission of the race committee.

10.3 Sails shall be of woven material except that either one or two unwoven transparent panels are permitted in any sail, these shall not exceed a total of 0·28 sq.m and shall not be less than 150 mm from any edge of the sail.

10.4 The weight of the material shall be 200 gr/sq.m min. for mainsails and jibs and 38 gr/sq.m min. for spinnakers.

10.5 Sizes of numbers and letters:

10.51 Min. height of figures and letters 380 mm.

10.52 Min. width occupied by each figure (except Fig. 1): 250 mm.

10.53 Min. thickness of every portion of each figure or letter and of the line between 65 mm.

10.54 Min. space between adjoining figures 100 mm.

10.55 The class insignia with dimensions, as shown on sailplan, shall appear on both sides of mainsail.

10.56 The registration number shall appear below the insignia together with the national letter. The registration number shall also appear on both sides of the spinnaker.

10.6 Mainsail:

10.61 The mainsail shall not extend beyond the inner edges of the black bands as prescribed in rule 6.91 and 6.93 and in rule 7.11. The length of the leech shall not exceed 9120 mm. Reefing cringles shall be optional.

10.62 Only four battens shall be allowed, the three lower battens 800 mm max. in length, the top batten 500 mm max. length, and 50 mm max. width. The battens shall divide the leech into five approximately equal parts.

10.63 The headboard shall not exceed 120 mm excluding luff rope, measured at right angles to the luff.

10.64 The total width of the mainsail, excluding luff rope, at half height of luff and leech (aft edge of sail), and at three-quarter height, shall not exceed 2000 mm and 1150 mm respectively. Hollows in the leech in the way of measured points shall be bridged.

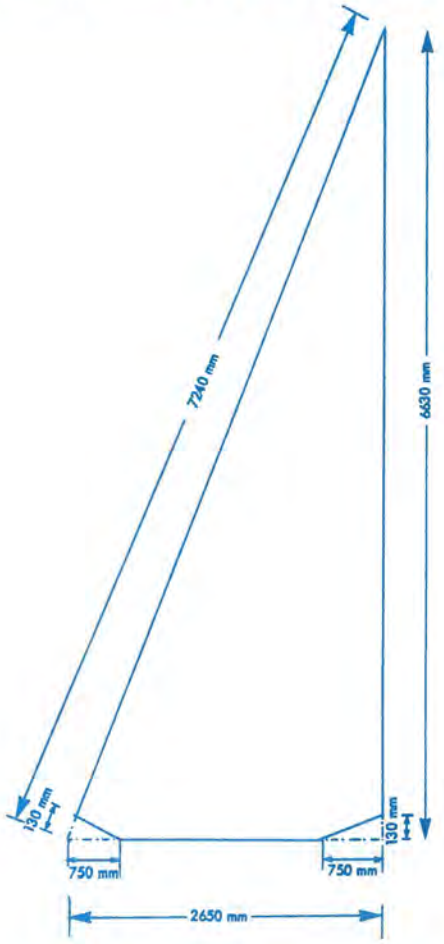
10.7 Jib:

10.71 The jib shall be constructed so that the cloth lies within the profile of the following diagram when smoothed out until wrinkles disappear at salient measurement dimensions (see I.Y.R.U. sail measurement instructions).
The edge dimensions shall not be exceeded at any time.

10.72 Two battens of 300 mm max. length and 50 mm max. width dividing the leech in three approximately equal parts shall be permitted.

10.73 The forestay shall not be detached for the attachment of the jib.

10.74 Double luff jibs are prohibited.



10.8 Spinnakers:

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

10.82 Large spinnaker:
The length of luff and leech shall be 7400 ± 100 mm when pulled out straight under a tension of approximately 5 kg. The width of half the foot, when folded tack to clew, with sufficient tension to remove all adjacent creases, shall be 2700 ± 100 mm. The half width measured between points on the luff, leech and centre fold at a distance equal to 50 per cent of the actual luff length from the head shall be 2900 ± 100 mm.

10.83 Small spinnaker:
The length of luff and leech shall be 7400 ± 100 mm when pulled out straight under a tension of approximately 5 kg. The width of half the foot, when folded tack to clew, with sufficient tension to remove all adjacent creases, shall be 2500 ± 100 mm. The half width measured between points on the luff, leech, and centre fold at a distance equal to 50 per cent of the actual luff length from the head shall be 2000 ± 100 mm.

11. WEIGHT

11.1 The weight of the boat including the fully rigged mast, main boom, spinnaker boom and all fixed fittings, cockpit sole and watertight bulkhead manhole covers, but excluding sails, sheets, cordage and non-fixed fittings, shall not be less than 1015 kg.

11.2 Corrector weights (if any) shall be permanently fastened to the underside of the deck with approximately $\frac{3}{5}$ of the total weight forward and $\frac{1}{5}$ aft of the cockpit.

12. MISCELLANEOUS

12.1 Bulkheads:

12.11 Watertight bulkheads with watertight covers similar to those shown on the arrangement plan shall be compulsory.

12.12 The watertight bulkheads shall be located 550 mm ± 100 mm forward and 3400 mm ± 100 mm aft of the forward measurement station as shown on the arrangement plan.

12.13 Watertight bulkhead manhole covers shall be on board and positively locked in their proper position, when racing.

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

12.15 The total area of such holes shall not exceed 10 sq. cm in each bulkhead.

12.16 A drain-plug is permitted in the lower part of the bulkhead, but, if fitted, shall be in place when racing.

12.2 The total area of holes in the deck above each watertight compartment shall not exceed 5 sq. cm after the installation of the fittings. Holes in the deck for the installation of equipment shall be allowed, except above the buoyancy compartments. The max. dimensions of any such holes shall not be more than 120 mm in any direction.

12.3 Two self bailers shall be 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 at a height of 280 mm ± 20 mm above the inner surface of the hull above the keel flange. (This shall be compulsory for all boats registered on and after 1 March 1970).

13. RESTRICTIONS

13.1 In International races there shall be three persons on board when racing.

13.2 Inside ballast or ballast carried by the crew shall be prohibited.

13.3 Winches with a positive mechanical advantage shall not be permitted.

13.4 No trapeze or similar contrivance to support the crew outboard shall be permitted, except for hiking straps which may be arranged inside the cockpit only, and handles on deck not exceeding 75 mm height which shall not extend outboard of the sheerline.

13.5 The fore and aft position of the mast at deck level shall not be altered when racing.

13.6 Adjustment of shrouds shall only be made by threaded screw fittings, and fore and aft movements of the shroud fittings shall not be regarded as altering the shroud tension. When the tracks are used for shroud fittings they shall be parallel to the deck.

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

13.8 Devices transmitting or correlating data relative to wind direction or speed, or boat speed 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.

14. EQUIPMENT

14.1 The following equipment shall always be carried on board when racing:

14.12 Three life jackets or buoyancy vests.

14.13 One paddle not less than 1200 mm in length.

14.14 One handpump, hand bailer or bucket.

14.15 One anchor of 8 kg ± 2 kg weight, with at least 30 metres of rope of 12 mm min. dia.

15. REGISTRATION NUMBERS

15.1 The registration number shall be obtained from the National Authority or its appointed representative and each country shall start its numbering from 'one'.

16. 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 principles to be violated. No boat shall be entitled to race as a bona fide SOLING unless the owner holds a valid certificate in his own name. This certificate can be obtained in the following way:

16.11 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.

16.12 On change of ownership, by sending the invalid certificate to the national authority.

Measurement forms and list of approved measurers shall be obtained from the National Authority.

17. RE-MEASUREMENT

17.1 All certified boats shall be liable to re-measurement at any time at the discretion of the national authority 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 would be liable to rectify the error, and may have his licence as builder withdrawn.

17.3 In the event of re-measurement such re-measurement shall be in accordance with the rules in force at the time of the issue of the original certificate except that in the case of the sails they shall be re-measured in accordance with the current rule. Re-measurement after a major repair may at the owner's option be in accordance with the rule in force at the time of re-measurement.

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.

Footnote

Current official plans:

No. 67-1 Lines plan rev. date. March 1969

No. 67-3 Sail plan rev. date. Nov. 1969

No. 67-4B Arrangement plan (after 1 March, 1970), Nov. 1969

No. 67-5 Hull construction plan rev. date. March 1969

No. 67-6 Deck construction plan rev. date. March 1969

For guidance only:

No. 67-2 Measurement plan rev. date. March 1970

No. 67-4 (pre 1 March, 1970) Arrangement plan.

No. 67-7 Spar plan rev. date. Nov. 1969

No. 67-8 Keel Plan rev. date. April 1969

No. 67-9 Full size sections and offsets rev. date. April 1969

(For National Authorities, builders and measurers only).

Effective, 1 March 1970- Issue 2
Previous issues 1 June 1969
1 March 1968

International SOLING Class Measurement Form

Authority: International Yacht Racing Union, 5 Buckingham Gate, London, S.W.1. Date of International Status: May 1968

IN ORDER TO OBTAIN A CERTIFICATE

1. The builder shall obtain an International Soling Building Fee Plaque available from I.Y.R.U. Holdings Ltd., 5 Buckingham Gate, London S.W.1., for each boat built. This acts as a numbered receipt for the Building Fee paid.
2. Application shall be made by the owner or builder to the relevant National Authority, or if there is no National Authority, to the National Soling Association for a sail number and measurement form submitting at the same time the proposed name of the boat and the Building Fee Receipt Number.
3. A measurer appointed by the appropriate National Authority shall take all the measurements on this form. Further the yacht is required to conform with all Class Rules even though the measurements are not required on this form. The measurer is requested to certify on this form that the yacht conforms with the measurements, and, to the best of his knowledge, the Class Rules.
4. The form, when completed, shall be forwarded by the owner to his National Authority (or the National Soling Association if there is no National Authority) together with any registration fee required by the National Authority.

BEFORE POSTING PLEASE MAKE SURE THAT THIS FORM IS PROPERLY COMPLETED

Name of yacht..... Class number.....

Owner..... Yacht Club.....

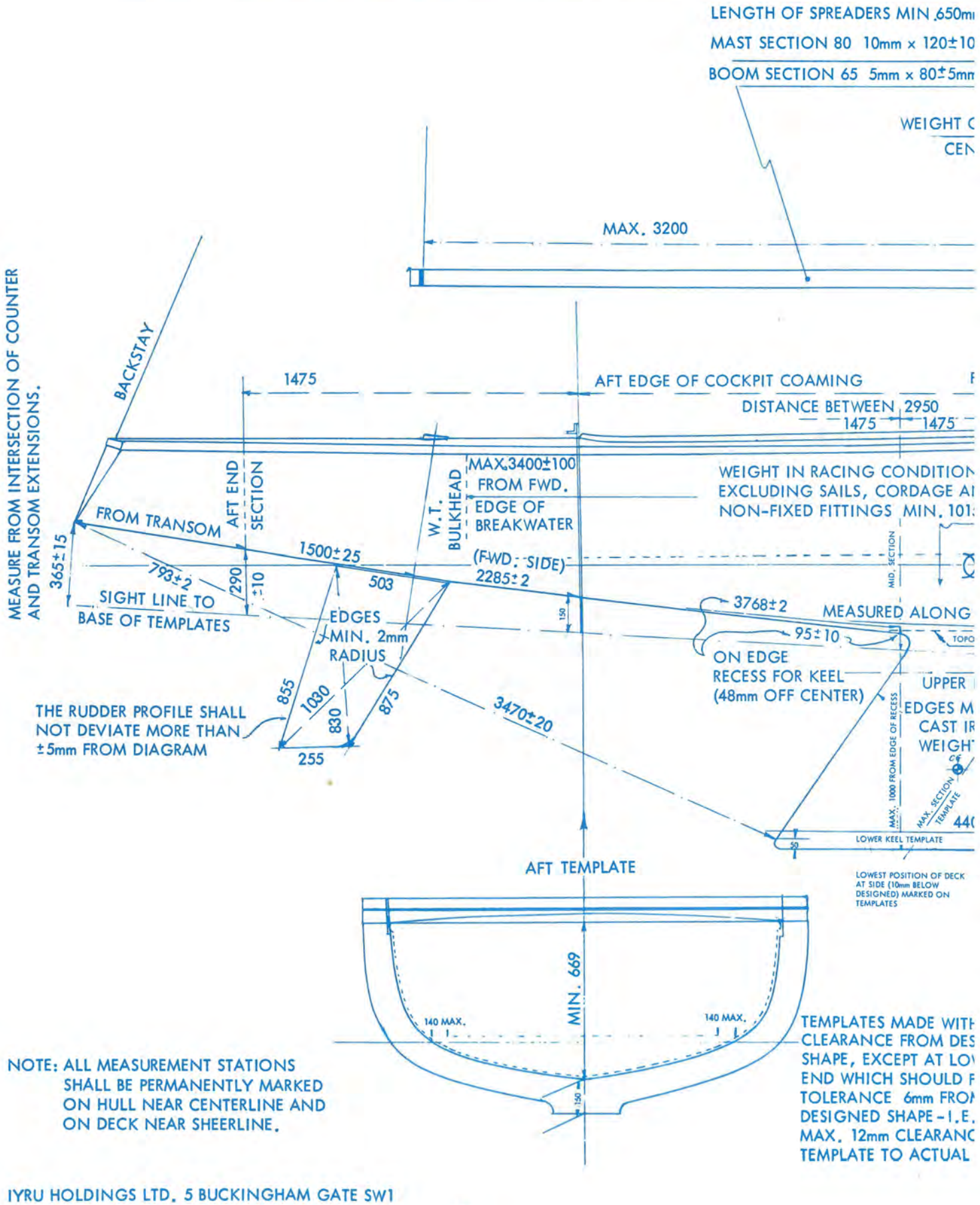
Address.....

Builder..... Date completed.....

Hull serial number..... Mould number..... Plug number .....

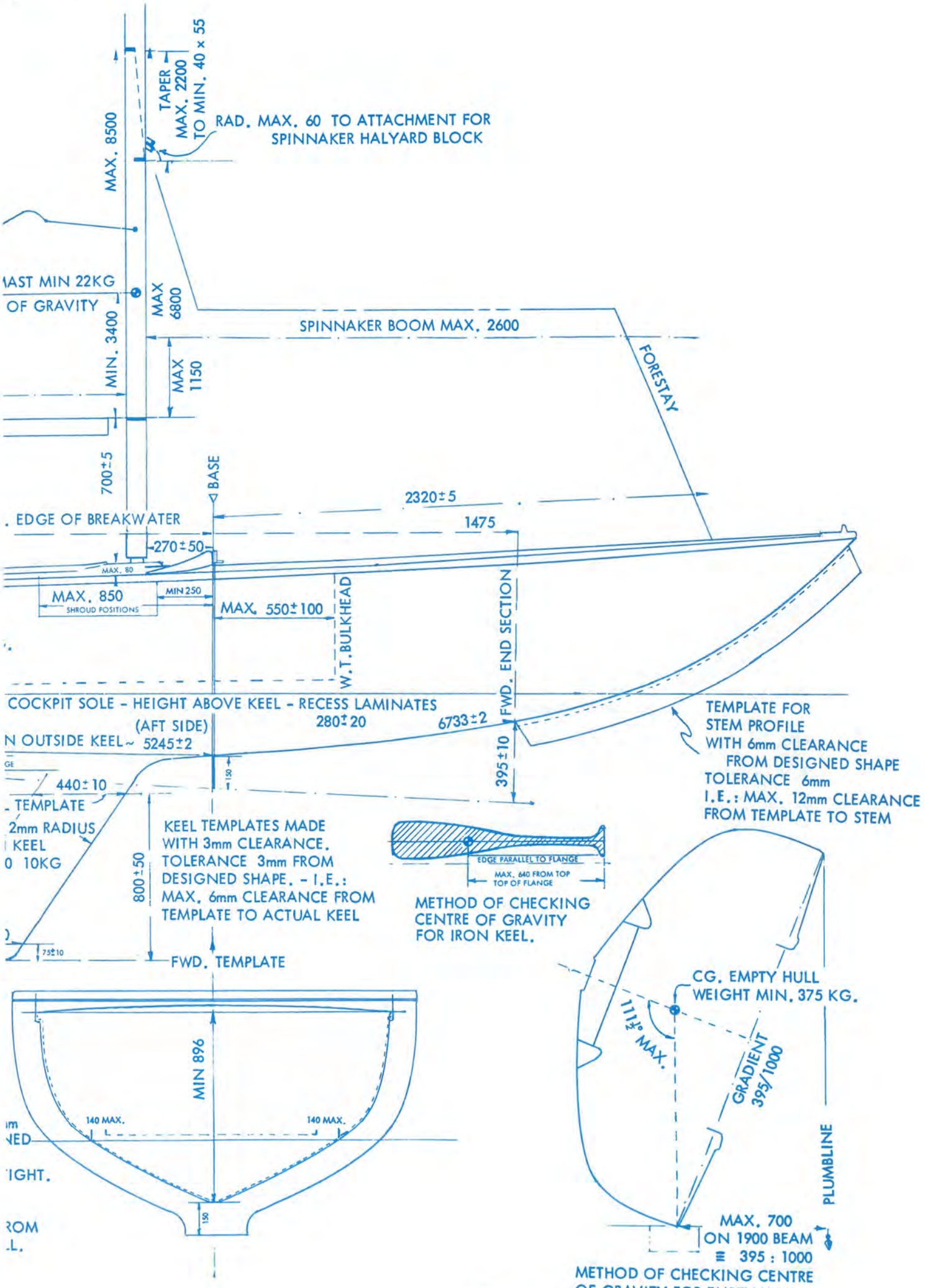
Item	Rule	Measurement	Minimum	Actual	Maximum
			Unless otherwise stated, measurements are in Kilograms and Millimetres		
1	4.2	Keel weight including coating	570		590
2	4.2	Keel C.G. below flange			640
3	4.4	Lifting eye(s) straps—Total weight			3
4	3.2	Hull weight	375		
5	3.3	Hull vertical C.G.—Hull balances at max. 111·5° 395:1000 inclined plane	Yes		No
6	12.12	Watertight Bulkhead positions: distance from Breakwater Base Fwd. Bulkhead	450		650
7		Aft Bulkhead	3300		3500
8	12.5	Cockpit sole-height above keel laminate at flange	260		300
9	3.4	Cockpit sole max. horizontal distance from hull to edge of sole			140
10	3.4	Fwd. template: Deck location at Breakwater Base			
		Hull location: 5245 ± 2 from Transom Base measured along skin outside keel. Greatest clearance	0		12
11	3.4	Aft template: Deck location: 2950 aft of Breakwater Base			
		Hull location: 2285 ± 2 from Transom Base measured along skin outside keel. Greatest clearance	0		12
12	3.4	Stem template Aft end location 6733 ± 2 from Transom Base (=1488 along stem from fwd. template) measured along skin outside keel. Greatest clearance	0		12
13	3.4	Template sight line to Transom Base	350		380
14	3.4	Keel aft edge 50 mm above sole to bottom of Transom	3450		3490
15	3.4	Lower keel template located at 75 ± 10 above sole	0		6
16	3.4	Upper keel template located at 800 ± 50 above sole	0		6
17	3.4	Max section keel template located at 440 ± 10 aft of leading edge	0		6
18	3.4	Depth of keel from edge of recess at 3768 ± 2 from Transom	0		1000
19	4.3	Keel bolts as plan	Yes		No
20	4.5	Keel coating thickness			2
21	4.6	Keel radius of edges	2		
22	5.3	Rudder—radius of edges	2		

INTERNATIONAL
SOLING CLASS MEASUREMENT PLAN



NOTE: ALL MEASUREMENT STATIONS SHALL BE PERMANENTLY MARKED ON HULL NEAR CENTERLINE AND ON DECK NEAR SHEERLINE.

IYRU HOLDINGS LTD. 5 BUCKINGHAM GATE SW1


TAPER MAX. 2200 TO MIN. 40 x 55
RAD. MAX. 60 TO ATTACHMENT FOR SPINNAKER HALYARD BLOCK
MAX. 8500
MAST MIN 22KG
OF GRAVITY
MAX 6800
MIN. 3400
SPINNAKER BOOM MAX. 2600
FORESTAY
MAX 1150
700±5
BASE
2320±5
EDGE OF BREAKWATER
1475
270±50
MAX. 80
MAX. 850
SHROUD POSITIONS
MIN 250
MAX. 550±100
W.T.BULKHEAD
FWD. END SECTION
COCKPIT SOLE - HEIGHT ABOVE KEEL - RECESS LAMINATES
(AFT SIDE)
280±20
6733±2
N OUTSIDE KEEL ~ 5245±2
395±10
TEMPLATE FOR STEM PROFILE WITH 6mm CLEARANCE FROM DESIGNED SHAPE TOLERANCE 6mm
I.E.: MAX. 12mm CLEARANCE FROM TEMPLATE TO STEM
440±10
TEMPLATE
2mm RADIUS
KEEL
0 10KG
KEEL TEMPLATES MADE WITH 3mm CLEARANCE. TOLERANCE 3mm FROM DESIGNED SHAPE. - I.E.: MAX. 6mm CLEARANCE FROM TEMPLATE TO ACTUAL KEEL
800±50
EDGE PARALLEL TO FLANGE
MAX. 640 FROM TOP TOP OF FLANGE
METHOD OF CHECKING CENTRE OF GRAVITY FOR IRON KEEL.
75±10
FWD. TEMPLATE
CG. EMPTY HULL WEIGHT MIN. 375 KG.
111½° MAX.
GRADIENT 395/1000
MIN 896
140 MAX.
140 MAX.
PLUMBLINE
MAX. 700
ON 1900 BEAM
≡ 395 : 1000
METHOD OF CHECKING CENTRE OF GRAVITY FOR EMPTY HULL

Item	Rule	Measurement	Minimum	Actual	Maximum
23	5.4	Rudder stock centreline to Transom	1475		1525
24	5.2	Rudder stock diameter	28		
25	5.2	Rudder stock material	Yes	O.K.	No
26	3.6	Foredeck height at mast step			80
27	6.1	Mast position—foreside from Breakwater	220		320
28	6.2	Shroud positions from Breakwater	250		850
29	13.6	Adjustment of shroud tension by threaded screw fittings	Yes		No
30	13.6	Shroud tracks parallel to deck	Yes		No
31	6.3	Forestay position from Breakwater	2315		2325
32	6.5	Mast section fore and aft incl. groove	110		130
33	6.5	Mast section athwartships	70		90
34	6.7	Mast taper—lowest point distance above lower band	6300		
35	6.7	Mast fore and aft at topmost band	55		
36	6.7	Mast athwartship at topmost band	40		
37	6.8	Longitudinal set due to bending between lower and topmost bands			50
38	6.6	Mast weight (without rigging)	22		
39	6.6	Mast C.G. above lower band	3400		
40	6.91	Lower band—upper edge above deck	695		705
41	6.92	Forestay band—lower edge above lower band			6800
42	6.93	Topmost band—lower edge above lower band			8500
43	7.11	Upper shroud attachment above lower band	6700		6900
44	7.12	Lower shroud attachment above lower band	3300		3500
45	7.13	Forestay attachment above lower band			6800
46	7.1	Dia. of forestay, upper & lower shrouds	4		
47	7.1	Diameter of backstay	3		
48	7.2	Spinnaker halyard bearing point distance (radius) from lower edge of forestay band			60
49	7.3	Spreaders—extension from side of mast	650		
50	7.4	Main boom downhaul stop fitted	Yes		No
51	8.2	Main boom section—height	75		85
52	8.2	Main boom section—width	60		70
53	8.3	Vertical set due to bending between band and mast			25
54	8.4	Inner edge of band from aft side of the mast (extended if necessary)			3200
55	9.1	Spinnaker boom—length from mast to inner edge of the eye			2600
56		Spinnaker boom—attachment to mast above lower band			1150
57	12.13	Positive fastening device for watertight manhole covers	Yes		No
58	12.14	Location of holes in each bulkhead below deck			150
59	12.15	Total area of holes in each bulkhead			10 cm²
60	12.2	Total area of holes in deck above each w.t. compartment (after installation of fittings)			5 cm²
61	12.2	Dimension in any direction of holes in deck between bulkheads			120
62	12.3	Numbers of selfbailers			two
63	12.4	Is furling device for jib fitted	Yes		No
64	13.4	Are hiking straps arranged inside the cockpit	Yes		No
65	13.4	Handles on deck—height of (shall not extend outboard)			75
66	14.12	Three life jackets or buoyancy vests on board	Yes		No
67	14.13	Length of paddle/oar	1200		
68	14.14	Handpump, bailer or bucket	Yes		No
69	14.15	Weight of anchor	6		10
70	14.15	Diam. of anchorline	12		
71	14.15	Length of anchorline	30000		
72	11.1	Weight of boat including fully rigged mast, main boom, spinnaker boom and all fixed fittings, cockpit sole and watertight bulkhead manhole covers, but excluding sails, sheets, cordage and non-fixed fittings	1015		
	11.2	Corrector weights located under deck:			
73		2/3 fwd of cockpit: Actual weight	—		—
74		1/3 aft of cockpit: Actual weight	—		—

DECLARATION

1. To be signed by BUILDER.

I certify that:-

(a) This yacht has been built in moulds derived directly from an officially registered plug supplied from the source appointed by I.Y.R.U. Holdings Ltd.

(b) This yacht has been constructed according to the official drawings and specifications for the International Soling Class.

(c) This yacht is built in accordance with the spirit and letter of the International Soling Class Measurement Rules.

Builder's comments:

No	Item	Comment

Signature of Builder..... Date.....

2. To be signed by OFFICIAL MEASURER:

I certify that to the best of my knowledge the particulars on this form are correct, and that the yacht complies with the Measurement Rules of the International Soling Class at present in force as measured and indicated except as stated below.

Measurer's comments:

No	Item	Comment

Name of Measurer: ..... Date:.....
(BLOCK CAPITALS)

Appointed by: ..... Date:.....
(National Authority)

Signature of Measurer: ..... Date:.....

INTERNATIONAL SOLING CLASS
SAIL MEASUREMENT FORM

Sail letter and number: .....

Name of Yacht: .....

Name of Owner: .....

Name of Owner's Club: .....

Name of Sailmaker: .....

Procedures: Measurers must give *actual* measurements or answers for *all* items. The year of sailmaker's delivery and an identification number must be stated for each sail. These identification figures shall be printed on all sails. When sails are presented from more than one sailmaker: Write identification numbers after name of sailmaker.

Item	Rule		Minimum	Actual	Maximum
		MAINSAIL	mm	mm	mm
		Sailmaker			
		Ref. Number..... Year.....			
1	10.4	Weight of cloth	200 gr/m²		
2	10.61	Length of leech			9120
3	10.64	Width at half height			2000
4	10.64	Width at three-quarter height			1150
5	10.63	Headboard			120
6	10.62	Top batten			500 x 50
7	10.62	Three lower battens			800 x 50
8	10.62	Division of leech into five parts	Approx: equal?	YES/NO	Approx: equal?
9	10.3	Transparent panels total area			0·28 m²
10	10.3	Transparent panels from edge	150		
11	IYRU*	Stiffening of corners			405
12	10.55	Size of insignia			650 x 450 x 125
13	10.52**	Size of letters & figures (excl. 1)	380 x 250 x 65		
14	10.54**	Space between figures	100		
15	10.1	Is a sail label fitted		YES/NO	
		JIB			
		Sailmaker			
		Ref. Number..... Date.....			
16	10.4	Weight of cloth	200 gr/m²		
17	10.71	Fit on diagram		YES/NO	
18	10.72	Two battens			300 x 50
19	10.3	Transparent panels total area			0·28 m²
20	10.3	Transparent panels from edge	150		
21	IYRU*	Stiffening of corners			363
22	10.1	Is a sail label fitted		YES/NO	
		SPINNAKER LARGE**			
		Sailmaker			
		Ref. Number..... Year.....			
23	10.4	Weight of cloth	38 gr/m²		
24	10.82	Length of luff and leech	7300		7500
25	10.82	Width of half foot	2600		2800
26	10.82	Halfwidth at 0·5 luff from head	2800		3000
27	IYRU*	Stiffening of corners			372
28	10.1	Is a sail label fitted		YES/NO	
		SPINNAKER SMALL**			
		Sailmaker			
		Ref. Number..... Year.....			
29	10.4	Weight of cloth	38 gr/m²		
30	10.83	Length of luff and leech	7300		7500
31	10.83	Width of half foot	2400		2600
32	10.83	Halfwidth at 0·5 luff from head	1900		2100
33	IYRU*	Stiffening of corners	372		
34	10.1	Is a sail label fitted		YES/NO	

*IYRU Sail Measurement Instructions, Item 4(ii).
**IYRU Racing Rule 25 and 26 contains further information.

P.T.O.

Name of Measurer: .....
(BLOCK LETTERS)

Measurer appointed by: .....

Date of Measuring: .....

Measurer's signature .....

I certify that

Mainsail serial or reference number ..... Year .....

Jib serial or reference number ..... Year .....

Spinnaker serial or reference number ..... Year .....

conform(s) in all respects with the current rules of the International SOLING class. Serial or reference numbers are clearly stamped on the sails and dated.

Signed ..... Sailmaker

Date .....

The Sailmaker should please complete this declaration and send it to the owner.

Effective 1 March 1970.

SOLING SAIL LABELS

According to the International Soling Measurement and Class Rule No. 10.1 all new sails shall from 1 March 1970 be supplied with the ISA-Sail Labels shown above. From March the first 1973 only sails with ISA–Sail Labels shall be accepted in major racing events.

The income from these labels shall help to finance the costs of the administration of the International Soling Association.

It is suggested that National Soling Associations keep a stock of Sail Labels and supply sailmakers in their territory directly.

Please remember to keep sailmakers informed of any change in our rules and forms.

THE INTERNATIONAL SOLING FIXTURES 1970

June 9–16: World Championship – Poole.
P.B.O.S.A., Sandbanks, Poole, Dorset, England.

July 11: Herman F. Whiton Memorial Cup, Hankø.
Royal Norwegian Yacht Club, St. Olavgate 26, Oslo, 1, Norway.

July 15–22: European Championship, Hankø.
Royal Norwegian Yacht Club, St. Olavgate 26, Oslo, 1, Norway.

July 18–19: National Capital Cup
Ottawa, Canada.

July 20–26: International Copenhagen Sound Week
(Øresundsugen). Royal Danish Yacht Club, Langelinie, Copenhagen, 2300, Ø. Denmark.

July 30.–Aug. 3: Holland Week II
Ijsslmeer Muiden, K.N.Z. and R.V., Nederlandsche Watersport Vereningen, Van Engenstraat 94 Amsterdam 7, Holland.

August 1–9: Cowes Week
Cowes Combined Regatta Committee, Cowes, Isle of Wight, England.

August 7–12: San Francisco Yacht Club
Invitational, U.S.A.

August 14–16: International Danish Championship
Hellerup Sejlklub and Danish International Soling Association, Address: See NSA-List, green page.

August 14–16: Kiel West Olympic Regatta
Richmond Yacht Club, California, U.S.A.

August, mid.: New Jersey-Cheasapeake Regatta
Little Egg Harbor. U.S.A.

August 20–24: International Scandinavian Championship
Swedish Soling Association and Lysekil SS, Fregattvägen 10, 45300 Lysekil, Sweden. (Lysekil 80 miles North of Gothenburg).

Aug. 29–Sept. 6: Pre Olympic Regatta at Kiel
Deutscher Segler-Verband, 2, Hamburg 22, Schwanenwik 27, Germany.

Aug. 29–Sept. 4: CORK Olympic Regatta, Kingston
Canadian Yachting Association, Room 305, 91 Yonge Street, Toronto 1, Ontario, Canada.

Sept. 12–13: Bellano Cup and Centomiglia.
Circola Vela Como, Molo S. Giorgio-8, Viale Puecher, 22100, Como, Italy.

Sept. 18–20: Unnamed Invitational,
R.C.Y.C., Toronto, Ontario, Canada.

Sept. 18–20: Long Island Championship
Pequot Yacht Club, U.S.A.

Oct. 31.–Nov. 1: Chesapeake Fall Invitational
Annapolis, Maryland, U.S.A.

THE EUROPEAN- AND WORLD CHAMPIONSHIP 1971

The European Championship 1971 will be held in connection with the pre-Olympics at Kiel, Germany, at the end of August and the beginning of September.
The World Championship next year will be held in U.S.A The organizers will be Seawanhaka-Corinthian Yacht Club and The United States Soling Association. The dates will be September 25, 1971–October 1, 1971. From U.S.A. we have received the following introduction to the racing place.
The Seawanhaka Corinthian Yacht Club was founded in 1871. Since then the Club has been actively engaged in promoting international and national racing, and the club house looks out on one of the best anchorages on Long Island Sound. During the last fifty years Seawanhaka has been host to several Gold Cup Races, international match racing, the One Ton Cup series, championships etc. Officials of the Seawanhaka Race Committee have helped initiate the development of the modified Gold Cup course and the current Olympic course.

To celebrate its Centennial year, Seawanhaka is running a series of international regattas and is inviting participants from all the clubs who have sailed against Seawanhaka. To handle the influx of visitors, the club is modernizing its dockyard and launching facilities. The soling will have their own racing course.

INTERNATIONAL SOLING ASSOCIATION RULES

ISA-RULES

Second edition 1968
First edition 1967
Third edition 1970

1. **Title.**
The full title of the Association shall be the **International Soling Association, ISA.**

2. **Objects.**
The objects of the ISA are to promote and further the interests of the International Soling Class throughout the World, i.e.:

2.1 To maintain the one-design character of the International Soling Yacht.

2.2 To co-ordinate and manage the affairs and rules of the class.

2.3 To make recommendations on the control of such matters to the International Yacht Racing Union, IYRU.

2.4 To encourage and co-ordinate national and internationa competition in the class.

3. **Terms and Definitions.**
Throughout these rules the following defined terms will be used.

3.1 **The ISA** shall mean the International Soling Association.

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

3.3 **The National Authority** shall mean the organization recognized by the IYRU to control and organize yachting 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.

3.5 **The Class** shall mean the class of sailing yachts designed by Jan H. Linge and made in accordance with his drawings and specifications and known under the name **International Soling.**

3.6 **The Measurement Rules** shall mean the rules relating to measurement, construction and racing conditions of a Soling.

3.7 **ISA-Procedures** are set up as a guidance to builders, boat owners, National Authorities and National Soling Associations.

3.8 **The Certificate** shall mean a certificate to be issued, ratified and endorsed as hereinafter provided, recording builder's name and code, the IYRU-plaque number, sail numbers and ownership.

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

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

3.11 **The Hull Number** shall mean the IYRU Serial number on the builders plaque.

3.12 **The Sail Number** shall mean the national sail number allocated to the yacht by the National Autorithy or the NSA.

3.13 **The ISA Class Register** shall mean the Register of International Solings and their owners and associated members to be kept as hereinafter provided.

3.14 **Copyright Holder** of the drawings and specifications of the International Soling is the IYRU Holdings Ltd.

3.15 **Licence Builder** shall mean the person, persons or corporation for the time being holding a licence to built the International Soling.

3.16 **The Secretary** shall mean the duly elected Honorary Secretary or the duly appointed Secretary, as the case may be, of the ISA.

4. **Protection of One-Design and Issue of Certificates.**

4.1 The One-Design character of the International Soling throughout the world and the quality of the yachts shall be controlled by limiting building rights to selected builders in each country. All applications for license to build shall be sent direct to the ISA. The Technical Committee shall investigate said 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 the ISA Committee can recommend to the IYRU Holdings Ltd. that a licence be issued.

4.2 No yacht shall be entered the ISA Class Register as an International Soling or be eligible for a Certificate as an International Soling unless the hull and the other component mouldings are produced by a Licence Builder and built to the official plans and Measurement Rules.

4.3 The ISA shall keep a Class Register, a NSA Register and a Register of Builders.

4.4 Certificate shall be obtainable from the NSA/NA upon production of the official Measurement Form properly completed by the official appointed measurer showing the yacht to be within the requirements of the Measurement Rules and building fee paid. A copy of the Certificate shall in each case be forwarded to the ISA.

4.5 Certificates shall remain valid only as long as the boat continues to comply with the Measurement Rules and the annual dues are paid.

4.6 The responsibility for ensuring the validity of the yacht shall rest with the owner. However, the IYRU Holdings Ltd. shall hold the builder responsible for delivering yachts within the Measurement Rules and specifications. The builder must correct any boat not

approved by a measurer at the builder's expense. Failure to do shall be valid cause for cancellation of his licence.

4.7 Change of ownership shall invalidate the Certificate. It shall be the responsibility of the new owner to obtain a new Certificate.

5. **Membership and Voting Rights.**

5.1 The following types of membership shall be recognised:

5.11 Full membership.

5.12 Associate membership.

5.13 Honorary membership.

5.2 **Full membership** shall, upon payment of the prescribed annual subscription of a NSA, be open to any Full Member of a NSA who is the owner of an International Soling, or in the case of joint owners, to any one of them, or in case of an International Soling owned by a corporation or organization to a nominated representative. Lacking a NSA, payment must be made directly to ISA.

5.3 **Associate Membership** shall, upon payment of the prescribed annual subscription to a NSA, be open to all individuals or clubs interested in the International Soling Class.

5.4 **Honorary Membership** can be awarded by the Committee.

5.5 Each Full Member shall be entitled to one vote at a General Meeting of the ISA, or in a postal ballot. Associate or Honorary Members shall be entitled to attend and speak at any General Meeting, but not to vote.

6. **Annual Contributions from NSA and Fees.**

6.1 The ISA shall be financed by an annual due per registered yacht. This due shall be determined annually by the Committee. The due for 1970 shall be US $ 5 per yacht. All members must register annually with their NSA or direct to ISA. Annual dues shall be payable to the NSA's Treasurer or ISA. Membership cards shall be issued to all eligible members by the NSAs as a receipt of dues.

6.2 The annual dues shall be paid not later than March the first.

6.3 Any NSA which has not paid its annual contribution within two months of the due date may cease to be officially recognized by the ISA and loose the privileges and benefits of membership of the ISA under these rules, but may be restored to the list of officially recognized NSAs at the discretion of the ISA Committee after payment of any supscriptions due.

6.41 Under the Building License a builder is required to pay a building fee to IYRU Holdings Ltd. for each and any Soling built. From March the first 1970 the IYRU Holding Ltd. will—in accordance with Measurement Rule 3.5—forward to the Licence Builder for each yacht built a plaque which will serve as a receipt for fee paid. This plaque shall be permanently fixed to the deck aft of the mast.

6.42 The building fee shall amount to US $ 150 per yacht, but shall be subject to revision with the effect from November the first 1969 and every two years thereafter.

6.43 80 % of the building fee shall be forwarded to the original builder and designer, Soling Yachts A/S of Oslo, Norway, and shall include the designer's royalty.

6.44 10 % of the building fee shall be forwarded to the ISA.

7. **Management.**

7.1 The affairs of the ISA shall be managed by the Committee assisted by a Technical Committee. The Technical Commtitee shall consist of three members plus the designer, who may be a member. The ISA-Committee shall be the only body in the ISA with power to make recommendations to the International Yacht Racing Union for changes in the Measurement Rules.

7.2 The ISA Committee shall consist of:

7.21 Nine elected members—elected at a General Meeting of Full Members (or by postal vote). A country can have only one elected member on the committee.

7.22 In addition each nation with 50 or more registered yachts shall be entitled to appoint one member and each nation with more than 200 registered yachts shall be entitled to a second member.

7.23 The Committee shall have power to co-opt any person to assist it whether a Full Member of the ISA or not, but such member shall have no vote on the Committee.

7.24 Elected members of the Committee are elected for a period of three years. Every member can be re-elected twice. After the third period a Committee Member shall retire, but shall be eligible for re-election after an interval of one year. Three members of the Committee shall be up for election every year. The first three years by lot—thereafter in rotation following their election year.

7.3 No appointed Committee Member shall serve on the Committee more than one year at the end of which he shall retire, but shall be eligible for re-appointment.

7.4 The Committee need not fill a vacancy on the Committee unless the total number of Committee Members has dropped below six. In case of a member's retirement before his term has expired, his NSA may appoint a substitute to complete his term.

7.5 At its first meeting, to be held immediately after the annual General Meeting the Committee shall:

7.51 Elect one of its elected members to act as Chairman of the ISA for three years from the first Committee Meeting after the General Meeting.

7.52 Elect one of its members to act as Vice-Chairman of the ISA for one year from the first Committee Meeting after the General Meeting.

7.53 Elect an Honorary Secretary or appoint a Secretary who shall keep correct minutes and records of all Committee- and General Meetings, together with the ISA Class Register and shall be responsible for communicating the decisions of the Committee to all NSAs.

7.54 Elect an Honorary Treasurer who shall have charge of the funds of the ISA, make such disbursements as the Committee shall direct, keep an accurate record of the financial affairs of the ISA, and present an financial statement at each Annual General Meeting. The Secretary or Honorary Secretary may fulfil the function of the Treasurer.

7.55 Appoint a Certified Auditor who shall certify the annual financial statement.

7.56 Elect a Technical Committee which shall be responsible for advising the Committee upon the interpretation of the Measurement Rules, for considering requirements for amendments or addition to such rules and for making recommendations to the IYRU.

7.57 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.

7.6 At meetings of the Committee five shall form a quorum.

7.7 Suggestions for alterations or additions to the ISA-Rules must be in the hands of the Secretariat at the latest four weeks before the date of a General Meeting.

7.8 The NSAs shall in co-operation with the National Authorities be responsible for the appointment of official class measurers and for the compiling and distribution of Measurement Forms provided that no responsibility shall rest with the NSAs or the National Authorities in respect to errors made by measurers. Names and addresses of such appointed measurers shall be reported to the ISA.

7.9 In consultation with the Committee a World- and a European Championship shall be arranged annually.

7.91 At least four weeks notice shall be given for any Committee Meeting. The date, place and agenda for any such meeting must be given in writing by the Secretary to each Committee Member. Business will mainly be conducted by correspondence which shall always be circulated to the members by the Secretariat.

7.92 Any Committee Member not answering a motion communicated to him in writing within four weeks of the date of sending shall be deemed to have agreed to such motion. All communications to countries outside that of the Secretariat shall be sent by airmail.

7.93 Acceptance of a Certificate by an owner or joint owner shall ipso facto render him or them subject to the jurisdiction of the ISA or the Committee in any matter pertaining to the ISA-Rules.

8. **Powers of the Committee.**

8.1 Subject to the provision of these rules and in particular to the object of the ISA as expressed in rule 2 the Committee shall be empowered to perform all functions of management and administration.

8.2 IYRU Holdings Ltd. shall have power to appoint and certify builders upon the recommendation of the ISA. Recommendations for the modification of specifications and Measurement Rules may only be made to the IYRU upon the majority decision of the Committee.

8.3 The making of payment and receipt of money shall be validly evidenced only by the signature of the Tresurer or his deputy as appointed by the Committee and payments or receipts of money exceeding the sum of $ 500 shall require the signature of the Chairman.

9. **Conduct of Meeting of the ISA.**

9.1 The Annual General Meeting of the ISA shall be held each year either in London or at the World Championship or at any other place judged by the Committee to be the most convenient. The precise date, time and place being at the Committee's discretion.

9.2 At least six weeks notice of any General Meeting shall be given in writing.

9.3 At any General Meeting or Commtitee Meeting decisions shall be carried by a majority vote. Voting shall be by a show of hands unless a poll is demanded by not fewer than three of the full members present. At any meeting the chairman shall have a casting vote. In the event of a postal ballot all returns shall be made to the Secretariat within four weeks of the date of posting the ballot paper.

9.4 At any General Meeting of the ISA twentyone shall form a quorum.

10. **Accounts.**

10.1 The Committee shall cause true accounts to be kept giving full particulars of:

10.11 All amounts of money, assets and liabilities of the ISA.

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

10.13 All sales and purchases of goods by the ISA.

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

10.3 A copy of the annual financial statement, duly audited, which is to be laid before the members at General Meetings shall not less than four weeks previous to such General Meeting be sent to every NSA of whose address the Committee is aware.

These Rules:

Approved by the Committee February the 27th 1970 in Copenhagen to be in force from March the first 1970 as a temporary action to be submitted to the General Meeting at Poole in June 1970 and to the IYRU at the midyear meeting of the Class Policy and Organisation Committee in accordance with the IYRU-Rules for the Adoption and Control of International Classes, item 12.

Copenhagen, 27th February 1970.

NATIONAL SOLING ASSOCIATIONS

NSAs

March 1970

Australia:	Australien International Soling Association, 180 Kurraba Road, Neutral Bay, NSW 2089,
Argentine:	Argentine Soling Association, Yacht Club Argentino, Darsena Norte, Buenos Aires.
Bahama:	Bahamas Soling Association, c/o Mr. Robert Symonette, Post Office Box 1216, Nassau.
Belgium:	Belgian Soling Association, c/o mr. G. J. Fletcher, 19 Aven. Guiltaume Abelos, Brussels 15.
Bermuda:	Bermuda Soling Association, Post Office Box 826, Hamilton.
Canada:	Canadian International Soling Association, 109 Cluny Drive, Toronto 289, Ontario.
Denmark:	Danish International Soling Association, c/o Mr. O. S. Andreasen, Vilvordevej 69, DK 2920, Charlottenlund.
Holland:	Soling Club Nederland, c/o Acacialaan 10, Wasswnaar.
France:	French Soling Association, 26, Rue de la Pepiniére, Paris 8e.
Finland:	Finish Soling Association, c/o Finska Seglarförbundet, Topelivsgate 41, Helsinki 25.
Italy:	Associazione Italiana »Soling«, 60, Via Dei Laghi, 00040 Frattocchie, Roma.
New Zealand:	New Zealand Soling Association, Royal New Zealand Yacht Squadron, Paliament Street, Aukland.
Norway:	Norwegian Soling Association, c/o mr. Karsten Pedersen, Skippergate 9, Oslo 1.
South Africa:	South African Soling Association, Post Office Box 2224, Durban, Republic of South Africa.
Sweden:	Swedish Soling Association, c/o mr. Hjalmar Schibbye, Kungshamra 15A, 171 70 Solna.
Switzerland:	Swiss Soling Association, c/o mr. Pierre Bolle, Rue Louis De Savoie 75, 1110 Morges.
United Kingdom:	British Soling Association, c/o T. Henderson, Auchengare, Rhu, Dunbartonshire, Scotland.
U.S.A.:	United States Soling Association, 110 East Wisconsin Avenue, Suite 412, Milwaukee, Wisconsin 53202.
West Germany:	German Soling Association, c/o Rudolf Harmstorf, 2000 Hamburg 50, Schillerstrasse 45.

Further the ISA has contact with the following Soling fleets:

Austria:	Mr. Peter Denzel, A-1060 Vienna, Gumpendorferstrasse 19, Austria.
Brazil:	Mr. W. von Hutschler, AV. Vieira de Carvalhd 197, AP 4 E, Sao Paulo, Brazil.
Portugal:	Mr. Robin Hall, Trav da Praça 4, Lisboa.
Puerto Rico:	Mr. M. A. Casellas jr., Apartado 8126, Santurce, 00910, P.R.
Spain:	Mr. H. R. E. Trull, Apartado 589, Vigo.

For countries not mentioned above: Contact National Authorities, see International Yacht Racing Union Year Book, where addresses and names are listed.

ISA FORMS, DRAWINGS etc.:

Forms and material for building, measuring and registration of Solings are obtainable as follows:

	From	Price
1. Plaque	IYRU	$150.–
2. A complete set of drawings (official plans)	IYRU	$ 12.–
3. A single plan (see numbers on last page of Measurement Rules for the International Soling Class)	IYRU	$ 2.–
4. Templates (Licence Builders and Measurers only)	IYRU	$750.–
5. Measurement Rules	IYRU & ISA	$ 0.60
6. Measurement Form	IYRU, ISA & NSA	$ 0.15
7. Sail Measurement Form	IYRU, ISA & NSA	$ 0.15
8. Sail Labels	ISA & NSA	$ 2.–
9. ISA-Rules	ISA & NSA	$ 0.60
10. World- and European Championship Rules	ISA & NSA	$ 0.30
11. SOLING BOOKLET, free to registered boat-owners, extra copies are sold	ISA & NSA	$ 2.–
12. Dark Blue Soling Tie	ISA & NSA	$ 3.-
13. SOLING Badges in silver and enamel:		
on long stick	ISA & NSA	$ 3.-
with screw	ISA & NSA	$ 3.-
on pin	ISA & NSA	$ 3.-
14. Soling Cuff Links in silver and enamel	ISA & NSA	$ 5.–
15. Certificate	ISA & NSA	dues

All prices surface post free. Please forward your payment by cheque together with your order.

INTERNATIONAL SOLING CLASS REGISTRATION PROCEDURES

PROCEDURES

Abbreviations and Explanations

AM—Appointed Measurer. Any NA or NSA shall appoint a measurer for each LB in the nation. The AM must live in as close an area as possible to the LB, and without warning he will appear at the builder's yard at any time but not less than three times a year, and at random, choosing a Soling and check it accordingly with the MF. The ducuments filled out by the AM including all copies together with his comments on the visit are forwarded to NA or NSA. The AM will be paid travel expenses and a salary as agreed upon between the NA or NSA and the AM. The AM shall sign all Measurement Forms of the LB he is assigned to, as long as he is satisfied that the LB meets quality standards set by the IYRU and the ISA.

BM—Builders Measurer. Each LB can have a Measurer. The BM shall fill out all items on the MF for each Soling built. He shall also sign with the LB the Declaration at the end of the MF. The BM will receive no pay for this service from NA, NSA or from ISA.

CC—Certificate. See ISA-Rules 3.9 and 4.

DEM—District and Event Measurer. The NSA can appoint District and Event Measurers as it deems necessary. A local organization can nominate a District- and Event Measurer to the NSA. The DEM's main function will be to check on minor details of the Solings that have already been certified. This might include bands on spars, sail measurements, mast position, overall weights etc. For matters beyond routine, contact shall be made to the NSA.

ISA—International Soling Association. The IYRU can delegate the ISA, the NSA or the NA the right to inspect any LB and report any matters that do not meet International Soling Class regulations.

IYRU—International Yacht Racing Union. The IYRU assisted by its Keelboat Technical Committee has the sole right to interprete the Measurement Rules.

LB—Licence Builder. According to ISA-Rule 4.1 the Committee can upon an application from a builder recommend to the IYRU Holdings Ltd. that a licence be issued.

MF—Measurement Form. This is the official Measurement Form and the principal document for the registration of a Soling. It shall be filled out before the Soling leaves the LB's yard.

NA—The National Authority, see ISA-Rule 3.4, in countries with no NSA.

NSA—The NSA is the National Soling Association recognized by ISA according to ISA-Rule 3.5.

RF—Register Form. This is a form in two copies used by NAs or NSAs and the ISA for the registration of International Solings re: ISA-Rule 3.14.

SMF—Sail Measurement Form. This is a form regarding that part of the Measurement Rules concerning Soling sails. All sails must be checked against this form.

TC—Technical Committee. Any NSA can appoint a Technical Committee to advice the NSA Committee on all technical matters concerning the Soling Class. It is mandatory a "hot line" be established continuously between all NSAs, the ISA and the IYRU to get answers within a fortnight. Any interpretation of the Measurement Rules made by the IYRU shall be passed on to the ISA for distribution to all NSAs and LBs.

How to register an International Soling

1. The LB orders a plaque from IYRU Holdings Ltd.
2. The LB pays for the plaque according to Measurement Rule 3.5.
3. The plaque shall be placed on the boat according to the Measurement Rule 3.5.
4. The MF shall after it has been properly checked and signed (LB/BM and AM) be sent to the NSA or NA.
5. The NSA or the NA shall fill out the RF in two copies after having received the annual due respectively for the ISA- and the NSA-membership.
6. For each Soling built, the NSA or NA distribute the following documents:

6.1 MF to the owner.

6.2 CC to the owner (white), to ISA (yellow) and NSA or NA keeps the green copy.

6.3 RF to the ISA (yellow) and NSA or NA keeps the white original.

7. The dues mentioned in item 5 must every year be paid by the owner. In case of transfer of ownership in the same year see 9.2. The current payment shall be registered on the RF by NSA or NA and by ISA.
8. An owner of a registered yacht must always be in possession of a valid CC.
9. **Transfer of Ownership inside the same country.**

9.1 The former owner delivers the Soling to the new owner together with the CC.

9.2 The new owner shall apply immidiately to his NSA or NA for a new CC. With his application, he shall return the CC received from the former owner and pay the annual dues plus $ 2 for the new CC.

9.3 The NSA or NA forward a copy (yellow) of the new CC to the ISA. The transfer of ownership shall be recorded on the RF in the files of the NSA or NA and the ISA.

10. **Transfer of Ownership from one country to another.** The owner's procedures are the same as in item 9.1 and 9.2.

10.1 The NSA or NA issues a new RF with a copy to ISA.

10.2 The NSA or NA keeps the white original for future records. The former owner's NSA is informed of the new owner's sail number.

11. All records at the ISA and the NSA/NA are based on sail letters and numbers.
12. **Lost CC.** The NSA, NA or the ISA can furnish the owner with a copy of any CC at a fee of $ 5.—.

REGISTER FORM

TYPE- OR BLOCKLETTERS ONLY

REGISTER FORM

ATTENSION: Carbonized NCR-paper

IYRU Plaque Serial Number:			Sail letter:		Sail Number:	
Builder's code:	Hull no:	Mould no:	Plug no:		Built before March the 1st 1970	*

Measurement Form dated:	From Date:	To Date:	Certificate issued Date:	Initials:
Owner:				
Owner:				
Owner:				
Owner:				
Owner:				
Owner:				

Registration fee (Dues) paid: — Former Sail Number:

1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	

Remarks:

*When a Soling is built before March 1970 and have no IYRU Plaque Number then tick off here.

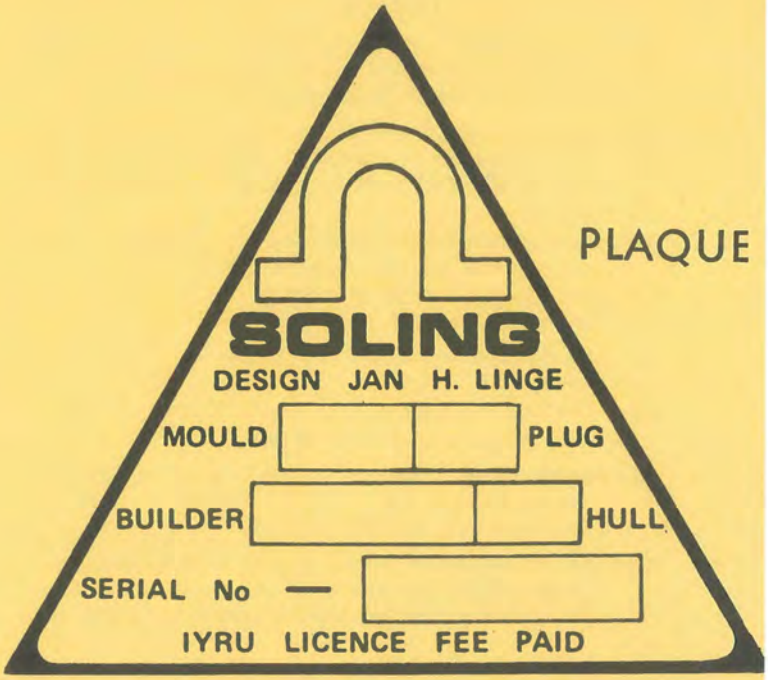
ISA-1:3-70-2500 sæt

Issued by:

Stamp:

Signature:

REGISTER FORM. For any Certificate issued to Soling owners this form shall be used and duly filled in. The original is for the records of the National Authorities or the National Soling Associations while the copy shall be forwarded to the ISA together with the annual fee (due) for the year of registration.
Every following year the registration can be renewed by forwarding the fee, and this payment shall be reported to the ISA with reference to Sail Letter, Sail number and owner's name only.
By transfer of ownership from one country to another a new Register Form shall be issued by the National Authority or National Soling Association in the new country.
For further details see Procedures.



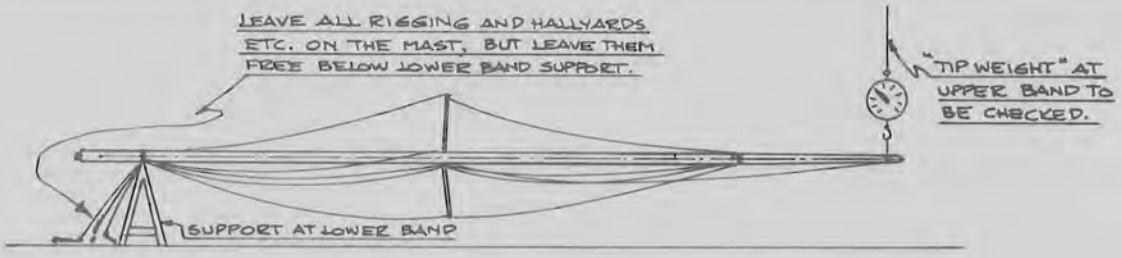
The IYRU Holdings Ltd. PLAQUE to be permanently fixed to the deck aft of the mast of any International Soling finished from moulds after March the 1st. 1970 in accordance with rule 3.5 of the Measurement Rules.

SOLING LICENCE BUILDERS
MARCH 1970

BUILDERS

Country	Builder name and address	Code	Plug	Mould
Australia	Rudders Yachts Pty. Ltd. 43 Orchard Road, Brookvale, NS.	KA	9	1,2 etc.
Canada	Abbott Boats Ltd., 1458 London Road, Sania 519, Ontario	KC	1+10	1,2 etc.
Denmark	Elvstrøm Boats A/S, Ved Klædebo 12, 2970, Hørsholm.	D	3	6,7
East Germany	Sportgeräde, 116, Berlin, Tabberstr. 4—5.	GO		
Finland	Vamos — Pauli A. Vatanen, P.O.Box 57 001, Helsinki.	L	8	1,2 etc.
France	La Stratifie Industrial (M. Dufour), Rue des Chantiers, 17, La Rochelle.	F	6	1,2 etc.
Holland	H. V. M. Kunststofverwerkende Ind. N.V. (W. H. Maarse), Nieuw Vennep.	H	3	5
Hungary	The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62.	M		
Italy (1)	Compagnis Impress Maritime (C.I.M.A.), Via Marianna Dionigi 11, Rome 00193.	I	3	1
Italy (2)	Bianchi & Cecchi, Via S. Lorenzo, 23–9 Genova.	IA		

Country	Builder name and address	Code	Plug	Mould
Mexico	Luis Ferro, Valeros Ferro, Canada 134, Mexico 21, DF.	MX		
New Zealand	Royal New Zealand Yacht Squadron, 1 Parliament Street, Auckland.	KZ	9	1,2 etc.
Norway	Soling Yachts A/S, (Owner of the Master Mould), Tordenskjoldsgate 1, Oslo 1.	N	2 3	1,2 etc.
Poland	Gdansk Ship and Yacht Yard, Centromor, Ul. Okropowa 7, Gdansk.	PZ		
South Africa	Proderite S. A. (Pty) Ltd., Manchester Road, Wadeville, Transvaal.	SA	11	1,2 etc.
Spain	Playvisa, Maestro Perez Cabero, 6, 10, 1a, Barcelona.	E	3	4
Switzerland	Polyform SA, Usine d'Ussieres 1099, Ropraz VD.	Z	5	1,2 etc.
United Kingdom	Tyler Boat Co., Tonbridge, Kent.	K	4	1,2 etc.
U.S.A. (1)	Gemico Corporation (George O'Day), 1103 West 28 Street, Boston, Mass.	US	2	1,2 etc.
U.S.A. (2)	Plastrend Corporation, Fort Worth, Texas 76135.	USA	2	
West Germany	Norddeutsche Sportbootwerft (Wilh. Karlich) Mölln (Lauenburg).	G	7	1,2 etc.



IF "TIP WEIGHT" IS FOUND TO BE LOWER THAN 11 KG, EITHER MAST WEIGHT OR CENTRE OF GRAVITY IS IN THE "DANGER ZONE", AND IT WOULD BE ADVISABLE TO STRIP MAST FOR FURTHER CONTROL.

~SOLING~
MAST TIP WEIGHT CONTROL
JHL. JAN. 1970

CERTIFICATE
INTERNATIONAL SOLING

Name of Yacht: _____ Sail Number: _____

Owner's name: _____

Owner's Address: _____

Owner's Club: _____

Measurement Form dated: _____

The SOLING with PLAQUE-numbers:

IYRU Serial no.: _____*, Builder's Code: _____

Hull no.: _____, Mould no.: _____, Plug no.: _____

has been built in accordance with the Measurement Rules issued by The International Yacht Racing Union in force at the time of hull moulding commences.

Builder's name: _____

Sails to be measured separately with the official Sail Measurement Form.

Issued by:

_____
Authority

_____ _____ _____
Place Date Signature

Original Certificate issued by:

_____ _____ _____
Authority Date Sail no.

*Only for Solings built on or after March the 1st 1970

ISA-2:3-70-2500 sset

SOLING CERTIFICATE. This form will be delivered from the ISA with two copies and a vinyl-envelope. It shall be duly filled in on the basis of either the official Measurement Form or the former Certificate of the Soling in question. The original (white) shall be delivered to the owner in the vinyl-envelope together with a receipt for dues paid. The Certificate is valid only when it is accompainied by a receipt of dues paid for the year the Soling is racing. The first copy (yellow) is for the records of ISA, the second (green) is kept by the NA or NSA for their records. By any transfer of ownership a new Certificate shall be issued. For further details see Procedures.
This Certificate comply with the requirements of the IYRU Racing Rule 19 and shall be presented by the owner when the Soling is entered a race.

FIXED FITTINGS

SOLING, notes on weighing.

A. THE FOLLOWING SHALL BE ON BOARD WHEN WEIGHING.

1. Floorboards, or cockpitsole with hatches.
2. Hatchcovers for the W.T. bulkheads.
3. Mast with standing rigging, all hall-yards and spinnakerboomlift.
4. Main boom, stripped.
5. Sheet-tracks with travellers.
6. Sheet-winches with handles.
7. Any fittings fastened to the boat with throughfastenings, such as bollards, cleats, ratchetblocks etc. (Except items as per B.3. below.)

B. THE FOLLOWING SHALL NOT BE BE ON BOARD WHEN WEIGHING, OR SHALL BE CALCULATED AND DEDUCTED FOR:

1. All loose items such as: spinnaker-boom. lifevests, anchor with rope, thwarts, paddleoar, pump, bucket etc.
2. All tackles, blocks and ropes for trimming of rigg and sails. - - In general: anything fixed with shackles.
3. Items which may be "fixed" and shall either be removed, or calculated and deducted for: Supportsystem for central main-sheet-track (bridgedeck), hiking straps, handles, seats, compasses, fixed pumps With hoses and water contained, drum-tackles for back-stay and kickingstrap etc.

March 1970
Jan H. Linge

WORLD CHAMPIONSHIP RULES

WORLDS

Issued by THE INTERNATIONAL SOLING ASSOCIATION.
First edition 1969, second edition 1970.

1.0 **Trophy.**

1.1 The **World Championship** perpetual Trophy has been donated by The International Soling Association (ISA) in 1969.

1.2 The Trophy shall be awarded annually to the winner of the World Championship.

1.3 The winning yachts helmsman and crew-members shall receive replicas of the Trophy, which shall be donated by the club holding the World Championship.

2.0 **General Rules for the Trophy.**

2.1 The Trophy shall be insured by the ISA.

2.2 The names of the winning yacht, the helmsman and the crew-members shall be engraved on the Trophy.

2.3 The Trophy shall be retained by the winner until a month before the next championship takes place, when the Trophy shall be handed over to the club holding the championship.

2.4 In case of no championship being sailed the Trophy shall be returned to ISA.

3.0 **Prizes.**

3.1 The organizing Club is expected to present such other prizes as it considers appropriate.

4.0 **Rotation.**

4.1 The ISA shall at the end of the championship series announce where the championship shall take place the following year and the year after if possible.

5.0 **Eligibility and Entries.**

5.1 The helmsman must be a resident of the country where the club he enters for is domiciled.

5.2 Number of Entries shall be received by the club holding the event not less than 30 days before the first race and a final, detailed entry not later than 10 days before the first race.

5.3 Late entries may be accepted at the discretion of the club holding the event.

5.4 An entry fee may be charged. This entry fee shall not exceed U.S. $ 50.

5.5 Entries for the Championship shall be determined by the number of paid registered yachts (ISA dues) in each country to the following Entry-table:

Reg. yachts:	Entries:	Reg. yachts:	Entries:
1– 7	2	216–299	9
8– 26	3	300–342	10
27– 63	4	343–399	11
64– 99	5	400–499	12
100–124	6	500–511	13
125–199	7	512–599	14
200–215	8	600–699	15

This table is based on the number of registered yachts, and each country is limited to enter the number of yachts which is equal to the cubic root plus one of its registered yachts and plus one for each 100 yachts registered, fractions being reduced to the preceding lower number. Any yacht for which the owner has paid his ISA dues not later than March the first in the year of the event is a registered yacht.

5.6 The current Champion shall have the right to defend his title without having to qualify and without his entry effecting the number of yachts his country is allowed to enter.

5.7 Approximately 60 entries are allowed. In case less than 60 yachts are entered for the Championship, the country holding the event shall be allowed to enter in excess of its quota 20 % of the difference between the number of entries and 60.

6.0 **Invitation.**

6.1 The organizing club shall forward an invitation through the National Soling Associations not later than two months before the first race in the series. The invitatoin shall include a copy of these rules.

7.0 **Measuring.**

7.1 The host club shall have a team of measurers available for measuring before the start of the first race of the series and if required during the series. The Chief-measurer shall report direct to the Jury, which—by

guidance of the measurer—has the final decision concerning interpretation of the Measurement Rules.

7.2 The official Measurement Form shall be used. For each measured yacht any deviation from the dimensions or from the tolerances shall be reported to the Jury and the owner.

7.3 Two mainsails, four jibs and four spinnakers may be presented for measuring. All sails must in accordance with the Measurement Rules, bear the ISA sail-labels. (Dispensation for sails supplied before March the first 1970 is given until March the first 1973).

7.4 Only the crew of the yacht being measured are allowed to be present together with the measurers.

7.5 After sails are measured they may not be altered during the series. In case a sail requires major repair the Jury may order the sail to be re-measured.

8.0 **Racing Condition.**

8.1 All races shall be conducted under the Racing Rules of the International Yacht Racing Union and the Sailing Instructions laid down by the club holding the event. The Sailing Instructions including the course signals and other precedual requirements shall conform as closely as practicable to those laid down by the IYRU.

8.2 The races shall be sailed in open waters as free as possible from headlands, shoels and obstructions.

8.3 The championship must be sailed on its own course and not at the same time as any other event.

8.4 The championship shall consist of six completed races (no shortening of course) of which the best five for each yacht shall score. Postponed or unfinished races shall be re-sceduled and sailed as soon as possible, but in no event after the date scheduled for the last race in the series (including spare days). – If five races have been completed the best four shall score. If four races have been completed all shall score. – If less than four races have been completed it shall not be considered a championship, and the Trophy shall be returned to ISA. Other prizes, re rule 3.0 above, shall be awarded.

8.5 Two races on the same day shall not be allowed unless this is necessary in order to complete four races.

9.0 **Courses.**

9.1 The organizing club shall provide for the following:

9.2 All starts shall be to windward.

9.3 Courses shall be as close as possible to ten miles in length and of the Olympic type, but an Olympic Circle need not be laid.

9.4 No mark shall be laid closer to the land than approximately one mile if at all possible.

9.5 The length of the starting line in metres shall be approximately 12 times the number of yachts.

9.6 A special Starting Rule such as the One Minute Rule and Round the Ends Rule, may be applied to all starts after a General Recall.

10.0 **Time Limit.**

10.1 The time limit shall be based on the speed through the water of the leading yacht of three knots. If no yacht finishes within the time computed on a basis of three knots, then the race shall be abandoned.

10.2 If one yacht finishes within the time limit all yachts which finish within the following hour shall be timed.

10.3 If the first yacht fails to reach the weather mark within one hour after the start, or the Race Committee for a total period of 30 minutes during the race register the wind to be under one meter per second the race can be abandoned.

11.0 **Scoring System.**

11.1 The Olympic Scoring System shall be used.

11.2 If a tie cannot be broken, each of the joint winners shall hold the cup for an equal part of the following year, the exact dates being decided by the Jury.

12.0 **Protests.**

12.1 Protests must be filed in writing with the Jury as laid down in the IYRU-rules.

12.2 The organizing club shall provide Protest Forms.

13.0 **Jury.**

13.1 The Jury shall consists of not less than five members of which one shall be the president and one the vice-president. In addition the jury shall have a secretary without vote.

13.2 None of the Jury-members are allowed to take part in the event as competitors.

13.3 All members shall be chosen from amongst yachtsmen who have an intimate knowledge and experience of the Racing Rules.

13.4 At least three of the members should be residents of other countries than that of the organizing club.

13.5 While the National Soling Association of the host country shall be responsible for the Jury in general, three National Soling Associations chosen every year by the ISA-Committee shall be responsible for appointing one member each.

13.6 The organizing club shall keep in mind for the establishment of a Jury the regulations in IYRU-rules 2(j) and 3.2(b) (xvi).

13.7 When deeling with protests, these rules and other matters (see also rule 7.1 and 7.5 above) the Jury shall follow the guidance laid down in the Terms of Reference of an International Jury printed in the IYRU-year book.

13.8 Decisions by the Jury shall not be subject to appeal.

14.0 **Race Report.**

14.1 Not later than one month after the event a Race Report including any Jury decision, the results and any other information of interest shall be forwarded to the ISA.

15.0 **Alterations.**

15.1 Alterations to these rules shall be made only by the ISA-Committee.

EUROPEAN CHAMPIONSHIP RULES

EUROPEANS

Issued by THE INTERNATIONAL SOLING ASSOCIATION.
First edition 1969, second edition 1970.

1.0 **Trophy.**

1.1 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 different nationalities as possible for yacht racing in a friendly spirit.

1.2 The SOLING CUP shall be awarded annually to the winner of the European Championship.

1.3 The winning yachts helmsman shall receive a replica of the cup, which shall be donated by the club holding the European Championship.

1.4 When the European Championship takes place in Denmark the races shall be held by the Royal Danish Yacht Club.

2.0 **General Rules for the Trophy.**

2.1 The Trophy shall be insured by the ISA.

2.2 The names of the winning yacht, the helmsman and the crew-members shall be engraved on the Trophy.

2.3 The Trophy shall be retained by the winner until a month before the next championship takes place, when the Trophy shall be handed over to the club holding the championship.

2.4 In case of no championship being sailed the Trophy shall be returned to ISA.

3.0 **Prizes.**

3.1 The organizing Club is expected to present such other prizes as it considers appropriate.

4.0 **Rotation.**

4.1 The ISA shall at the end of the championship series announce where the championship shall take place the following year and the year after if possible.

5.0 **Eligibility and Entries.**

5.1 The helmsman must be a resident of the country where the club he enters for is domiciled.

5.2 Number of Entries shall be received by the club holding the event not less than 30 days before the first race and a final, detailed entry not later than 10 days before the first race.

5.3 Late entries may be accepted at the discretion of the club holding the event.

5.4 An entry fee may be charged. This entry fee shall not exceed U.S. $ 50.

5.5 Entries for the Championship shall be determined by the number of paid registered yachts (ISA dues) in each country to the following Entry-table:

Reg. yachts:	Entries:	Reg. yachts:	Entries:	Reg. yachts:	Entries:
1– 3	1	81– 99	9	289–323	17
4– 8	2	100–120	10	324–360	18
9–15	3	121–143	11	361–399	19
16–24	4	144–168	12	400–440	20
25–35	5	169–195	13	441–483	21
36–48	6	196–214	14	484–528	22
49–63	7	215–255	15	529–575	23
64–80	8	256–288	16	576–625	24

This table is based on the number of registered yachts, and each country is limited to enter the number of yachts which is equal to the square root of its registered yachts, fractions being reduced to the preceding lower number. Any yacht for which the owner has paid his ISA dues not later than March the first in the year of the event is a registered yacht.

5.6 The current Champion shall have the right to defend his title without having to qualify and without his entry effecting the number of yachts his country is allowed to enter.

5.7 Approximately 60 entries are allowed. In case less than 60 yachts are entered for the Championship, the country holding the event shall be allowed to enter in excess of its quota 20 % of the difference between the number of entries and 60.

5.8 If more than 60 yachts are entered for the European Championship the organizing club can devide the total number of yachts into groups following the IYRU Memorandum of Guidance on the Organization of Principal Events, item 5.

5.9 The European Championship shall be open to competitors from countries outside Europe.

6.0 **Invitation.**

6.1 The organizing club shall forward an invitation through the National Soling Associations not later than two months before the first race in the series. The invitatoin shall include a copy of these rules.

7.0 **Measuring.**

7.1 The host club shall have a team of measurers available for measuring before the start of the first race of the series and if required during the series. The Chief-measurer shall report direct to the Jury, which—by guidance of the measurer—has the final decision concerning interpretation of the Measurement Rules.

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13.8 Decisions by the Jury shall not be subject to appeal.

14.0 **Race Report.**

14.1 Not later than one month after the event a Race Report including any Jury decision, the results and any other information of interest shall be forwarded to the ISA.

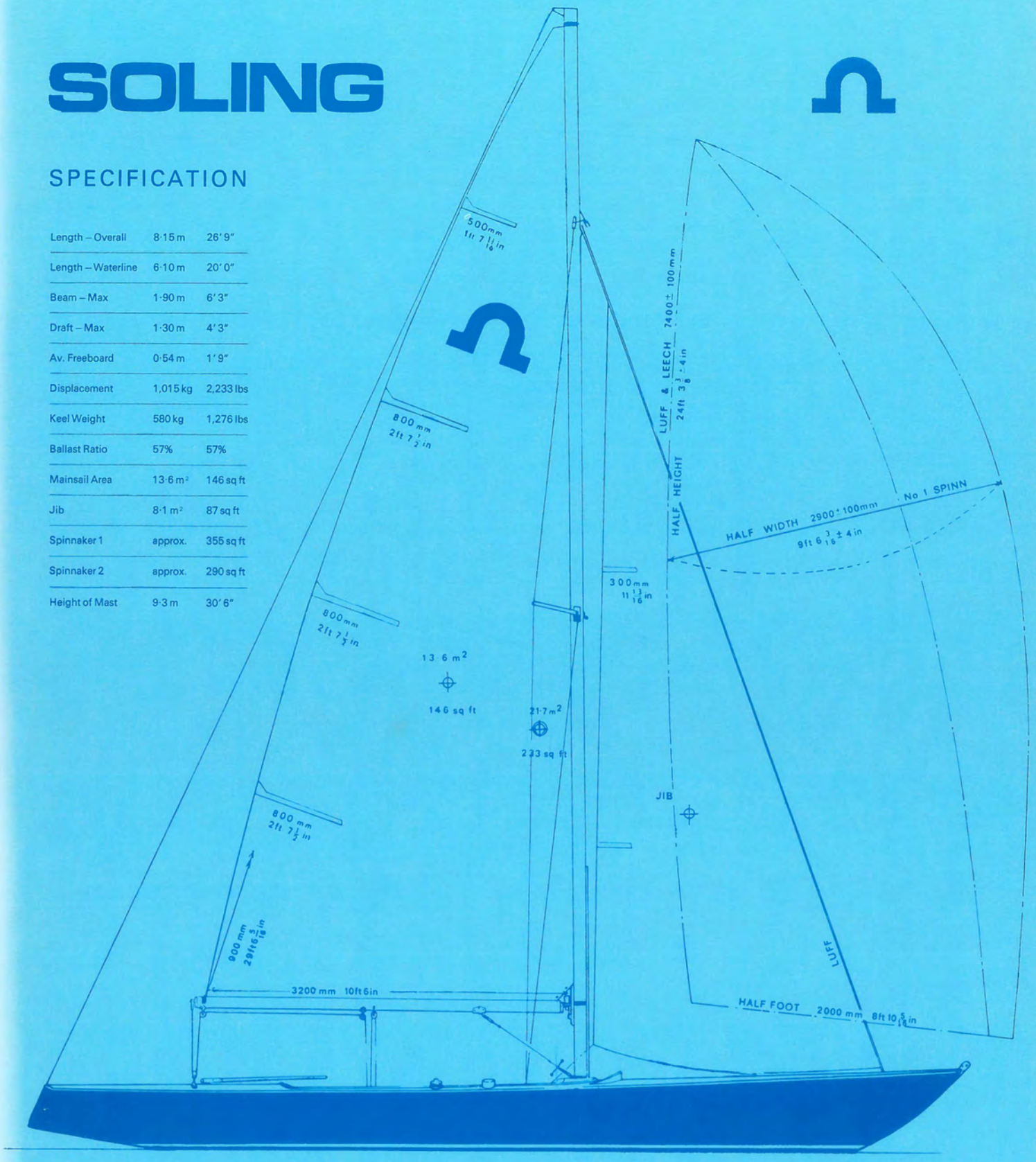
15.0 **Alterations.**

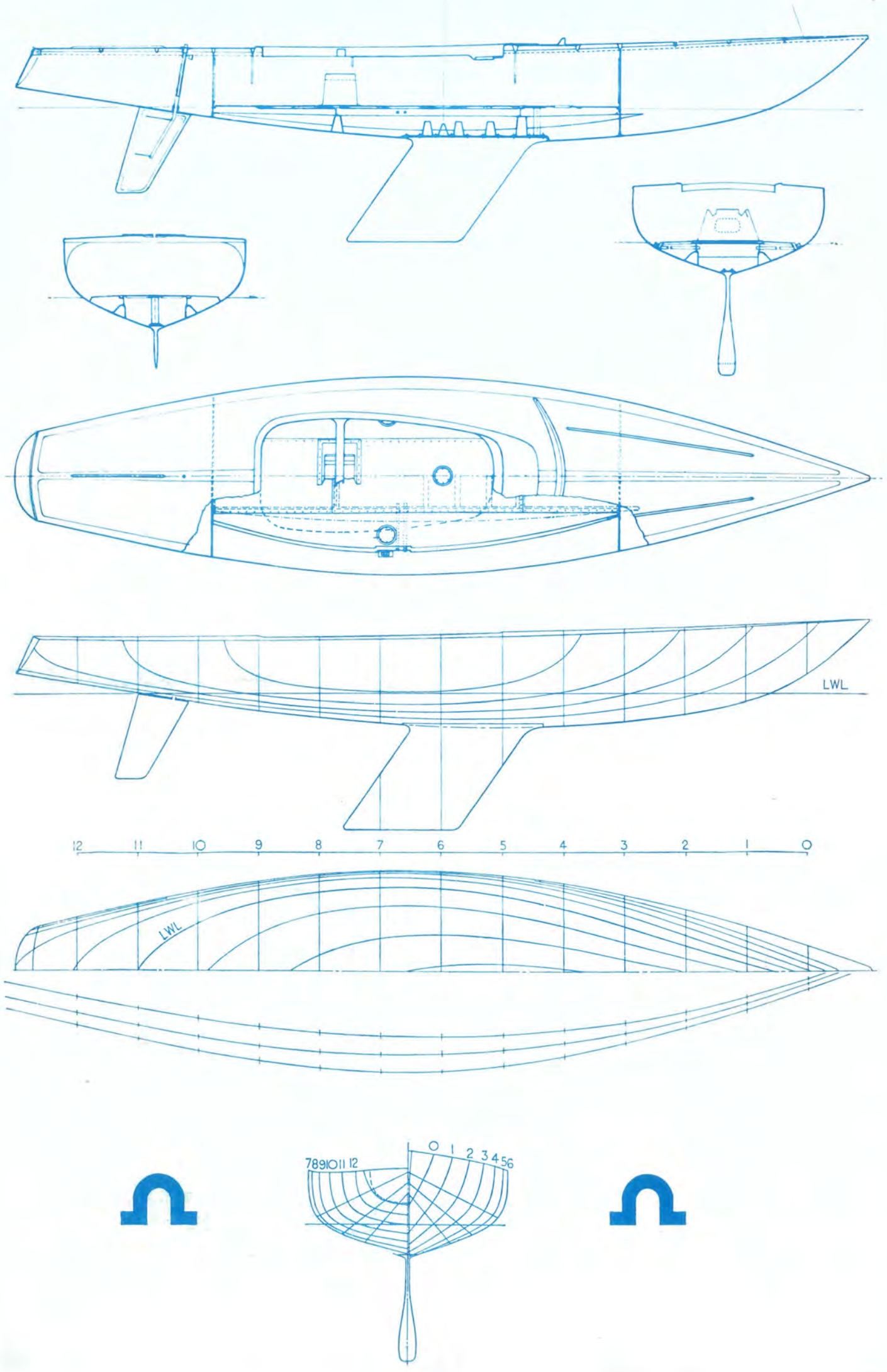
15.1 Alterations to these rules shall be made only by the ISA-Committee.

SOLING

SPECIFICATION

Length – Overall	8·15 m	26'9"
Length – Waterline	6·10 m	20'0"
Beam – Max	1·90 m	6'3"
Draft – Max	1·30 m	4'3"
Av. Freeboard	0·54 m	1'9"
Displacement	1,015 kg	2,233 lbs
Keel Weight	580 kg	1,276 lbs
Ballast Ratio	57%	57%
Mainsail Area	13·6 m²	146 sq ft
Jib	8·1 m²	87 sq ft
Spinnaker 1	approx.	355 sq ft
Spinnaker 2	approx.	290 sq ft
Height of Mast	9·3 m	30'6"

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LWL
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INTERNATIONAL SOLING OLYMPIC CLASS

Designed By: Jan Herman Linge – Oslo – Norway

PRINCIPAL DIMENSIONS :

Length overall	8.15 m — 26′ — 9″
Length waterline	6.10 m — 20′ — 0″
Beam — max.	1.90 m — 6′ — 3″
Draft — max.	1.30 m — 4′ — 3″
Displacement	1000 kg — 2200 lbs
Keel weight	580 kg — 1280 lbs
Sail area	21,7 m² — 233 sq ft.


N5
D17
24
N 2
N7
72