



**SOLING CLASS RACE
GENOVA MARCH 1971**

**I 31 - Finco - Marivela
D 34 - Bes - Elvstrøm**

SOLING GUIDE 1971



SOLING GUIDE 1971

Supplementary to the Guide of 1970

International Soling Association

COPENHAGEN, MAJ 1971

Edited by the Secretary

CONTENTS

	PAGE
Solings at Genova-regatta	1
ISA-Committee	3
ISA-Technical Committee	3
ISA-Secretariat	3
NSA-Presidents, Chairmen etc.	4
NSAs, names and addresses	4
Fixture List: Soling Races	
Round the World	5
International Soling Measurement and Class Rules (MR)	7
Soling Class Measurement Diagram (MD)	8
International Soling Class Measurement Form (MF)	13
Measurers, Names and Addresses	18
International Soling Class Sail	
Measurement Form (SMF)	21
ISA-Secretary's Notes	23
ISA-Executive Committee (ECC)	23
ISA-Rule 5.3 and 6 altered	23
Charter Flight to U.S.A.	24
Measurement Rules	24
Soling Plaque	24
Measurement Form.	24
Licence Builders	24
ISA-Blazer Badge	25
World- and European Championship	
Rules	25

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 Second Edition of the Soling Guide, which I hope will bring you up-to-date on all matters concerning the Class.

Sincerely yours

INTERNATIONAL SOLING ASSOCIATION



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Robin Judah, U.K.

Gordon Lindemann, U.S.A.

Jan H. Linge, Norway

INTERNATIONAL SOLING ASSOCIATION SECRETARIAT

Office: 18 Østergade, DK 1100 Copenhagen K, Denmark.

Eyvind Schiøttz, Denmark, appointed Secretary 1969 -

THE INTERNATIONAL SOLING ASSOCIATION'S CONTACTS

Argentina:	Roberto G. Sieburger, Buenos Aires.	Italy:	Rinaldo Schiaffino, Genova.
Australia:	A. Muston, N.S.W. Ronald F. Jackson, Victoria.	Japan:	K. Ozawa, Tokyo.
Austria:	Peter Denzel, Vienna.	Mexico:	José de la Vega.
Bahama:	Robert Symonette, Nassau.	New Zealand:	John E. Gillingham, Wellington.
Belgium:	G. J. Fletcher, Brussels.	Norway:	Carl Sejerstedt Bødtker, Oslo.
Bermuda:	G. Ward Young, Hamilton.	Portugal:	Robin Hall, Lisboa.
Brazil:	Erling S. Lorentzen, Rio de Janeiro.	Puerto Rico:	Donald R. Meyers DMD.
Canada:	Charles H. Steinbach, Toronto.	South Africa:	Hamish A. Campbell, Durban.
Denmark:	Eggert Benzon, Copenhagen.	Spain:	Enrique Trull, Vigo.
Greece:	George S. Andreadis, Athens.	Sweden:	Hjalmar Schibbye, Saltsjö Boo.
Holland:	G. A. Bakker, Rotterdam.	Switzerland:	Jean-Jacques Bolle, Morges.
Hungary:	Hungarian Yachting Association.	United Kingdom:	Peter W. Cooke, Surrey.
Finland:	Vladimir Marschan.	U.S.A.:	John Van Dyke, Wisconsin.
France:	Jean-Jacques Andre, Paris.	U.S.S.R.:	V. Kasatkin, Moscow.
		West Germany:	Rudolf Harmstorf, Hamburg.

NATIONAL SOLING ASSOCIATIONS ADDRESSES

Including contacts in countries with Solings but no NSA



ADDRESSES

April 1971

Sail Letter	Name and address	Sail Letter	Name and address
A	Agrupacion Argentina De Soling, Mr. Jorge D. Vago Dársena Norte (R. 90) Buenos Aires, Argentine	KJ	Jamaica Yachting Association J. A. Blackwood, Springfield on See, Kingston 2 Jamaica – West Indies
B	Belgian Soling Association c/o Mr. G. J. Fletcher, 1640 Rhode-Saint-Genése 19, Avenue de Vallon, Brabant, Belgium	KZ	New Zealand Soling Association Mr. Scott D. Palmer, 16 Aumoe Avenue, Kohimarama Auckland 5, New Zealand
BA	Bahamas Soling Association c/o Mr. Robert Symonette, Post Office Box 1216 Nassau, Bahamas	L	Finnish Soling Association Mr. V. Marchan, Solnavägen 7 C, Helsingfors 33 Finland
BL	Association Brasileira de Soling Mr. Erling S. Lorentzen, Rua São José 90-170 Rio de Janeiro, Brazil	M	Hungarian Yachting Association Rosenberg, H. Utca 1, Budapest V Hungary
D	Danish International Soling Association c/o Mr. O. S. Andreasen, Vilvordevej 69 2920 Charlottenlund, Denmark	N	Norwegian Soling Association c/o mr. Karsten Pedersen, Skippergate 9, Oslo 1 Norway
E	Mr. H. R. E. Trull, Nacional Clase Soling, Spain Apartado 589, Vigo, Spain	OE	Mr. Peter Denzel A-1060 Vienna Gumpendorferstrasse 19, Austria
F	Association Française de la Classe Soling 7, Rue Pierre Cherest, 92 Neuilly/Seine France	P	Mr. Robin Hall Trav da Praça 4, Lisboa, Portugal
G	Deutsche Soling-Vereinigung Mr. Rudolf Harmstorf, 2000 Hamburg 50 Bugdahnstrasse 5, West Germany	PR	Mr. Donald R. Meyers DMD Santurce, P.R. 00909, Puerto Rico.
GR	Hellenic Soling Association c/o Mr. George S. Andreadis 11 Odos Sofocleous, Athens 122, Greece	PZ	Polski Związek Zeglarski Warszawa, Chocimska 14, Polen
H	Soling Club Nederland c/o Acacialaan 10, Wassenaar, Holland	S	Swedish Soling Association c/o mr. Hjalmar Schibbye, Myrsjövägen 8 S-132 00 Saltsjö Boo, Sweden
I	Associazione Italiana "Soling" 60, Via Dei Laghi, 00040 Frattocchie Roma, Italy	SA	South African Soling Association Post Office Box 2224, Durban Republic of South Africa
IR	Irish Yachting Association 18, Coach Street, Cork, Ireland	SR	Mr. I. Lavrov U.S.S.R. Yacht Racing Federation Moscow 69, Skaternyi, Pereulok 4, U.S.S.R.
J	Japan Yachting Association 25 Kannami-Cho, Shibuya-ku Tokyo, Japan	US	United States Soling Association 110 East Wisconsin Avenue, Suite 412, Milwaukee Wisconsin 53202, U.S.A.
K	British Soling Association Mr. Frank D. Berry, Alderfen, Neatichead Norwich, Nor 37 z, Norfolk, England	US	Mr. Terry Bischoff (Secretary) United States Soling Association, P.O. Box 185 Hartland, Wisconsin 53029, U.S.A.
KA	Australian International Soling Association Mr. M. Gregory, 40 Miller Street North Sydney – N.S.W. 2060, Australia	V	Federation Venezolana de Deportes Nauticos Av. Orinoco, Quinta Maribu, Las Mercedes, Venezuela
KB	Bermuda Soling Association Post Office Box 463, Hamilton, Bermuda	VI	Yacht Racing Association of U.S. Virgin Islands 33 Raadets Gade, Sct. Thomas, Virgin Islands
KC	Canadian International Soling Association Mr. Ivan L. Lavine, 768 Cummer Avenue Willowdale, Ontario, Canada	Z	Swiss Soling Association c/o mr. Pierre Bolle, Rue Louis De Savoie 75 1110 Morges, Switzerland

SOLING RACES ROUND THE WORLD

1971 Fixture List for the Soling Class



Fixture List

This Fixture List is produced from the International Fixture List published by the I.Y.R.U. and the information received from National Soling Associations.

This is the first time we are able to present a world wide list of races in the Soling Class. The I.S.A. very well know that this is not complete, but by this we hope to have found the future form, and that the National Soling Associations in the coming years will forward their information in due time by using the enclosed forms.

Invitations and Race Programme

Remember please in the coming season and in the future to forward your Invitations and Race Programmes to the International Soling Association Secretariat.

Sail letter Country	Dates	Venue	Organizing Authority	Event or Trophy
A Argentina	April 4	Buenos Aires	Yacht Club Argentina. Darsena Norte, Buenos Aires, Argentina	South American Championship
CZ Czechovakia	July 10 July 11	Marianske Lazne	Yacht Club Slovan Marianske, Lazne, Czechovakia.	Grand Prix de Marianska
D Denmark	Aug. 2 Aug. 8	Skovshoved	Kongelig Dansk Yachtklub, Langelinie, 2100, Copenhagen, Ø, Denmark. (Phone: (01)14 87 87)	International Sound Week
F France	April 4 April 11	Hyeres	Yacht Club D'Hyeres, 83 Hyeres Port (Phone: 66 01 45) France	Pre-Olympic Spring Meeting
F France	April 30 May 2	Le Havre	Societe des Regates du Havre, Boulevard Clémenceau, 76 Le Havre, France. (Phone: 42 41 21)	Coupe Amiral Prince de Joinville
F France	May 23 May 31	La Rochelle	Societe des Regates Rochelaises, Port de la Rochelle, 17, La Rochelle, France. (Phone: 28 75 24)	Rochelle Week
F France	July 11 July 18	Le Havre	Societe des Regates du Havre, Boulevard Clémenceau, 76 Le Havre, France. (Phone: 42 41 21)	International open Championship
F France	July 20 July 25	La Trinité sur Mer	Societe de Nautique de la Trinité sur Mer, Boite Postale 19, 56 La Trinité sur Mer, France. (Phone: 348).	Bretagne Soling Cup
F France	Aug. 22 Aug. 29	La Baule	Cercle Nautique de la Baule, Quai Rageot de la Touche, 44, La Baule, France. (Phone: 60 28 42)	La Baule Cup
F France	Oct. 29 Nov. 11	Cannes	Yacht Club de Cannes, Jetee Albert Edouard, France.	Internat. Cup Mediterranean
G Germany W.	June 19 June 26	Kiel Bay	Kieler Yacht Club, Hindenburgufer 70, 23 Kiel, Germany W.	Kieler Woche
G Germany W.	July 23 Aug. 8	Lübecker Bay	Lübecker Yacht Club, 24 Lübeck, Roeckstrasse 54, Germany W.	Travemünde week
G Germany W.	Aug. 8 Aug. 16	Lübecker Bay	Lübecker Yacht Club, 24 Lübeck, Roeckstrasse 54, and German Soling Association, Germany W.	European Championship. SOLING CUP
G Germany W.	Aug. 26 Sept. 4	Kiel Bay	Kieler Yacht Club, Hindenburgufer 70, 23 Kiel, Germany W.	PRE - OLYMPIC
H Holland	July 29 Aug. 1	IJsselmeer Muiden	K.N.Z. & R.V. , Westzeedijk 7, Muiden, Holland.	Holland Week II
H Holland	Aug. 12 Aug. 15	IJsselmeer Medemblik	K.N.Z. & R.V. , Hollandia, O.Z. Achterburgwal 17911, Amsterdam, Holland.	Open Dutch Championship

Sail letter Country	Dates	Venue	Administering Authority	Event or Trophy
I Italy	April 8 April 12	Rome	Associazione Italiana "Soling", 60 Via Dei Laghi, 00040, Frattocchie, Roma. (Phone: 611 01 18).	Roma Easter Week
I Italy	April 30 May 2	Alassio	Circolo Nautico "Al Mare", Porticciolo Luca Ferrari, 17021 Alassio, Italy.	Beniscelli Cup President Cup
I Italy	May 25 May 30	Napoli	Circoli Velici Napoletani, Molosiglio, 80 133 Napoli, Italy.	Napoli Week
I Italy	June 27 July 3	Sardinia Island	Associazione Italia "Soling", 60 Via Dei Laghi, 00040, Frattocchie, Roma, Italy. (Phone:611 01 18).	Open Italian Championship
I Italy	July 16 July 18	Ercole Grosseto	Associazione Italia "Soling", 60 Via Dei Laghi, 00040, Frattocchie, Roma, Italy. (Phone:611 01 18).	Agentario Races
I Italy	Sept. 11 Sept. 19	Lake Garda	Circolo Vela Gargnano, Piazza N. Sauro 5, 25080 Bogliaco di Gargnano, Italy.	Centomiglia Garda Championship
I Italy	Nov. 3	Anzio	Associazione Italia "Soling", 60 Via Dei Laghi, 00040, Frattocchie, Roma, Italy, (Phone:611 01 18).	Roma Week
K United Kingdom	June 5 June 12	Poole, Dorset	P.B.O.S.A., Sandbanks, Poole, Dorset England.	Poole Olympic Week
K United Kingdom	July 31 Aug. 7	Cowes Isle of Wight	Cowes Combined Regatta Committee, Cowes, Isle of Wight, England.	Cowes Week
KC Canada	Aug. 28 Sept. 3	Kingston Ontario	Canadian Yachting Association, P.O.Box 2020, Postal Stn. "D", Ottawa, Canada.	C.O.R.K.
L Finland	July 2 July 7	Helsinki	The Co-operating Yacht Clubs in Helsinki, Bergmans- gatan 31 B, Helsinki, Finland.	Helsinki Regatta
L Finland	July 9 July 11	Hangö	Hangö Yacht Club, Hangö, Finland.	Hangö Regatta
N Norway	June 27 July 1	Tønsberg	Kongelig Norsk Seilforening, Huk Aveny 3, Oslo 2, Norway, and Norwedian SOLING Association, Norway.	Open Nodic Championship
N Norway	July 3 July 6	Hankø	Kongelig Norsk Seilforening, Huk Aveny 3, Oslo 2, Norway, and Norwedian SOLING Association, Norway.	Herman F. Whiton Memorial Cup
PR Puerto Rico	April 16 April 18	Puerto Rico	Rudy Thompson, 33 Raadets Gade, St. Thomas, Virgin Islands, 00801.	Caribbean Regatta
S Sweden	July 8 July 12	Marstrand	Royal Göteborg Yacht Club, Järntorget 3, Gothenburg, Sweden.	Marstrands Regatta
S Sweden	July 25 Aug. 1	Sandhamn	Royal Swedish Yacht Club, Birger Jarlsgatan 4, Stockholm, Sweden.	Sandhamns Regatta
US U. S. A.	Sept. 17 Sept. 20	Long Island Sound	Riverside Yacht Club, Long Island, New York, N.Y., U. S. A.	Atlantic Coast SOLING, open.
US U. S. A.	Sept. 21 Sept. 25	Oyster Bay	Seawanhaka Corinthian Yacht Club, Oyster Bay, Long Island, N.Y., U. S. A.	Centennial Open SOLING races
US U. S. A.	Sept. 26 Oct. 2	Oyster Bay	United States SOLING Association and Seawanhaka Corinthian Yacht Club, Oyster Bay, Long Island, N.Y., U. S. A.	World Championship SOLING
US U. S. A.	Oct. 4 Oct. 8	Oyster Bay	Seawanhaka Corinthian Yacht Club, Oyster Bay, Long Island, N. Y., U. S. A.	Seawanhaka Cup SOLING Class

INTERNATIONAL SOLING MEASUREMENT AND CLASS RULES

Effective

1 March 1971

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

Date of International status, May 1968.

Previous issues

1 March 1970

1 June 1969

1 March 1968

GENERAL. Where, within a nation, the National Authority has delegated the administration of the Class, the issue of certificates, sail numbers, etc., to the National Soling Association the words "National Soling Association" replace the words "National Authority" wherever they occur.

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 shall be 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 shall be U.S. \$150 or equivalent payable to I.Y.R.U. Holdings Ltd 5 Buckingham Gate London, S.W.1, when hull moulding commences, see rule 3.5.

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 Building Fee shall be divided on the above basis and shall 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 aluminium cast from an official master pattern. The shape and form of the patterns, plugs and moulds shall not be amended or altered. The primary control shall be by means of a single uniform source of plugs and moulds.

2.4 Construction shall be checked by measurement and official templates in accordance with the official measurement plan. Tolerances are given to allow minor building errors and distortion through age, but intentional variations within these tolerances shall be prohibited. The measurer 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 obtained from the I.Y.R.U. in consultation with the I.S.A.

2.6 Builders shall be licensed by I.Y.R.U. Holdings Ltd., and shall only obtain GRP plugs and/or production moulds and templates from suppliers approved by the I.Y.R.U. 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 hatchcovers, mast support stanchion, forestay fittings, shroud fittings, backstay fitting and rudderstock bearings, but excluding all other fittings, shall be not less than 375 kg.

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

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

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

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

3.5 The builders yard code, hull, plug and mould numbers shall be marked on a plaque, permanently fixed to the aft bulkhead. This plaque shall be obtained from I.Y.R.U. Holdings Ltd, and serves as the Building Fee Receipt (see 2.1 above).

3.6 The deck at the foot of the mast shall be not 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 aluminium 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 be not more 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 keel bolts may be arranged for easy removal of the fin.

4.4 Lifting eye(s)/strap(s), which shall not weigh more than a total of 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 thick.

4.6 The radius of leading and trailing edges shall be not less than 2 mm.

5. RUDDER

5.1 The rudder shall be of GRP, and shall be made only from a mould made from an official GRP plug. 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.

SOLING CLASS MEASUREMENT DIAGRAM

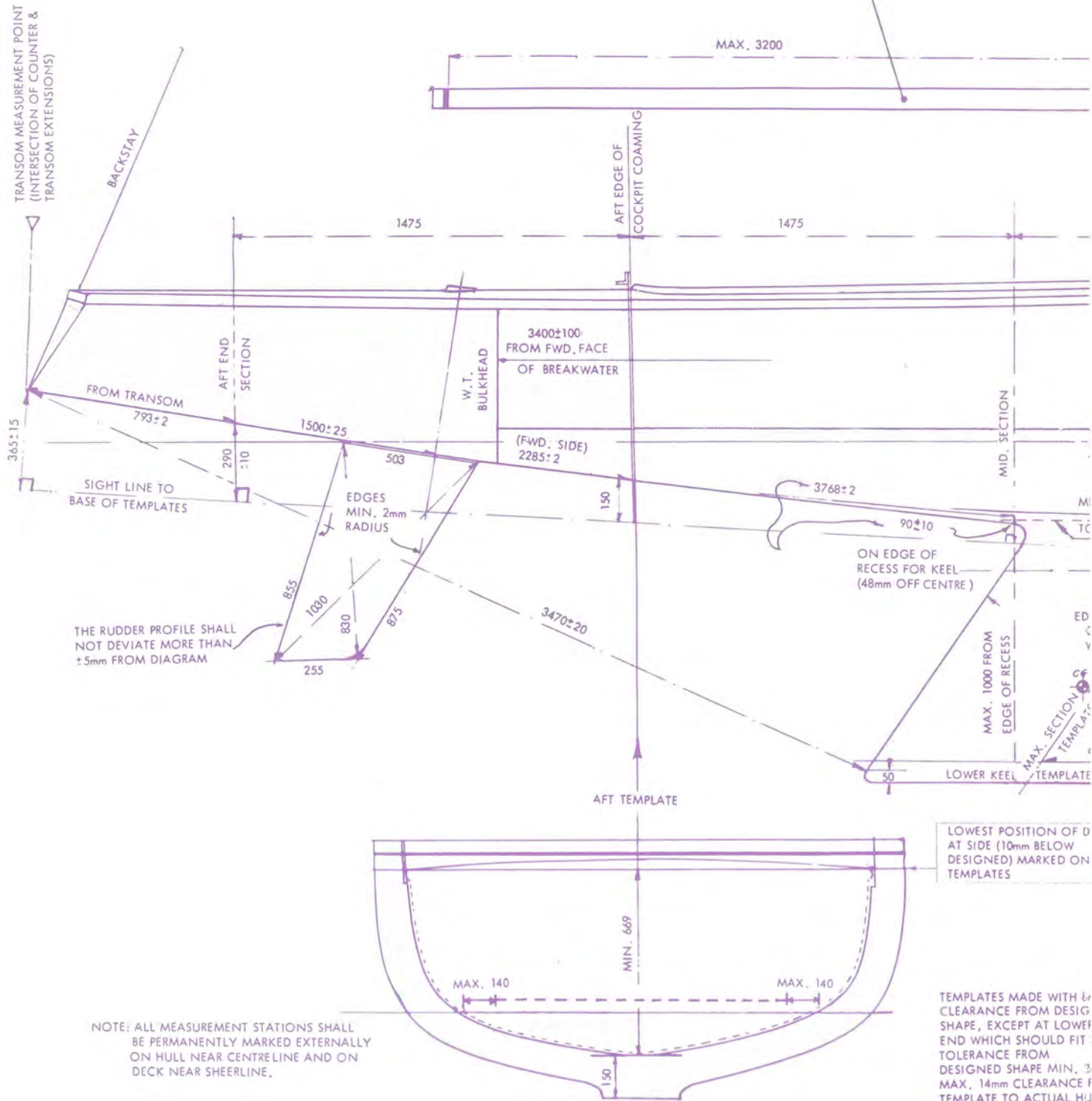
(TAKEN FROM OFFICIAL PLAN No. 67 - 2

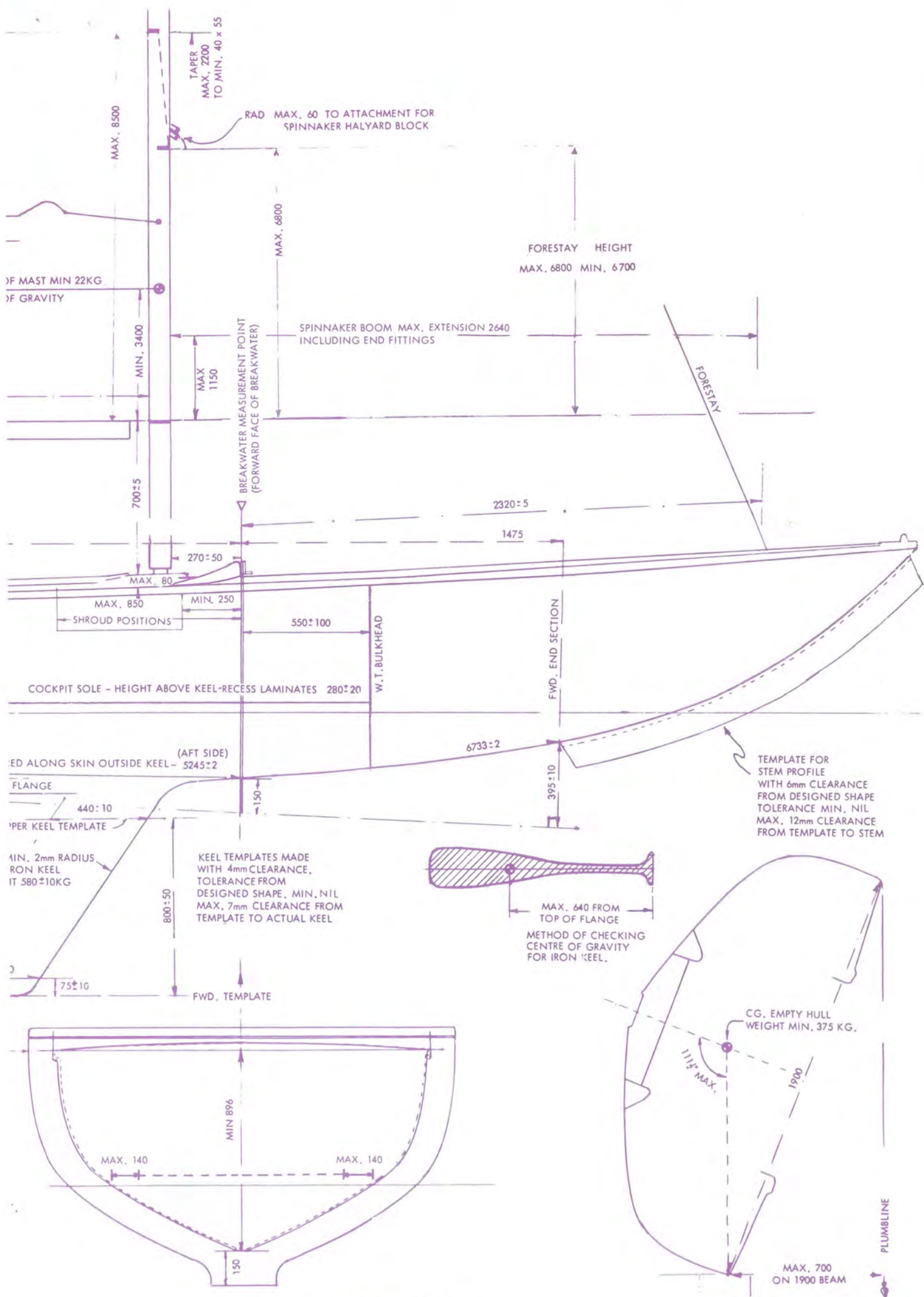
BEARING POINTS FOR SHROUDS ON SPREAD
MIN. 640mm FROM SIDE OF MAST

MAST SECTION 80 ±10mm x 120 ±10mm

BOOM SECTION 65 ±5mm x 80 ±5mm

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EFFECTIVE 1 MARCH 1971
 PREVIOUS ISSUE NOVEMBER 1969

METHODOF CHECKING CENTRE OF GRAVITY FOR EMPTY HULL

- 5.3 The radius of leading and trailing edges shall be not less than 2 mm.
- 5.4 The rudder stock shall be located at 1500 mm \pm 25 mm from the Transom Measurement Point 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 \pm 50 mm aft of the Breakwater Measurement Point (see also rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at 550 mm \pm 300 mm aft of the Breakwater Measurement Point, and not more than 100 mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at 2320 mm \pm 5 mm forward of the Breakwater Measurement Point.
- 6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminium content with a continuous fixed groove which may or may not be integral with the spar section but shall be of the same material.
- 6.5 Sectional dimensions shall be 80 mm \pm 10 mm athwartships and 120 mm \pm 10 mm fore and aft including the groove. The sectional weight shall be not 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 be not less than 22 kg, and its centre of gravity shall be not less than 3400 mm above the upper edge of the band defined by rule 6.91.
- 6.7 The mast may be tapered from above a point 6300 mm above the band defined by rule 6.91 to a minimum of 40 mm athwartships and 55 mm fore and aft including the groove at the topmost band.
- 6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50 mm between upper and lower bands shall be permitted.
- 6.9 Bands of contrasting colours shall be painted on the mast as follows:
 - 6.91 with its upper edge 700 mm \pm 5 mm above the deck.
 - 6.92 with its lower edge 6800 mm above the upper edge of the band defined by rule 6.91.
 - 6.93 with its lower edge not more than 8500 mm above the upper edge of the band defined by rule 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 dia. shall be attached (or its extension shall meet the mast) at 6800 mm \pm 100 mm above the band defined by rule 6.91.
 - 7.12 Two lower shrouds of not less than 4 mm dia. shall be attached (or its extension shall meet the mast) at 3400 mm \pm 100 mm above the band defined by rule 6.91.
 - 7.13 One permanent forestay of not less than 4 mm dia. shall be attached (or its extension shall meet the mast) at a point, not more than 100 mm below the lower edge of the band defined by rule 6.92.
 - 7.14 One adjustable backstay of not less than 3 mm dia. shall be attached to the mast head.
- 7.2 The bearing point of the eye or sheave which supports the spinnaker halyard shall be not more than 60 mm from the lower edge of the band defined by rule 6.92.
- 7.3 Spreaders for the main shrouds may be of a swinging type and the bearing point for the main shrouds shall be not less than 640 mm from the side of the mast.
 - The spreaders shall be attached to the mast above the lower shrouds as defined by rule 7.12.
- 7.4 There shall be a stop on the mast to prevent the upper edge of the boom extending below the upper edge of the band defined by rule 6.91.

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 \pm 5 mm in width and 80 mm \pm 5 mm in height including the groove. The sectional weight shall be not less than 1.25 kg/m.
- 8.3 Tapered or permanently bent booms shall be prohibited. A set, due to distortion, of up to 25 mm between band and mast shall be permitted.
- 8.4 A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200 mm distant from the aft side of the mast, excluding any local curvature.

9. SPINNAKER BOOM

- 9.1 No part of the spinnaker boom including fittings shall be capable of extending more than 2640 mm from the mast.
- 9.2 The point of attachment of the spinnaker boom to the mast shall be not more than 1150 mm above the upper edge of the band defined by rule 6.91.

10. SAILS

- 10.1 The sails shall be constructed and measured in accordance with 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. Not more than two mainsails, two jibs, two large and two small spinnakers shall 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, the total area of which shall be not more than 0.28 sq. m., shall be permitted in any sail, and shall be not 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 numbers and letters: 380 mm.
 - 10.52 Min. width occupied by each number or letter (except No. 1 or letter I): 250 mm.
 - 10.53 Min. thickness of every portion of each number or letter and of the line between: 65 mm.
 - 10.54 Min. space between adjoining numbers: 100 mm.

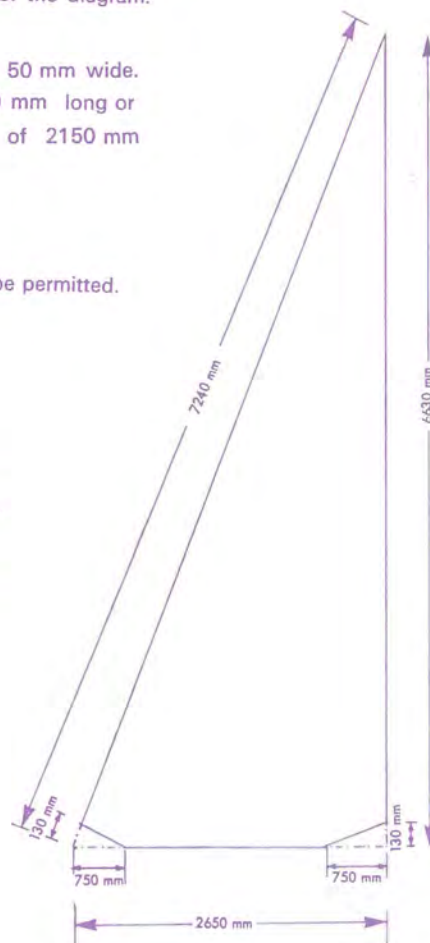
- 10.55 The class insignia with dimensions, as shown on sailplan, shall be on both sides of mainsail.
- 10.56 The registration number shall be below the insignia together with the national letter. The registration number shall be on both sides of the spinnaker.
- 10.6 Mainsail:
- 10.61 The mainsail shall not extend beyond the edges of the bands defined by rules 6.91, 6.93, and 8.4. The length of the leech shall be not more than 9120 mm. Reefing cringles shall be optional.
- 10.62 Only four battens shall be permitted. Three lower battens shall be not more than 800 mm long and the top batten shall be not more than 500 mm long. No batten shall be more than 50 mm wide. The inside dimensions of the three lower batten pockets shall be not more than 830 mm long and the top batten pocket shall be not more than 530 mm long. No batten pocket shall be more than 60 mm wide (inside dimension). The batten pockets shall divide the leech into five parts of $1820 \text{ mm} \pm 80 \text{ mm}$ measured to the lower edges of the pockets.
- 10.63 The headboard shall be not more than 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 be not more than 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 totally within the profile of the diagram.
- 10.72 Check wires shall not be required.
- 10.73 Two battens shall be permitted and shall be not more than 300 mm long and 50 mm wide. The inside dimensions of the batten pockets shall be not more than 330 mm long or 60 mm wide. The batten pockets shall divide the leech into three parts of $2150 \text{ mm} \pm 100 \text{ mm}$ measured to the lower edges of the pockets.
- 10.74 The forestay shall not be detached for the attachment of the jib.
- 10.75 Double luff jibs shall be prohibited.
- 10.76 Not more than 20 cloth ribbon snap fasteners of 40 mm max. width shall be permitted.

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:
- 10.821 The length of luff and leech shall be $7400 \pm 100 \text{ mm}$.
- 10.822 The width of half the foot, when folded tack to clew, shall be $2700 \pm 100 \text{ mm}$.
- 10.823 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 $2900 \pm 100 \text{ mm}$.
- 10.83 Small spinnaker:
- 10.831 The length of luff and leech shall be $7400 \pm 100 \text{ mm}$.
- 10.832 The width of half the foot, when folded tack to clew, shall be $2500 \pm 100 \text{ mm}$.
- 10.833 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 $2000 \pm 100 \text{ mm}$.



11. WEIGHT

- 11.1 The dryweight of the complete boat shall be not less than 1015 kg.
- 11.2 The following shall be on board when weighing:
- 11.21 Floorboards or cockpit sole with hatches.
- 11.22 Hatch covers for the watertight bulkheads.
- 11.23 Mast with standing rigging, all halyards and spinnaker boom lifts.
- 11.24 Main boom, stripped.
- 11.25 Sheet-tracks with travellers.
- 11.26 Sheet-winches with handles.
- 11.27 Any fittings fastened to the boat with through fastenings, such as bollards, cleats, ratchet-blocks, etc. (except items as per 11.33).
- 11.3 The following shall not be on board when weighing:
- 11.31 All loose items such as spinnaker boom, lifevests, anchor with rope, seats, paddle, handpump, bucket etc.
- 11.32 All tackles blocks and ropes for trimming of rig and sails. In general: Anything fixed with shackles.
- 11.33 Items which may be "fixed" and shall either be removed or the weight calculated and a deduction made.
Support system for central mainsheet-track (bridgedeck), hiking straps, handles, fixed seats, compasses, fixed pumps with hoses, drum-tackles for backstay and kicking-strap, etc.
- 11.4 Corrector weights (if any) shall be permanently fastened to the underside of the deck with approximately 2/3 of the total weight forward and 1/3 aft of the cockpit.
- 11.5 As from 1st March 1971 all existing boats shall comply with rule 11.1. Boats built prior to 1st March 1970 shall be permitted to have up to 15 kg of corrector weights to be located below the floorboards. Approximately 50 per cent of any such corrector weights shall be permanently fastened to the foremost floormember, and approximately 50 per cent to the aftermost floormember.

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 \pm 100 mm forward and 3400 mm \pm 100 mm aft of the Breakwater Measurement Point.

12.13 Watertight bulkhead inspection 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 be not more than 150 mm below the deck.

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

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

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

12.21 No hole in the deck shall be more than 120 mm in any direction.

12.22 The total area of holes above each watertight compartment shall be not more than 5 cm² after the installation of the fittings.

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 \pm 20 mm above the inner surface of the hull above the keel flange, and to within 140 mm of the inner surface of the hull measured horizontally. For the purpose of the height measurement the thickness of the keel laminate shall be not more than 20 mm.

(This shall be compulsory for all boats certificated 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 No trapeze or similar contrivance to support the crew outboard shall be permitted, except for hiking straps which shall be arranged inside the cockpit, and handles on deck not exceeding 75 mm height. Hiking straps and handles shall not be able to extend outboard of the sheerline. Five handholes of 120 mm maximum length and 35 mm maximum width through each side deck shall be permitted if a reasonable watertight arrangement is provided.

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

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

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

13.7 No sheeting arrangement shall be permitted through the sides of the hull.

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 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 A least one hand pump and one hand bailer, the total weight of which shall be not more than 3 kg.

14.15 One anchor of 8 kg \pm 2 kg weight, with not less than 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", and each number shall be used once only.

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 principle 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 shall 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 Change of ownership invalidates the certificate.

16.13 On change of ownership, by sending the invalid certificate to the National Authority.

Measurement forms and list of official measurers shall be obtained from the National Authority or National Soling Association.

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 shall 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 in the case of the sails and the complete boat weight according to rule 11, which shall be re-measured in accordance with the current rules. 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. 67-2 Measurement plan rev. date. March 1971

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

No. 67-4B Arrangement plan rev. date March 1970

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

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

For guidance only:

No. 67-4 (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.)

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 a Building Fee Plaque from I.Y.R.U. Holdings Ltd., 5 Buckingham Gate, London, S.W.1, for each boat built. This acts as a numbered Building Fee Receipt. (Rule 2.1 and 3.5.)
2. Application shall be made by the owner or builder to the relevant National Authority, or if the National Authority is not administering the class, 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 I.Y.R.U. Plaque Number.
3. A measurer appointed by the National Authority shall take all the measurements on this form. Further the yacht is required to conform with all Measurement and 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 Measurement and Class Rules.
4. All measurements are in millimetres and kilograms unless otherwise stated.
5. The form, when completed, shall be forwarded by the owner to his National Authority (or the National Soling Association if the National Authority is not administering the class), together with any registration fee required. For boats built before 1st March 1970 a Building Fee Receipt shall be forwarded with the completed Measurement Form.

BEFORE POSTING PLEASE MAKE SURE THAT THIS FORM IS PROPERLY COMPLETED

Name of Yacht Sail Number

Owner Name of Owner's Club

Address Sailing Association

Builder Date Completed

I.Y.R.U. Plaque Number Builder's Code

Hull Number Mould Number Plug Number

Item	Rule	Measurement	Minimum	Actual	Maximum
1	4.2	Keel weight including coating	570		590
2	4.2	Keel C.G. below flange			640
3	4.4	Lifting eye(s)/strap(s)—Total weight			3
4	3.2	Hull weight	375		
5	3.3	Hull vertical C.G.—Hull balances at max. 111.5°			YES/NO
6	12.12	Watertight Bulkhead positions: distance from Breakwater Measurement Point			
		Fwd. Bulkhead	450		650
7		Aft Bulkhead	3300		3500
8	12.5	Thickness of the keel laminate			20
9	12.5	Cockpit sole-height above keel laminate at flange	260		300
10	3.4	Cockpit sole max. horizontal distance from hull to edge of sole			140
11	3.4	Fwd. template: Deck location at Breakwater Measurement Point			
		Hull location: 5245 ± 2 from Transom Measurement Point measured along skin. Greatest clearance	2		14

Item	Rule	Measurement	Minimum	Actual	Maximum
12	3.4	Aft template: Deck location : 2950 aft of Breakwater Measurement Point			
		Hull location : 2285 ± 2 from Transom Measurement Point measured along skin. Greatest clearance	2		14
13	3.4	Stem template: Aft end location 6733 ± 2 from Transom Measurement Point (=1488 along stem from fwd. template) measured along skin. Greatest clearance	0		12
14	3.4	Template sight line to Transom Measurement Point	350		380
15	3.4	Keel aft edge 50 mm above heel to Transom Measurement Point	3450		3490
16	3.4	Lower keel template located at 75 ± 10 above heel	0		7
17	3.4	Upper keel template located at 800 ± 50 above heel	0		7
18	3.4	Max. section keel template located at 440 ± 10 aft of leading edge	0		7
19	3.4	Depth of keel from edge of recess at 3768 ± 2 from Transom Measurement Point	0		1000
20	4.3	Keel bolts as on plan No. 67-5			YES/NO
21	4.5	Keel coating thickness			2
22	4.6	Keel radius of edges	2		
23	5.3	Rudder—radius of edges	2		
24	5.4	Rudder stock centreline to Transom Measurement Point	1475		1525
25	5.2	Rudder stock diameter	28		
26	5.2	Rudder stock solid and of correct material			YES/NO
27	3.6	Foredeck height at mast step			80
28	6.1	Mast position—foreside from Breakwater Measurement Point	220		320
29	6.2	Shroud positions from Breakwater Measurement Point	250		850
30	6.2	Shroud positions from outer edge of deck			100
31	13.6	Adjustment of shroud tension by threaded screw fittings			YES/NO
32	13.6	Shroud tracks parallel to deck			YES/NO
33	6.3	Forestay position from Breakwater Measurement Point	2315		2325
34	6.5	Mast section fore and aft including groove	110		130
35	6.5	Mast section athwartships	70		90
36	6.7	Mast taper—lowest point distance above lower band	6300		
37	6.7	Mast fore and aft at topmost band	55		
38	6.7	Mast athwartship at topmost band	40		
39	6.8	Longitudinal set due to bending between lower and topmost bands			50

Item	Rule	Measurement	Minimum	Actual	Maximum
40	6.6	Mast weight (without rigging)	22		
41	6.6	Mast C.G. above lower band	3400		
42	6.91	Lower band—upper edge above deck	695		705
43	6.92	Forestay band—lower edge above lower band			6800
44	6.93	Topmost band—lower edge above lower band			8500
45	7.11	Main shroud attachment above lower band	6700		6900
46	7.12	Lower shroud attachment above lower band	3300		3500
47	7.13	Forestay attachment above lower band	6700		6800
48	7.11	Diameter of forestay, upper and lower shrouds	4		
49	7.14	Diameter of backstay	3		
50	7.2	Spinnaker halyard bearing point distance (radius) from lower edge of forestay band			60
51	7.3	Spreaders—extension of bearing point from side of mast	640		
52	7.3	Spreaders attached above lower shrouds			YES/NO
53	7.4	Main boom downhaul stop fitted			YES/NO
54	8.2	Main boom section—height including groove	75		85
55	8.2	Main boom section—width	60		70
56	8.3	Vertical set due to bending between band and mast			25
57	8.4	Inner edge of band from aft side of the mast (extended if necessary)			3200
58	9.1	Spinnaker boom including fittings—extending from mast			2640
59	9.2	Spinnaker boom—attachment to mast above lower band			1150
60	12.13	Positive fastening device for watertight inspection covers			YES/NO
61	12.14	Location of holes in each bulkhead below deck			150
62	12.15	Total area of holes in forward bulkhead			10 cm ²
63	12.15	Total area of holes in aft bulkhead			10 cm ²
64	12.3	Total area of holes in deck above each w.t. compartment (after installation of fittings)			5 cm ²
65	12.2	Dimension in any direction of holes in deck between bulkheads			120
66	12.3	Numbers of selfbailers			2
67	12.4	Is furling device for jib fitted			YES/NO
68	13.3	Are hiking straps arranged inside the cockpit			YES/NO
69	13.3	Handles on deck—height of (shall not extend out-board)			75
70	13.3	Number of handholes through each side deck			5
71	13.3	Length of each handhole			120

Item	Rule	Measurement	Minimum	Actual	Maximum
72	13.3	Width of each handhole			35
73	13.3	Reasonable watertight arrangements for handholes			YES/NO
74	14.12	Three life jackets or buoyancy vests on board			YES/NO
75	14.13	Length of paddle	1200		
76	14.14	Total weight of pump(s) and hand bailer(s)			3
77	14.15	Weight of anchor	6		10
78	14.15	Diameter of anchorline	12		
79	14.15	Length of anchorline	30 metres		
80	11.1	Dryweight of complete boat according to rule 11.2 and rule 11.3	1015		
81	11.4	Corrector weights located under deck: 2/3 fwd. of cockpit: Actual weight	—		—
82		1/3 aft of cockpit: Actual weight	—		—
83	11.5	Corrector weights located under floorboards: At foremost floormember	—		—
84		At aftermost floormember	—		—

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 obtained from the source approved by I.Y.R.U. Holdings Ltd.
- (b) This yacht has been constructed according to the official plans and specifications for the International Soling Class.
- (c) This yacht is built in accordance with the spirit and letter of the Measurement and Class 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 and Class Rules at present in force as measured and indicated except as stated below.

Measurer's comments:

No.	Item	Comment

Name of Official Measurer: Date:
(BLOCK CAPITALS)

Appointed by: Date:
(Authority)

Signature of Measurer: Date:



Measurers

M E A S U R E R S (I.S.A. - Rule 7.8)

Official appointed and reported to ISA by National Soling Associations until March the 15th, 1971.

C O U N T R Y		M E A S U R E R S, Names and addresses	NO- TES
Letter	Name		
A	Argentine	Yakim Palombo, Castro Barros 1344, Martinez	
B	Belgium	Simon Hermans, 334 Boulevard Louis Mettewie 1080 Brussels	
BA	Bahama	See US - U.S.A. Measurers are used	
BL	Brazil	Jean Jacques Terrason, c/o Iate Clube do Brasil, Avenida Pasteur, Rio de Jan.	
D	Denmark	Jan H.Kjærulf, Strandvej 110 C, 2900 Hellerup	6
E	Spain		0
F	France	Michél Pessiot, 7 Rue de Normandie, 17 La Rochelle	6
G	Germany	Georg Nowka, 2 Hamburg 13, Oberstrasse 140	6
GO	Germany E		0
GR	Greece		0
H	Holland	Royal Dutch Yachting Association, K.N.W.V. Van Eeghenstraat 94, Amsterdam	1
I	Italy	1. Lio Coccoloni, Mariperman, 19100 La Spezia	2
"	"	2. Angelo Cressi, Via O.Cancelliere 21, 16125 Genova	2.
"	"	3. Bruno Dequal, P.le A.De Gasperi 3, 34139 Trieste	2.
"	"	4. Carlo Perini, Via Seavi Romani 3, 25015 Desenzano	2.
"	"	5. Ottavio Puleo, Via Piaggio 24/9, 16136 Genova	2.
"	"	6. Vittorio Quaglino, V.le Locatelli 41, 24044 Dalmine	2.
"	"	7. Roberto Tafuro, V.Calzabigi 55, 57100 Livorno	2.
"	"	8. Tomaso Venturini, P.le Vittoria 12, 25100 Brescia	2.
"	"	9. Raffaele Calzecchi, V.Casamari 25, 00144 Roma	2.
"	"	10. Mario Eusepi, V.L. Capuana 135, 00137 Roma	2.
"	"	11. Guido Mazio, V. Valdagno 8, 00191 Roma	2.
"	"	12. Ernesto Rosso, V. Livorno 16, 04024 Gaeta	2.
"	"	13. Augusto Romita, V.D. Pesce 9, 70126 Bari	2.
"	"	14. Carlo Pedemonte, V. G.A.Carbonazzi 2, 09100 Cagliari	2.
IR	Eire	J.Tyrell, M.R.I.N.A., South Quay, Arklow Co., Wicklow	
J	Japan		0

C O U N T R Y		M E A S U R E R S, Names and addresses	NO- TES
Letter	Name		
K	U.K.	1. T.J.Black, The Hillock, Sandbank, Argyll, Scotland	8
"	"	2. E.J.Magee, Downpatrick Road, Crossgar, Belfast, Irel. North	8
"	"	3. I.A.Williams, Northwoods, Ting Tong, Budleigh Salterton, Devon	8
"	"	4. D.I.Fairbairn, Glentrae, Kilcreggan, Helensburgh, Dumb. shire, Scotland	8
K	U.K.	5. R.P.Fisher, 7 Fieldgates, Dock, Waterside, Brightlingsea, Essex	8
K	"	6. J.F.Pyman, 48 Winsford Gardens, Westcliff-on-Sea, Essex	8
K	"	7. J.N.Howard-Williams (Sails only), Hunters Moon, Brook Ave., Warsash, Southampton	8
K	"	8. W.R.Mathew, High Topps, Sandy Down, Boldre, Lymington, Hants	8
K	"	9. C.E.Donne, Villa Rothsay, Cowes, Isle of Wight	8
K	"	10. E.V.Bolton, c/o Pelican Boat Works, Commercial Road, Strood, Rochester, Kent	8
K	"	11. N.Myers, 10 Kensington Garden Square, London W.2	8
K	"	12. D.Bruin, 7 Wellesford Close, Banstead, Surrey	8
K	"	13. J.E.King, 32 St.James's Road, Bridlington, Yorkshire	8
KA	Australia	P.B. Docher, 7 Iveny St. Lindfield 2070, N.S.W.	6
KB	Bermuda	W. Brownlow Gray, Grayridge, Paget	
KC	Canada	Peter Cochrane, 761 London Road, Sarnia, Ontario	6
KJ	Jamaica	S.M.Coush, 4 Kinsale Avenue, Kingston 6, Jamaica	
KZ	New Zealand	W. Stevenson, R.N.Z.Y.S., 1Parliament St., Auckland 1	6
L	Finland	1. Arndt Norrgård, c/o Firma Bagalo, Boulevarden 1, 00100 Helsingfors	
L	"	2. Hans Wagner, Brändö parkv. 48, 00570 Helsingfors 57	
L	"	3. Christian Sundman, c/o Teräskonttori Oy, Melkonkatu 15, 00210 Helsingfors 21	7
M	Hungary		0
MX	Mexico	Sr.don Carlos Gutierrez Argudin, Apartado Postal 1038, Acapulco, Gro.	
N	Norway	1. Jan H. Linge, Tordenskioldsgate 1, Oslo 1	
N	"	2. Egil Normann Lej, Stortingsgate 14, Oslo 1	6
N	"	3. Kjell Haslev, c/o Erl. Hovdan A/S, Skippergate 5, Oslo 1	3
OE	Austria	1. H.H.Böcker, D-8000 München 60, Meyerbeerstrasse 47, bzw.A-9210 Pörtschach/Wörthersee	
OE	"	2. W.Rihl, A-5020 Salzburg, Auerspergstrasse 42	
OE	"	3. Paul Römer, A-4810 Gmunden, Dr.Feursteinstrasse 14	
OE	"	4. H.Koller, A-5082 Gröden-Fürstenbrunn, Salzweg 14	

C O U N T R Y		M E A S U R E R S, Names and addresses	N O - T E S
Letter	Name		
OE	"	5. A. Bannmüller, A-6900 Bregenz, Kennelbacherstrasse 28	
OE	"	6. O. Fleischmann, A-1080 Wien, Feldgasse 11/10	4
OE	"	H. Nölscher, A-1030 Wien, Hohlweggasse 2	4
P	Portugal		0
PR	Puerto Rico		0
PZ	Poland		0
S	Sverige	1. Håkon Kellner, Björnvägen 9, 181 33 Lidingö	
S	"	2. Leif Hedman, Huvudsgatan 12, 171 58 Solna	
S	"	3. Åke Ludwigs, Pl. 433, 43081 Billdal	
SA	South Africa	1. C.V. Myburgh, "Hoveto", Morris Rd., Claremont, Cape	
SA	"	2. C.J. Warne, 24 Beach Hurst, Marine Parade, Durban	
SR	U.S.S.R.	I. Lavrov, Moscow 69, Skatertnyi pereulok 4	
US	U.S.A.	1. 117 Bald Hill Road, New Canaan, Robert Blumenstock, Connecticut 06840	5
US	"	2. Houston Martin Bludworth, Post Office B.5246, Texas 77012	5
US	"	3. Balboa, California 92661 Tom Wilder, Post Office B.706,	5
US	"	4. Lexington Way, E. Seattle, Maurice Rattray, Washington 98102	5
US	"	5. Oyster Bay James C. Miller, MTR 211, Sunset Rd. New York 11771	5
US	"	6.	
US	"	7.	
V	Venezuela		0
VI	US Virgin Islands		0
Z	Switzerland	K. Flachsmann, Rigistrasse 12, CH 6020, Emmenbrücke	6

FOOTNOTES

Nos.	
0	Reports not received. (reminded three times).
1	The association employs a number of measurers.
2	Measurers nos. 1 - 8 North Italy, 9 - 12 Central Italy, 13 - 14 South Italy, 7 is responsible for Solings from Bianchi & Cecchi (IA) and no. 9 for Solings from C.I.M.A. (I).
3	Sails only.
4	Wien und Burgenland only.
5	Measurer no. 1 East Region and Solings from Gemico (US), 2 Southwest Region and Solings from Plastrend (USA), 3 West Region, 4 North West Region, 5 East Region (ass. to no.1).
6	Responsible for Solings from the Licence Builder in the country mentioned.
7	Appointed by "Finlands Seglarförbund".
8	Besides the 13 above mentioned the Royal Yachting Association employs more official appointed measurers. The R.Y.A. publication YR 6/71 refers. - Nos. 1 and 4 conduct measuring in Scotland, no. 7 (sails only) and no. 8 Hampshire, all other measurers: The counties of their homeport. No.10 is responsible for Solings from the Licence Builder Tyler (K).

INTERNATIONAL SOLING CLASS

SAIL MEASUREMENT FORM

Authority: INTERNATIONAL YACHT RACING UNION, 5 BUCKINGHAM GATE, LONDON, S.W.1.

Sail Letter and Number: Name of Yacht:

Name of Owner: Name of Owner's Club:

Address: Soling Association:

Procedures: All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, in a completely dry state on a flat surface with tension adequate to remove all wrinkles adjacent to the measurement being taken, unless otherwise specified in the rules. Measurers shall give *actual* measurements for items marked with an 'm', ticks for items marked with a '✓' which are within the tolerances, and answers for items marked with an 'a'. The year of sailmaker's delivery and an indication number shall be stated for each sail. These identification figures shall be printed on all sails. All measurements are in millimetres unless otherwise stated.

Item	Rule			Minimum	Sail A	Sail B	Maximum
		MAINSAIL Sailmaker	a				
		Ref. Number	a				
		Year	a				
1	10.61	Length of leech	m				9120
2	10.64	Width at half height	m				2000
3	10.64	Width at three-quarter height	m				1150
4	10.63	Headboard	m				120
5	10.62	Top batten pockets	✓				530 x 60
6	10.62	Three lower batten pockets ..	✓				830 x 60
7	10.62	Division of leech into five parts	✓	1740			1900
8	10.3	Transparent panels total area	✓				0.28 m ²
9	10.3	Transparent panels from edge	✓	150			
10	IYRU*	Stiffening of corners	✓				405
11	10.55	Size of insignia	✓	750 x 500 x 125			
12	10.5**	Size of letters & figures (excl. 1)	✓	380 x 250 x 65			
13	10.54**	Space between figures ..	✓	100			
14	10.1	Is a sail label fitted	a				YES/NO
		JIB Sailmaker	a				
		Ref. Number	a				
		Year	a				
15	10.71	Fit on diagram	a				YES/NO
16	10.73	Two batten pockets	✓				330 x 60
17	10.73	Division of leech into three parts	✓	2050			2250
18	10.3	Transparent panels total area	✓				0.28 m ²
19	10.3	Transparent panels from edge	✓	150			
20	IYRU*	Stiffening of corners	✓				363
21	10.1	Is a sail label fitted	a				YES/NO

Item	Rule			Minimum	Sail A	Sail B	Maximum
		SPINNAKER LARGE Sailmaker	a				
		Ref. Number	a				
		Year	a				
22	10.821	Length of luff and leech ..	m	7300			7500
23	10.822	Width of half foot	m	2600			2800
24	10.82	Halfwidth at 0.5 luff from head	m	2800			3000
25	IYRU*	Stiffening of corners	✓				372
26	10.56**	Sail letters and numbers correct	✓				
27	10.1	Is a sail label fitted	a				YES/NO
		SPINNAKER SMALL Sailmaker	a				
		Ref. Number	a				
		Year	a				
28	10.831	Length of luff and leech ..	m	7300			7500
29	10.832	Width of half foot	m	2400			2600
30	10.833	Halfwidth at 0.5 luff from head	m	1900			2100
31	IYRU*	Stiffening of corners	✓				372
32	10.56**	Sail letters and numbers correct	✓				
33	10.1	Is a sail label fitted	a				YES/NO

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

MEASURER'S DECLARATION

The following items for Sail A or B do not conform with the current rules of the International SOLING class :

Sail A:

Sail B:

Declaration shall not be signed and sails shall not be stamped before the above mentioned item(s) fully conform with the rules.

Measurer's signature:

DECLARATION

I certify that the above mentioned sail(s) conform(s) in all respects with the current Measurement and Class Rules. Serial or reference numbers are clearly stamped on the sails and dated.

Name of Measurer:
 (Block Letters)

Measurer appointed by:

Date of Measuring:

Measurer's signature:

Effective 1 March 1971.
 Previous issue 1 March 1970.



SECRETARY'S NOTES

NOTES

The following notes are in close continuation of the information given in the Soling Guide 1970. Also some comments on the rules effective this Spring.

Executive Committee (EC)

February the 8th the ISA-Committee formed an Executive Committee consisting of the Chairman, the Vicechairman and the Secretary. This Committee will take care of urgent matters arising between the ISA-Committee Meetings. Decisions made by the EC will be reported to the ISA-Committee at the first Committee-Meeting and also at the Annual General Meeting following the decision.

ISA-Rule 5.3 and 6 altered

The Soling Guide 1970, Green page 2 refers. The EC has found that the wording of the ISA-rules 5.3, 6.1, 6.2 and 6.3 were not quite clear, and the following altered text of these rules have been decided:

5.3

Associate Membership.
Delete the words: "to a NSA".

6. Annual contribution from NSAs and Fees.

6.1

The ISA shall be financed by annual dues from Full- and Associate Members. These dues shall be determined annually by the Committee. All members must register annually with their NSA or direct with ISA. Annual dues shall be payable to the NSAs treasurers or the ISA. Membership cards shall be issued to all illegible members by the NSAs as a receipt of dues for that year.

6.21

Dues for each calender year are due on January the First. Any

yacht for which dues have not been paid in the current year is not a registered yacht and cannot be entered for racing until such dues are paid.

6.22

The ISA only assists the organizers of the Worlds- and European championships regarding the number of entries allowed each country. Entry limitations concerning all other events at the descretion of the organizer.

6.23

A membership issued in the fourth quarter shall also be valid for the following year.

6.3

Substitute the first two lines with:

"Any NSA which has not remitted to ISA all ISA-dues collected through the previous two months may cease to be..."

Re rule 6.1. The annual due for a Full Member is now - as in 1970 - US \$ 5.

Re rule 6.22 all NSAs were April 30, 1971, informed by ISA-circular letter that the date "March the First" mentioned in this rule and in rule 5.5 in the World- and European Championship rules is altered to "June the First".

Please register your Soling by paying the annual subscription early in the year to give the Secretary and Treasurer of your NSA reasonable time to register with the ISA-Secretariat not later than June the First.

The number of entries your country is allowed in the above mentioned events are based on the number of registered Solings. Just after June the First this year the ISA-Secretariat will circulate to all NSAs the number of registered Solings in all countries.

The EC has found that rule 6.23 is fair to the owners, and it gives the Secretaries of all nations more time for registration.

Charter Flight to U.S.A.

According to ISA-circular letters of March 30 and April 14 to all European Soling Associations we have offered participation in a charter flight from Europe to U.S.A. and back at a price of US \$ 170 per seat. The same rate is due for departure from Paris, Hamburg or Copenhagen.

According to the rules for charterflights into U.S.A. all participants shall be members of the ISA. The annual subscription for Associate Members shall be US \$ 3. Membership-cards can be issued by any National Soling Association with a copy to the ISA. Together with this copy the ISA shall receive US \$ 2, while the NSA keeps US \$ 1 as an administration fee.

The ISA has distributed associate membership-cards.

Measurement Rules

After having received the IYRU's endorsement your Secretary has corrected the International Soling Measurement- and Class Rules as printed by IYRU. The corrections follow below:

In rule 6.1 (page 10) we have corrected the reference: "rule 13.5" to "rule 13.4".

In rule 6.92 (page 10) the words: "not more than" are deleted.

In rule 10.62 (page 11) in the fourth line we have inserted: "(inside dimension)".

In rule 13.3 (page 12): "35 mm minimum" is corrected to "35 mm maximum" and on the same page in the second footnote we have corrected: "Diagram" to "Plan".

On the Measurement Diagram we have inserted: "Forestay Hight, Max. 6800 Min. 6700" and deleted measures for shrouds and spreaders.

The vertical lines have been printed to mark the changes in the rules effective from March the First 1971.

Measurement Form

This has been improved by the ISA in co-operation with the IYRU. After the printing of this form we have recognized (re item 3 in the introduction) that the Builders' Measurers normally take the measurements and this also conforms with the ISA-Procedures (see Soling Guide 1970, orange page). Therefore the ISA for the next issue of the form will propose to insert the words: "or Builders' Measurer" after "Authority".

Soling Plaque

We call your attention to the fact that according to the new wordings of rule 3.5 the plaque shall be permanently fixed to the aft bulkhead.

New plaques of a stronger square type are ordered.

Licence Builders

Referring to the Soling Guide 1970 (Grey page) we can inform you of the following amendments:

LBs with codes GO, MX, PZ and E, which were licenced at the time of publishing the first Guide, have not started to build Solings.

Code L (Finland): The licence has been transferred to: Veneva O/Y, mr. A. Jalava, Karjalankatu 10, Lohja, Finland, with the same Code, Plug- and Mould Nos.

Code G (Germany W): This licence has been transferred to:

Hatra Alfred Hagelstein,
24 Lübeck-Travemünde,
Auf dem Baggersand, Deutschland,
with the same Code, Plug- and
Mould Nos.

The Hungarian LB delivers Sol-
ings from Plug no. 3 and Mould
no. 9 under Code M.

Further the IYRU-Holdings Ltd.
has issued a licence to:
Ishihara Dockyard Comp. Ltd.
Takasago Works, 1474-1 Mukoujima,
Takasago-Cho, Hyogo-Prefecture,
Japan, with Code J, Plug 3 and
Mould 4.

Further the Committee at the pre-
sent is considering applications
for a licence in Argentine.



The ISA Blazer-Badge

Now the ISA-Blazer-Badge is ready.
The Soling Insignia is placed in
white on a light blue colour. The
circular ring and the letters:
ISA are in gold with the olympic
rings in white on a background
of dark navy blue. The Badge it-
self is placed on felt ready to
fix on the Blazer-pocket.

All NSAs are invited to order a
stock of the badges by the ISA-
Secretariat. The price is US \$ 1
each. The illustration is not so
good, but I hope you will imagine
the distinguished design.

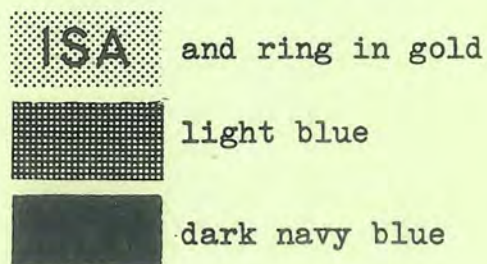
The World- and European Champion- ship Rules

Soling Guide 1970, blue and pink
pages refer.

Rule 7.3. The first sentence is
altered in order to conform with
the Measurement Rule 10.2: "Two
mainsails, two jibs, two large
and two small spinnakers may be
presented for measuring."



The ISA Blazer-Badge
Measure: 90 x 70 mm



Rule 10.1. Delete all and insert:
The time limit will be three and
a half hours. If the leading
Soling cannot finish within this
time, the race shall be abandoned.

Rule 13.4. With reference to the
Minutes of the 6th Committee Mee-
ting, November 1970, item 11, it
is decided to alter the demand
of three Jury Members from for-
eign countries to two.

The World Championship rule 8.4
is with reference to the decision
at the same meeting altered to
claim seven races instead of six
and according to this, the word
"four" in the rule is altered to
"five". The same alteration shall
be made in rule 8.5.

