



SOLING GUIDE 1972



WORLD-WIDE
SPREAD OF
SOLINGS

 Countries
with Solings

Total on this half: 800

 OLYMPICS 1976

SOLING GUIDE 1972

THE OLYMPIC YEAR 



SOLING N2

is the Guide-Colour-Print of the year.
The SOLING "Skarv VI" planes with a vane of water raising in her wake, helmed by Finn Chr. Ferner.
Photographer: P.A.Röstad-Foto, Grefsen, Oslo 4.

SOLING GUIDE 1972 is printed in offset by Fossum Tryk, Birkerød, Denmark, on KROMEKOTE 255 gr for the cover, and ORBIT offset paper 85 gr for the sheets.

Layout and drawing for the back of cover is by Nina Schjøttz, photo by Allan Moe, Copenhagen.

The photographs in the Guide are by:
A-Foto A/S, Oslo, page 73
Associated Press, Copenhagen, page 55
Castello Foto, Genoa, pages 6, 31, 55, 52 and 72.
Graham, Nancy - U.S.A. page 28
Linge, Jan H. -, Oslo, pages 17 and 18.
Röstad Foto, Oslo, pages 7 and 8.

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SOLING GUIDE 1972

THE OLYMPIC YEAR



COPENHAGEN JUNE 1972

PREFACE THIRD EDITION

Dear Soling Owner

It is on behalf of your International Soling Association Committee the Secretary's pleasure to present you with the Third and Olympic Year edition of the Soling Guide. This is our first opportunity to include a Roster and to introduce Soling owners all over the world to each other. In producing this I owe a debt of gratitude to my colleagues in the National Soling Associations.

This preface would not be complete without making acknowledgement of the valuable assistance and the considerable help received from the staff of the Secretariat of the International Yacht Racing Union.

The International Soling Class can this summer celebrate a jubilee. Soling number 2000 has been launched during

the printing of this Guide. It is a remarkable progress for a class with international status from November 9, 1967 only.

It is hoped that this Guide will bring you up-to-date on the different matters concerning the International Soling Class.

Respectfully yours
INTERNATIONAL SOLING ASSOCIATION

Eyvin Schiøttz
Secretary

THE INTERNATIONAL SOLING ASSOCIATION COMMITTEES 1972

THE ISA COMMITTEES

Honorary Member of the Committee: His Majesty Konstantin, king of the Hellenes.

Vice-President:

John H. Van Dyke, U.S.A. (e).

Members:

J. J. André, France, (e).

Eggert Benzon, Denmark, (e).

Peter Kaye Bryan, Australia, (e).

Y. Couvreur, Switzerland, (a).

Finn Chr. Ferner, Norway, (e).

Robin Judah, U.K., (e).

Gordon Lindemann, U.S.A., (a).

Erling S. Lorentzen, Brazil, (e).

Kenneth B. Miller, U.K., (a).

E. B. Mitchell, U.S.A., (a).

Tom Nyström, Sweden, (a).

Berndt Pråhl, Sweden, (e).

Herbert Reich, Germany W., (e).

Charles H. Steinbach, Canada, (a).

Kevin S. Winterbottom, Australia, (a).

(e) = elected. — (a) = appointed.

THE EXECUTIVE COMMITTEE

John H. Van Dyke, U.S.A., (Chairman)

Finn Chr. Ferner, Norway

Robin Judah, U.K.

THE TECHNICAL COMMITTEE

Gordon Lindeman, U.S.A. (Chairman)

Robin Judah, U.K.

Herbert Reich, Germany W.

Jan H. Linge, Norway, (Adviser)

INTERNATIONAL SOLING ASSOCIATION SECRETARIAT

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

THE INTERNATIONAL SOLING ASSOCIATION'S CONTACTS

A	Argentina:	Roberto G. Sieburger, Buenos Aires	KZ	New Zealand:	Scott D. Palmer, Auckland
B	Belgium:	G. J. Fletcher, Brussels	L	Finland:	Herman Thelen, Helsinki
BA	Bahama:	Robert Symonette, Nassau	M	Hungary:	Hungarian Yachting Association
BL	Brazil:	Erling S. Lorentzen, Rio de Janeiro	MX	Mexico:	José de la Vega, LI. Acapulco
D	Denmark:	Eggert Benzon, Copenhagen	N	Norway:	Rudolf Ugelstad, Oslo
E	Spain:	Jose Ramón Fontán, Madrid	OE	Austria:	Peter Denzel, Vienna
F	France:	Jean-Jacques André, Paris	P	Portugal:	J. M. Tito, Lisboa
G	Germany West:	Kurt Gillwald, Berlin	PH	The Philippines:	Philippine Yachting Association
GO	Germany East:	Bund Deutscher Segler der Demokratischen Republik	PK	Pakistan:	P. N. Dockyard, Karachi
GR	Greece:	George S. Andreadis, Athens	PR	Puerto Rico:	Donald R. Meyers DMD
H	Holland:	G. A. Bakker, sen, Rotterdam	PZ	Poland:	Polski Związek Żeglarski, Warszawa
I	Italy:	Rinaldo Schiaffino, Genova	S	Sweden:	Tom Nyström, Stockholm
IR	Eire:	Irish Yachting Association, Dun Laoghaire	SA	South Africa:	Hamish A. Cambell, Durban
J	Japan:	Sumio Okumura, Tokyo	SR	U.S.S.R.:	V. Kasatkin, Moscow
K	United Kingdom:	Vernon Stratton, Binfield	TH	Thailand:	Yacht Racing Association of Thailand, Bangkok
KA	Australia:	Malcolm Anderson, Sydney	US	U.S.A.:	Ben Mitchell, Los Angeles
KB	Bermuda:	E. Kirkland Cooper, Hamilton	V	Venezuela:	Edmund Napp, Venezuela
KC	Canada:	Charles H. Steinbach, Toronto	VI	Virgin Islands:	Yacht Racing Association of U.S. Virgin Islands
KJ	Jamaica:	J. A. Blackwood, Kingston	Y	Yugoslavia:	Yachting Association of Yugoslavia, Split
KR	Rhodesia:	Yachting Association of Rhodesia	Z	Switzerland:	Jean-Jacques Bolle, Morges

For further information see Register of International Soling Class Yachts.

Mail all your correspondence to the addresses given in the Register.

REPORT OF THE EXECUTIVE COMMITTEE

At a special meeting of the Committee at Genoa, Italy, on February 26th, 1972, the resignation of Mr. Eggert Benzon as President was accepted with deep regret. In accordance with his request, a new Executive Committee was elected to manage the affairs of the Class until proper elections could be held at the August meetings in Copenhagen. The Committee elected the following persons to comprise the Executive Committee:

John H. Van Dyke, U.S.A., Chairman
 Finn Ferner, Norway, member
 Robin Judah, U.K., member.

We were pleased with the results of measuring at Genoa last February. The new templates after a few refinements will work nicely and are now available from IYRU to all NSAs who wish to order them. Boats from six different builders all measured within the tolerances and confirmed the one-design characteristics of the Class.

The Executive Committee will work with the host club at Copenhagen in establishing measurement procedure at the European Championship. This practice will put into effect the policy of having ISA assume responsibility for measurement at major championships.

This committee is preparing a draft of several changes to improve the ISA Rules and World Championship Rules. These changes will be circulated to all NSAs and then used as a guidance for action by the officers and Committee members duly elected at the Copenhagen meetings in August.

Some Solings have been sunk in the past two years. In every case we have been able to investigate, water-tight bulkhead covers were not in place or were insecurely fastened. We urge strict enforcement of Rule 12.13 and Rule 14 with disqualification the penalty. These boats will float when swamped, and can be bailed and sailed away.

We hope every one of our 35 member nations will have an entry at Kiel in this, our first Olympic year. The growth of the Soling Class since its approval as an Olympic Class 1968 has been without precedent. Constant review and tightening of the Rules have been necessary to see that the Rules are enforced.

Respectfully submitted
 Executive Committee
 John H. Van Dyke
 Chairman

THE ADVENTURE OF A FAST KEELBOAT -THE SOLING



The Norwegian designer, Jan Herman Linge, conceived the initial idea of a new type of a racing keelboat whilst he was doing tank test research work on a new 5.5 metre for the 1960 Olympic Games.

In his mind it was evident that a lighter displacement hull with a short fin keel and a separated spade rudder would have a far greater speed potential. He told his friend, the well reputed helmsman, Finn Ferner, for whom he was designing the new 5.5 metre, "Struten", that this sort of boat would not be allowed under the 5.5 metre rule, but that a slightly smaller boat of this type - a high performance keelboat - could be an interesting class in itself.

If mass-produced in glassfibre reinforced polyester at a reasonable cost it was obvious that the type would give a lot more of racing fun to more people, and that it would provide an excellent recruiting boat for the far more expensive international Dragon and 5.5 metre keelboat classes.

A Cheap Three-Man-Keel-Boat.

The initial design sketches were made by Linge to provide a Norwegian national class for this purpose, but no one did show sufficient interest to start the project.

About a year later Hugo van Kuyck, at that time chairman of the International Yacht Racing Union Class Policy and Organization Committee, presented the idea of declaring an opening for a new international three-man-keel-boat and he called upon the IYRU Keel Boat Technical Committee of which Jan Herman Linge is a member for advice about the criteria for such a boat. The intention was to initiate a one design class more or less of the same size as a 5.5 metre.

Linge, however, found that this would be a boat too large and expensive to achieve the necessary international interest, and suggested a much smaller and lighter boat.

The IYRU Opening for a Keelboat.

After this meeting Jan Linge completed the design and it was shown at the 1963 IYRU-meeting as an example of what sort of boat he thought one should aim at when declaring an opening for the new three-man-keel-boat. The majority, however, wanted to keep the limits open for a larger boat, and shortly after the Magazine Yachting announced a design competition for such a boat and asked Olin Stephens, Peter Scott and Jan Linge to be judges.

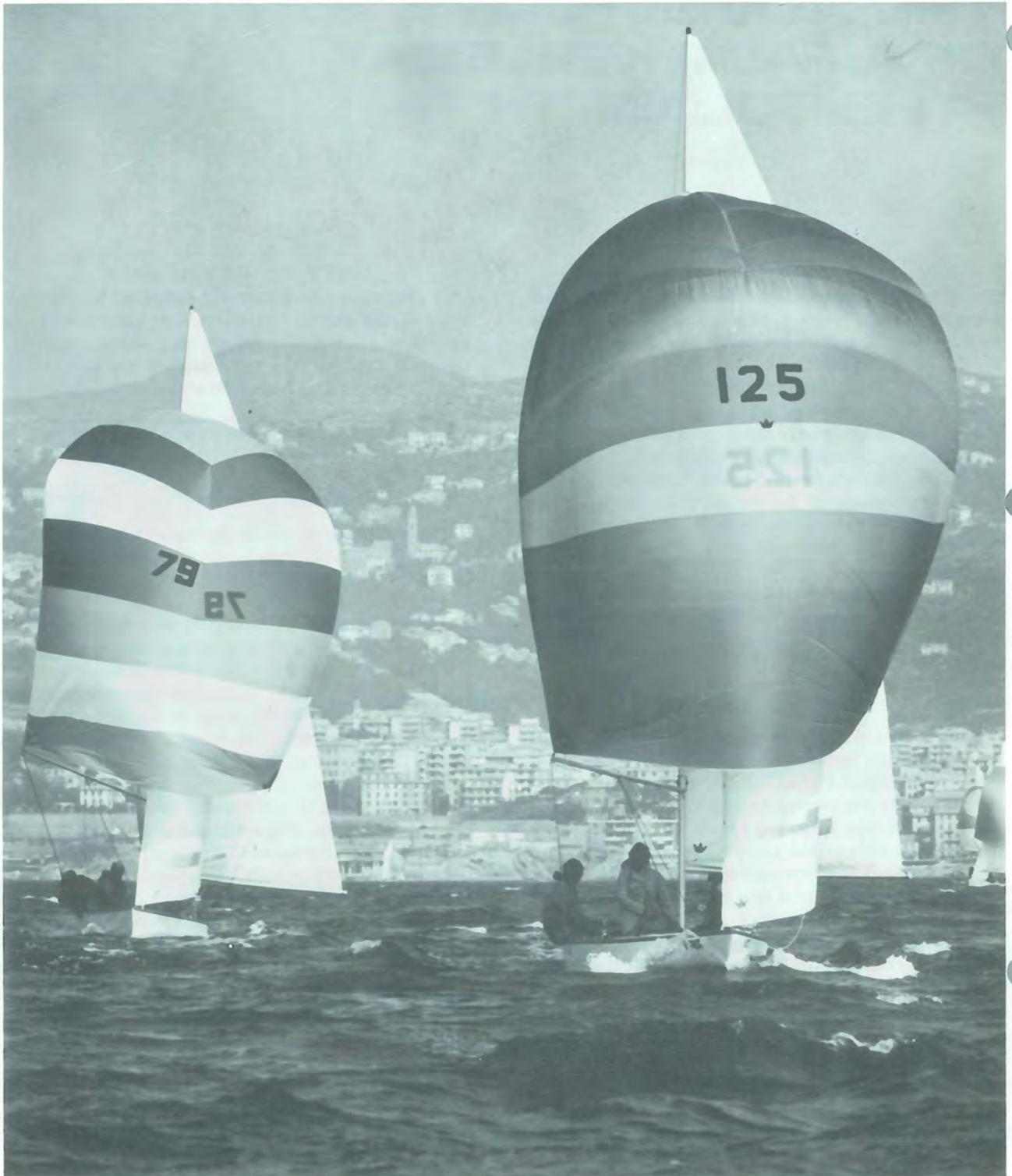
About the same time Linge was approached by Sverre Olsen, chairman of Holmen Yachtyard, who was prepared to arrange the financial part of the project and it was decided to build a wooden prototype. The name SOLING was chosen as a combination of the two names (S O from Sverre Olsen and LING from Linge).

This prototype was tested and evaluated by Linge and Finn Ferner during 1964. A lot of experiments with variations to sailplan, rudder and keelposition were carried out before they were satisfied and sure that the project was good and worth the further investments for

SOLING-HISTORY IN SHORT

Designer: Jan Herman Linge.

- 1964 SOLING Prototype tested and evaluated.
- 1965 First SOLING mould for GRP-production.
- 1966 Five SOLINGs from GRP-mould sailing trials.
- 1966 Autumn: SOLING entered for the first Three-Man-Keel-Boat trials at Kiel.
- 1967 60 SOLINGs built. Racing in Scandinavia and U.S.A. First international regatta July 1967 (6 races) at Copenhagen (17 competed). First National Soling Association (NSA) and International Soling Association (ISA) launched. Second trials in Germany. - November 9th: The SOLING received international status.
- 1968 First European Championship. About 300 SOLINGs built. November: The International Soling Class was adopted for the 1972-Olympics. 9 NSAs launched.
- 1969 First World-, second European- and first North American Championship. 20 NSAs in operation. About 600 International Solings built. An eliminating rule for entries at W.C. and E.C. adopted.
- 1970 Second World-, third European- and second North American Championship. 1300 International Solings built. 24 NSAs in operation.
- 1971 Third World-, fourth European-, third North American and first South American Championship. 1600 International Solings built. 32 NSAs or NAs in operation for the SOLING Class.
- 1972 Fifth European, fourth North American - and second South American Championship. No World Championship in the Olympic year. About 35 nations are expected to compete for medals at Kiel. 2000 International Solings built. 40 organizations are working for the class on the five Continents.



The Soling spinnaker is a fascinating sail - especially the large one. Februar 1972 at Genova.

production tooling. Moulds were made in 1965 and the first five GRP boats were manufactured for the 1966 season.

A small, cheap boat with lots of racing fun.

IYRU had by that time sent out invitations for the international three-man-keelboat trial races which were going to take place at Kiel the same autumn. The SOLING was entered although she could have no chance of beating the much larger boats. Generally she was

about 3 feet shorter, carried about 20% less sailarea and her total displacement was less than the weight of the ballast-keel of the other competitors, but Linge (as the stubborn person he is) wanted to prove his point: "One could have just as much racing fun in a smaller and cheaper boat".

The trial races at Kiel were held in general heavy weather conditions, and to everybody's surprise SOLING was steadily hanging on to windward, and was even faster than any of the others down-wind !



A tough start followed by General Recall, European Championship, Hankø, Norway, July 1970.

Only two-and-a-half percent slower, but less than half the costs.

Although she never won a race, she was the belle of the ball because she was twice second and never disgraced herself. According to a comparison after about 50 miles of racing, Soling turned out to be only about 2 1/2 percent slower than the fastest boats, and somebody's comment was: "They are certainly not 3000 dollars faster" ! The jury decided to recommend to the IYRU that both the American boat SHILLALAH (today known as "Etchell 22") and SOLING should be encouraged to form classes and seek to acquire popularity. IYRU then decided to have completely new trials the following year, and that the jury should take the cost of the boat and road-transport (trailerability) into consideration.

The SOLING adopted by the Scandinavian Yacht Racing Union.

Late autumn 1966 Paul Elvstrøm had a Soling for testing. He was delighted with the boat and gave a lot of support in promotion of the class. Jan Herman Linge, Finn Ferner and Sverre Olsen formed a separate company, SOLING YACHTS A/S, to take care of the production and promotion of the SOLING CLASS.

During the winter 1966/67 some 60 boats were built and fleets were started in Scandinavia and U.S.A. SOLING

was also adopted as a one design class by the Scandinavian Yacht Racing Union. Licensed Builders were appointed in U.S.A. and later in Australia and Canada.

In 1967 the IYRU second trials for a three-man-keelboat were arranged at Travemünde. A couple of new boats had entered too, and a Dragon and a 5.5 metre took part for the purpose of comparison. The final result was that the SOLING was recommended to be adopted as an international class by the IYRU.



Soling International and Olympic Class.

A launching committee for the INTERNATIONAL SOLING CLASS ASSOCIATION was formed and during the 1967-IYRU meeting the SOLING was formally given status as an international one design class. This of course started the wheels rolling ! — The growth of the class was very satisfactory and National Class Associations were established in many countries. During the 1968 season about 300 SOLINGS were racing all over the world. The first European Championship was held in Copenhagen with 25 entries.

At the 1968 IYRU meeting the International SOLING was chosen as an Olympic Class for the 1972 games. The first SOLING World Championship was arranged in



Jan Linge explains a situation from the course (European Championship 1971) for his Majesty King Olav of Norway. Between them we catch a glimpse of Crownprince Harald and Frederik Horn (President of the Norwegian Yachting Association).

Copenhagen 1969. There were 97 entries from 17 different countries, and Paul Elvstrøm, Denmark, became the first World Champion of the class.

The European Championship was arranged in Sandhamn, Sweden, with 46 entries from 11 countries and was won by Arved von Gruenenwald, Sweden. By this time some 600 SOLINGS were registered throughout the world, built by 12 licensed builders. National Soling Associations were established in 20 countries.

At the International Soling Association's Committee Meeting in London, November 1969 it was decided to have all competitors in a race in one start and to limit the entries to 60 Solings. In view of this the eliminating rules (item 5 event rules) were adopted and with success they have been used since then. Both the cubic-root-rule for the Worlds and the square-root-rule for the Europeans have worked well at the four events (two of each in 1970 and 1971) and entries based on certificated Solings have been kept from 42 to 61.

During 1970 the World Championship was arranged at Poole, England, with 47 entries from 18 countries, and was won by Stig Wennerström, Sweden. The European Championship was arranged at Hankö, Norway, with 42 entries from 11 countries and was won by Paul Elvstrøm, Denmark. By that time some 1200 boats were certificated throughout the world built by 14 licensed builders. National Soling Associations were now established in 22 countries.

During 1971 the World Championship was arranged at Oyster Bay, U.S.A. with 54 entries from 17 countries and was won by Robert Mosbacher, U.S.A.

Soling number 2000 launched this summer.

The European Championship was this year arranged in Germany at Travemünde with 61 entries from 15 countries. Paul Elvstrøm won the International Soling Cup and he will defend the Cup in home waters when the starting gun cracks over Øresund, North of Copenhagen, in August 1972.

At the Kiel Regatta for Olympic Classes (Pre Olympic), August-September 1971 the Soling Class was representing 19 countries with 51 entries. Under the consideration that entries were restricted to 3 from each country (except Germany) this was a very high number of Solings. In 1972 the activities in the class is greater than ever seen. On another page in this SOLING GUIDE we introduce results and short reports from the Spring Events held. Besides of these regattas we know of very much training all over the world and of many trials for the Olympics.

The Licensed Builders are delivering new Solings every day, and the ISA is kept very busy to mail Sail Labels for new sails all over the world.

While this SOLING GUIDE is printed International SOLING number 2000 is launched from one of the 20 builders licensed by IYRU Holdings Ltd., and the class is conducted by associations and authorities in 40 countries.

The certification of the Solings is growing from year to year: 1969: 222, 1970: 834, 1971: 1112 and in 1972 the Association expects to have more than 1500 Solings certificated. The exact total and figures for each nation will be distributed to all organizations conducting the class just after the closing date for paying annual subscription.

This progress of the SOLING CLASS since the international status given from the season 1968 - about three years - is imposing. On an average it is 565 boats built of which 500 are certificated each year.

The coming year will be the most exciting in the SOLING history. It is expected that about 35 SOLINGS will enter the Olympics at Kiel.

Three medals only will be the reward. Which of the competing 35 countries will win the Gold, Silver or Bronze medal and see their National Flags hoisted? Everybody interested in the SOLING CLASS look forward to this event. The Soling yachtsmen in the top class will be followed with breathless excitement through the binoculars during the Olympic days.

TOP HELMSMEN ON THE INTERNATIONAL SOLING CLASS



CHAMPIONS AND SPRING EVENTS 1972

This spring it is not obvious who is the most skilled helmsman in the Soling class. The winners are changing from one regatta to another. Even the four Gold Medal winner, the phantom, Paul Elvstrøm has been beaten in regattas held this spring.

To give our Soling yachtsmen a look into the actual situation we bring the names of the Champion-winners from the past together with the race reports on events in the spring 1972. Perhaps this will give you some guidance if you join sweepstakes for the Olympic Medals.

As you will see below the ISA secretariat has made a standard form for regatta information. It should be very much appreciated if the National Soling Associations in co-operation with the organizers would be kind enough to use the regatta-report-forms, which we several times have distributed to all the secretaries of the associations.

All point scorings - excluding Kieler Woche - are of the Olympic system even if the organizer has used another system. All placings are equal to that given in the organizer's report. For the system used in Kiel, see the last Race Report.

World Champions:

1969: Skovshoved, Denmark: Paul Elvstrøm (D 29)
 1970: Poole, U.K.: Stig Wennerstrøm (S 65)
 1971: Oyster Bay, U.S.A.: R. Mosbacher (US 504)
 1973: _____ France: _____
 1974: Sydney, Australia: _____

European Champions:

1968: Skovshoved, Denmark: Per Spilling (N 7)
 1969: Sandhamn, Sweden: A. von Gruenenwaldt (S 21)
 1970: Hankö, Norway: Paul Elvstrøm (D 34)
 1971: Travemünde, Germany W.: Paul Elvstrøm (D 42)
 1972: Skovshoved, Denmark:
 1973: Medemblik, Holland:

North American Champions:

1969: John Dane III, New Orleans (US 95)
 1970: David Curtis, Marblehead, Mass. (US 437)
 1971: R. Mosbacher, Texas (US 504)

South American Champions:

1971: Horacio A. Campi, Buenos Aires (A 16)
 1972: Gastão Brun, Rio de Janeiro (BZ 15)

Pre-Olympic:

1971: Kiel: Paul Elvstrøm (D 42)

Olympic Games:

1972: Gold: _____
 Silver: _____
 Bronze: _____

SECOND SOUTH AMERICAN CHAMPIONSHIP 1972

Rio de Janeiro

February 4 - 11

Sail No.	LB's code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
BL 15	F	Gastao Brun	1	7	3	2	1	1	1	8,7	1
BL 29	D	Ivan Pimentel	2	1	1	dnf	3	2	3	17,4	2
BL 5	N	Axel Schmidt	4	2	2	4	2	3	9	30,7	3
A 15	N	Ricardo M. Boneo	3	dnf	5	1	5	4	7	46,7	4
BL 21	N	Erik Schmidt	6	3	4	dsq	4	dsq	2	55,4	5
A 5	N	Jorge D. Vago	10	4	6	6	8	6	4	65,1	6
BL 4	N	Augusto Barroso	9	5	10	3	6	5	10	68,4	7
BL 22	F	Antonio José Ferrer	8	6	7	5	7	9	6	73,4	8
A 20	N	Wilson O. Pereyra	5	dnf	9	7	dnf	7	5	79	9
BL 7	N	Candido Guerreiro	7	10	11	9	10	10	8	90	10
BL 25	D	Walter von Hutschler	dns	9	8	8	9	8	dns	91	11
BL 17	F	Paolo Pirani	11	dnf	13	10	11	11	11	103	12
BL 16	F	Paulo Neiva	dns	8	12	dns	dns	dns	dns	108	13

THE COPENHAGEN SPRING CHAMPIONSHIP

The Underberg Cup

Skovshoved, Copenhagen

March 30 - April 2, 1972

Sail No.	LB's code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
D 46	D	Paul Elvstrøm	1	6	2	1	16	dns		36,7	1
D 35	D	Niels Bolt Jørgensen	12	2	19	2	9	2		42,0	2
G 80	D	P. Adolff	19	7	5	6	2	9		52,7	3
D 47	D	P. R. Høj Jensen	2	14	7	19	4	15		65,0	4
S 90	D	C.-G. Piehl	9	1	27	3	30	7		66,7	5
K 85	D	Robin Judah	11	39	9	12	10	12		84,0	6
S 65	D	S. Wennerström	14	11	8	9	24	14		86,6	7
G 84	D	K. A. Stolze	25	5	15	23	17	3		88,7	8
H 11	D	Arie Klein	6	8	43	15	13	20		91,7	9
N 76	N	HRH Crownprince Harald	4	37	22	11	1	dqf		96,0	10

Further competed: N 53 - S 96 - G 67 - D 44 - G 73 - US 505 - S 57 - D 36 - G 75 - I 69 - G 98 - L 22 - S 83 - N 55 - S 91 - K 96 - E 1 - G 87 - G 85 - H 3 - G 79 - D 5 - N 56 - H 10 - GR 1 - L 5 - S 94 - L 25 - OE 18 - G 96 - S 64 - G 55 - G 92 - KR 1 - N 80 - S 85 - S 72 - D 37 - S 76 - L 24 - G 8 - G 88 - S 58 - G 70 - S 68 - G 6 - a total of

D: 7, E: 1, G: 16, GR: 1, H: 3, I: 1, K: 2, KR: 1, L: 4, N: 5, OE: 1, S: 13, US: 1.

Weather conditions: In general moderate to strong breezes from different directions, but steady during each race. Clear sky, changing to cloudy and overcast with very little rain. Temperature from 4 - 8 degrees.

Organized by: The Royal Danish Yacht Club and the Danish International Soling Association.

56 Solings representing 13 countries as follows:

PREOLYMPIC WEEK HYERES

Hyeres, France

April 2 - 8, 1972

Sail No.	LB's code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
SR 4	D	Timir Pinegin	3	2	9	2	2	2	34	32,7	1
K 93	D	J. D. A. Oakley	4	8	21	1	3	11	2	47,7	2
I 86	D	L. Coccoloni	1	4	3	7	5	15	10	52,7	3
F 94	D	J. M. Guillou	2	1	2	3	22	12	19	54,7	4
F 75	D	P. Poullain	7	10	5	6	4	1	14	58,7	5
F 101	D	B. Cheret	5	13	8	5	10	8	3	69,7	6
PZ 1	N	Z. Perlicki	13	11	15	4	16	17	1	77,0	7
Z 130		R. Fragniere	22	9	6	30	6	7	5	87,4	8
F 79	D	A. Hurtebize	9	3	4	30	11	10	22	89,7	9
Z 123		Pipper	6	12	32	12	8	.6	12	91,4	10

Besides these ten the following competed: K 92, GR 20, K 30, Z 139, GR 18, I 100, Z 142, I 94, G 40, F 97, K 49, K 43, B 24, Z 126, F 44, F 100, F 99, F 80, B 6, I 80, Z 125, F 38, K 50, F 83, S 66, K 47, I 69, I 96, all told 38 Solings representing ten countries as follows:

B: 2, F: 10, G: 1, GR: 2, I: 6, K: 7, PZ: 1, SR: 1, Z: 7.

What is it with the thumbs Your Royal Highness? It can't be a "hitchhike" for a first place which you can manage yourself. HRH Crownprince Harald before a race at Easter in Skovshoved Harbour crewmembers studying the course.



Race course — about three miles out of the Guanabara Bay.
Winds: Feb. 4: The race was abandoned because the leading yacht did not finish within the 3½ hours limit. Feb. 5 and 6: Light south-easterly winds. Feb. 7, 8, 9, 10, and 11: Moderate and steady easterly winds.

Participants:
 3 boats from Argentina and 10 from Brazil. The defending champion, Horacio Campi, could not come, but in his place Argentina sent a strong team: Ricardo Boneo, representative to the 1972 Olympics. Jorge Vago and Wilson Pereyra who raced in the 1969 World Championship in Denmark.

Among the Brazilians: Gastao Brun, 1970 Brazilian Champion and 2nd in the First South American Championship. Axel and Erik Schmidt, three times Snipe World Champions. Erik went to Poole in 1970 and also to the 1971 World Championship in the US. Axel also went to this last regatta. Ivan Pimentel, 1971 Brazilian Champion placed 4th in the 1971 European Championship. Ivan raced in the 1971 Pre-Olympics at Kiel. Further Walter von Hutschler, world famous Star Champion. Augusto Barroso, member of the Brazilian team at the 1971 Pre-Olympics at Kiel.

Organized by: Associacao Brasileira De Soling, Rio de Janeiro, Brazil.

GENOA REGATTA 1972

Yacht Club Italiano

February 22 - March 5

Sail No.	LB's Code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
D 46	D	Paul Elvstrøm	dnf	2	12	14	1	1		41	1
N 53	D	E. Kofoed	dnf	7	3	1	8	6		44,4	2
F 101	D	B. Cheret	dnf	15	1	7	9	2		52	3
S 90	D	C.-G. Piehl	dnf	3	2	11	10	7		54,7	4
I 81	D	V. Porta	1	13	4	23	5	19		62	5
I 69	D	Milone	15	10	27	2	4	10		64	6
G 80	D	P. Adolff	17	4	23	6	11	3		65,4	7
G 75	D	Haist	6	5	22	3	16	11		65,7	8
G 87	D	Herb. Reich	dnf	1	8	8	13	18		71	9
F 60	F	B. Troublé	2	8	19	16	6	5		93,7	10

Besides these ten the following competed: I 75, I 97, E 6, I 90, Z 95, S 85, I 76, Z 126, I 96, Z 114, I 29, I 73, I 94, N 57, Z 125, F 97, I 79, I 86, I 93, F 94, I 82, I 70, OE 18, F 79, N 55, I 19,

I 77, I 78, Z 123, I 80, GR 18, GR 23, Z 139 — a total of 43 Solings representing 10 countries as follows: D: 1, E: 1, F: 5, G: 3, GR: 2, OE: 1, N: 3, S: 2, Z: 5 and I: 19.

United States Soling Association Sanctioned Midwinter Regatta

US Soling Ass.

March 20 - 24, 1972

Sail No.	LB's Code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
US 501	D	Bruce Goldsmith	1	1	5	4	1	7	2	21	1
US 515	KC	Bud Melges	2	2	1	1	18	16	4	36	2
US 460	D	Sam Merrick	6	3	2	8	10	2	9	52,4	3
US 504	KC	Bob Mosbacher	8	4	4	2	4	6	dnf	52,7	4
US 505	D	Joachim Schulz-Heik	7	15	dnf	9	3	1	5	64,7	5

SPORT REGATTA, St. Petersburg, U.S.A.

US Soling Ass.

March 25 - 30, 1972

Sail No.	LB's Code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
US 515	KC	Bud Melges	4	4	1	2	1	1		21	1
US 501	D	Bruce Goldsmith	2	1	4	3	4	3		30,4	2
KC 97	KC	Dave Miller	5	2	3	4	5	1		36,7	3
US 460	D	Sam Merrick	3	3	4	5	7	2		45,4	4
US 526	KC	John Dane	19	7	1	2	2	4		52	5

ASKER INTERNATIONAL SOLING CUP

Norwegian Soling Association

May 20 - 22, 1972

Sail No.	LB's code	Owner and/or Helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th	Points	Pos
N 76	N	HRH Crownprince Harald	2	2	1	4	3			11,7	1
D 46	D	Paul Elvstrøm	1	1	13	dsq	1			19	2
N 79	D	Kalle Neergaard	dsq	6	3	2	2			23,4	3
N 53	D	Ejnar Kofoed	3	8	2	5	4			26,7	4
D 36	D	Ole Faber	dsq	3	5	7	5			38,7	5
N 56	D	John Johnsen	5	5	12	6	6			43,4	6
N 50	K	Rud. Ugelstad	4	7	7	dsq	7			47	7
E 8	D	Ramon Balcella	9	14	15	1	8			49	8
S 97	D	V. L. Almkvist	7	4	6	11	12			49,7	9
KR 1	D	David Butler	8	10	4	8	13			52	10

Besides these ten the following competed: N 69, N 22, N 51, N 80, N 34, N 33, N 66, PH 1, N 31, N 65, N 74, N 40 and N 32, a total of 23 Solings representing 6 countries as follows: D: 2, E: 1, KR: 1, N: 18, and PH: 1.

Weather conditions in general: Very light winds, 2-8 knots. Olympic courses, 10.8 naut. miles, two races shortened to about 7. n.m.

KIELER WOCHE (Kiel Week) 1972

Kieler Yacht Club

June 1 - 6, 1972

Sail No.	LB's code	Owner and/or helmsman	Placement in Races							Final	
			1st	2nd	3rd	4th	5th	6th	7th *	Points *	Pos
N 76	N	HRH Crownprince Harald	1	2	1	1	4	2	6	3,2	1
D 35	D	N. B. Jørgensen	3	4	22	17	2	7	52,7	32,5	2
D 46	D	Paul Elvstrøm	17	32	2	15	1	5	57	38,6	3
GO 6	D	R. Schwarz	8	7	12	3	17	15	71,7	44,9	4
K 93	D	J. Oakeley	10	16	10	19	12	1	72	48	5
S 96	D	H. Kellner	6	21	44	9	18	6	89,4	60	6
D 36	D	O. Faber	15	12	11	23	16	8	92	62	7
G 87	D	H. Reich	4	20	3	2	44	34	82,7	62,5	8
N 79	D	K. Neergaard	23	1	6	29	31	12	93,7	70	9
S 90	D	C.-G. Piehl	38	18	9	4	3	dns	96,7	71,9	10

Besides these ten the following competed: S 97, BL 21, F 101, G 105, G 80, G 85, E 8, F 75, F 94, S 101, G 101, GR 1, KR 1, SR 4, G 91, BL 29, Z 123, H 10, S 88, G 67, G 98, G 84, OE 18, G 73, KA 118, L 22, H 3, K 92, PZ 1, GR 18, L 25, S 64, G 79, Z 130, S 72, B 2, OE 28, L 16, K 97, Z 142, S 94, G 78, H 11, G 103, G 96, L 17, G 69, L 6, L 18, Z 114.

A total of 61 Solings representing 19 countries as follows: One entry from each of the following: B, GO, E, KR, KA, PZ, SR. Two from: BL, GR, OE. Three from: D, N, K, F, H. Four from: Z. Six from L. Eight from S and fifteen from G.

Weather conditions in general: Light to moderate southerly winds 3-5 knots, only one day up to 18 knots, direction not steady under most of the races. One day racing cancelled in lack of wind.

*At Kieler Woche 1972 was used a special Point scoring System according to: First place: 0, second place: 1,6, third place: 2,9, fourth place 4 points, and so on, points equal to placing.

In italics under column "7th" we have inserted the Olympic Scoring equal to the five best results for each yacht. The reason for using this Scoring System at Kiel this year in an Olympic Class is not obvious to us.



SOLING RACES ROUND THE WORLD



FIXTURES

1972 - 1973 Fixture List for the International Soling Class. This Fixture List is produced from the International Fixture List published by the IYRU and the information received from National Soling Associations. Although we have circulated to all associations the Fixture Form, it is very few we have received

filled in, therefore the list is not what we had thought. Please forward your information in due time. From all international racing we should also like to receive your invitations, sailing instructions and Race Programme together with a Regatta Report just after the event.

D Denmark	Aug. 1. Aug. 3.	Rungsted	Rungsted Kyst Sejlklub Rungsted Harbour, 2960 Rungsted Kyst and Danish International Soling Association, Address see Register	First International Danish Championship (Open regatta).
D Denmark	Aug. 8. Aug. 16.	Skovshoved	Royal Danish Yacht Club, Langelinie, Copenhagen, 2100 Ö, Denmark and D.I.S.A. as above	European Championship
G Germany	Aug. 29. Sept. 6	Kiel	Organisation Committee of the XX Olympic Games 1972, Kiel, Germany West	Olympic Regatta
I Italy	Sept. 16 Sept. 17	Garda Lake	Circolo Vela Gargnano, Piazza N. Sauro 5, 15080 Borgliaco of Gargnano, Italy	XXII Centomiglia
K U.K.	July 1 July 8	Clyde	Clyde Y. C. Association, 60 Berkeley Street, Glasgow, Scotland	Clyde Week.
KA Australia	Dec. 29 Jan. 7	Perth West	A.I.S.A. of W.A. in association with Frechwater Bay Yacht Club, see address in register.	King Haakon's Cup
KC Canada	Aug. 6 Aug. 8	Sarnia	Sarnia Yacht Club, P.O.Box 271, Sarnia, Ontario, Phone: 519 - 542 - 3011	Great Lake Championship
KC Canada	Aug. 9 Aug. 12	Sarnia	Same as above	Canadian Open.
L Finland	July 2 July 9	Helsinki	Merenkävijät Y. C. and Nyländska Jaktklubben, Bergmangata 31 B, Helsinki	50 Years Celebration Race and Helsinki Week.
L Finland	July 14 July 16	Hangö	Hangö Segelförening, Boulevarden 17, 10900, Hangö, Finland	International regatta.
N Norway	July 2 July 5	Hankø	Kongelig Norsk Seilforening, Huk Aveny 3, Oslo 2, Norway	Herman F. Whiton Memo- rial Cup.
US U.S.A.	June 30 July 7	San Francisco	California Yacht Club and San Francisco Y.C., Belvedere, CA, U.S.A.	US Olympic Trials.
US U.S.A.	July 21 July 23	Long Island	Pequot Yacht Club, South Port, Conn. 06490, U.S.A.	Long Island Sound Cham- pionship.
US U.S.A.	Aug. 19 Aug. 27	Oyster Bay	Seawanhaka Corinthian Yacht Club, Oyster Bay, New York, N.Y., U.S.A.	North American Champion- ship.
Z Switzerland	July 13 July 17	Genève	Cercle de la Voile de la sté Nautique de Genève and Aspro Soling Suisse, see address in register	International Swiss Championship
Fixtures for 1973:				
F France			Place and dates not yet decided, French Soling Association and Sté Nautique de Quiberon.	World Championship 1973.
H Holland	July 16 July 22	Medemblik	Dutch Soling Association and K.N.Z. & R.V., Hollandia, O.Z. Achterburgwaal 179, Amsterdam	European Championship 1973.
KC Canada	Aug. 25 Aug. 31	Kingston	Canadian Yachting Association, 333 River Road, Vanier, Ottawa, Kil. B89, Canada.	C.O.R.K. (Canadian Olym- pic Training Regatta)



ISA Forms, Drawings, Rules, Badges etc.:

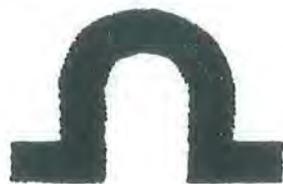
Forms and material for building, measuring and registration of Solings are obtainable as follows:

	From:	Price:
1. Plaque (Licensed Builders only)	IYRU	US \$ 150,-
2. Templates	IYRU	" 800,-
3. The IYRU Year Book	IYRU	£ 1,-
4. Complete set of Plans	IYRU	US \$ 13,-
5. Single Plan (see numbers on page 39)	IYRU	" 2,60
6. Measurement Rules incl. Diagram	IYRU	" 0,65
7. Measurement Form	IYRU	" 0,25
8. Sail Measurement Form	IYRU	" 0,15
9. Sail Labels	ISA & NSA	" 2,-
10. ISA-Rules (Constitution)	ISA & NSA	" 0,60
11. World- and European Championship Rules	ISA & NSA	" 0,30
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. ISA Blazer Badges	ISA & NSA	" 1,-
16. SOLING Certificate w/Vinyl	ISA & NSA	" Dues. Free
17. SOLING Register Form	ISA	Free
18. Regatta Report	ISA	Free
19. Internat. Soling Fixture Form	ISA	Free
20. Post Card Order Form	ISA	Free

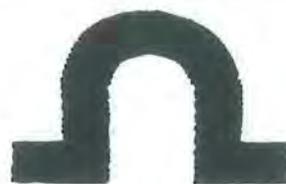
All prices surface post free. NSAs are asked to keep a stock of materials, and to use the Post Card Order Form distributed to all NSAs. Please forward your payment together with your order.



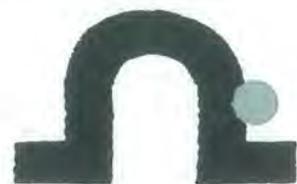
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1971 Soling Worlds — 1st place, 3 out of top ten !

1971 North Americans - 1st place, out of top ten !

1971 CORK — 2nd place, 6 out of top ten !

1971 Soling Bowl — 1st place, 3 out of top five !

1972 So. California Mid-winters - 1st place Solings !

1972 Soling Midwinters— 2nd place, 5 out of top ten !

1972 SPORT - 1st place 5 out of top ten !

1972 Texas Olympic Regatta - 1st place !

1972 Bermuda International Race Week - 2nd place 5 out of top 6 !



For information on the standard boat, special racing layout or custom ideas of your own, call or write:

ABBOTT BOATS LIMITED

1458 London Rd., Sarnia, Ont., Canada

(519) 542-2771 or 3011

OLYMPIC HINTS



Sails and Spars at the Olympics.

According to the Soling Measurement and Class Rule 10.2 not more than two mainsails, two jibs, two large and two small spinnakers shall be presented for measurement at the Olympic Regatta and no other sails shall be used in the event except by express permission of the race committee. Concerning spars it has been decided that it at the start of the regatta shall be permitted to measure in two masts, two main booms and two spinnaker booms, and that the competitors can change these as they wish.

Wet Clothing Weight.

The Executive Committee of the IYRU has decided that the maximum weight of wet clothing at the Kiel Olympics shall be 25 kgs.

The Sailing Instructions for the 1972 Olympic Regatta will include the following provision:

"The total weight of clothing and other equipment worn or carried by a competitor shall not exceed 25 kgs when wet.

To test this, all clothing and other equipment worn or carried by the competitor shall be thoroughly soaked by submerging in water and shall then be placed in a basket which will permit ready draining, and allowed to drain for one minute, at the end of which period the weight shall immediately be recorded".

Advertising at the Olympics.

Concerning clothing there is another point to observe for those going to Kiel. In a bulletin of the International Olympic Committee it is stated that:

"The display of any clothing or equipment such as shoes, skis, handbags, hats etc., marked conspicuously for advertising purposes in any Olympic venue (training grounds, Olympic village, or fields of competition), by participants either competitors, coaches, trainers, or anyone else associated with an Olympic team in official capacity, will normally result in immediate disqualification or withdrawal of credentials".

The secretary-general of the IYRU has announced that he will ask for further clarification from the International Olympic Committee as to what was meant by "conspicuous advertising".

Just when this Guide was going to press the following letter (dated June 2, 1972) from the *Comité International Olympique* was received:

"With the approaching Games at Munich, all National Olympic Committees are reminded to study Rule 26 concerning Eligibility of Competitors and Rule 53 in regard to advertising.

In Rule 53, "conspicuously for advertising purposes" is interpreted to refer to conspicuous trade marks, makers insignia besides advertisers, makers or suppliers names. Clothing, including track suits is only allowed to carry countries' colours, name, insignia, emblem or flag, and not manufacturers insignia such as three stripes or other identification. Bags with advertising names are not allowed in stadia, Olympic Villages or training areas."

MURPHY & NYE SAILMAKERS ANNOUNCE
**THE SIMPLIST AND SUREST WAY
TO GET BOAT SPEED**

For winds in the 5
to 25 knot range

The All-Weather Main
The All-Weather Jib
The Huge Spinnaker

Boats using only these 3 sails won over half the races held at Seawanhaka last year during the centennial and World Championships. In 1972, this simple Murphy & Nye combination has continued to win major championships in all weather conditions. And now, we have added some extra speed for extremely light and heavy conditions.

0-7 Knots

The Very Light Air Jib
The Big Foot Running Spinnaker

20+ Knots

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The Small, Flat Reaching Spinnaker

For most races, the all-weather sails will yield superior speed, and we recommend the special purpose sails only to those who sail frequently in extreme conditions or heavy competitors who want to be sure of having a speed advantage at all levels of wind strength.

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INSPECTIONS BY IYRU CHIEF MEASURER



The Chief Measurer of the IYRU, Mr. Tony Watts, inspected at the end of 1971 the yards of Elvstrøm Boats and Soling Yachts. A report is received May 23, 1972, and circulated to members of the ISA Technical Committee. Some of the findings from these reports and from that concerning measuring at the Genoa Regatta will be of common interest, and therefore these reports are reproduced in extracts below.

Backbone Plug.

The backbone plug recently supplied to Elvstrøm from Soling Yachts was constructed of G.R.P. but was of poor quality. The longitudinal members of the backbone were not parallel when viewed in plan and the curve of the under side of the plug was irregular and so did not follow the lines of the hull. The transverse members were, in some cases, badly distorted.

The effect of these deficiencies is that, depending on the method of construction employed, additional time is required to install the backbone since the moulding (which acts as a former for the structural backbone which is moulded over this) has to be distorted and fixed prior to further work being carried out.

It should be noted that there was not bracing incorporated in the plug and this may be responsible for the distortion which has taken place.

The dimensions of the official backbone as constructed from the official plugs does not conform to the dimensions which can be obtained by scaling off the official I.Y.R.U. drawings. The width of the longitudinal members where they meet the inside of the skin of the boat is approximately 75 mm compared with the 120 mm scaled off the drawings. From conversations with the designer it appears that the drawings are in error.

Elvstrøm Backbone.

The unauthorised backbone structure which Paul Elvstrøm used in some sixty boats has the same basic dimensions as the official backbone structure except that its height is taken to the underside of the cockpit sole and the top is straight to accommodate the cockpit sole. The transverse members are also increased in height up to the underside of the cockpit sole except that the second and fourth ones from the forward end were kept some 8 mm low to provide stowage for the anchor.

The advantage of this backbone, which is well engineered, is that the support for the cockpit sole is provided simultaneously with the installation of the backbone and thus saved time and therefore money in the construction of the boat.

Hull Shape.

Elvstrøm has two moulds from which Solings are produced and the opportunity was taken to check the hull shape of one boat out of each mould. A yacht built by Soling Yachts was also measured. Each of these boats conform with the class rules in respect of the shape of the hull and there was a very close resemblance between the hull shape of the three boats. This is of course to be expected, particularly when it is borne in mind that each of the moulds was made from the same plug.

Cast Iron Keel.

I was not able to see the master keel patterns as these were with the foundry. However it seems that the use of a cast aluminium pattern by each of the licensed builders results in the same variation in the weight of keels manufactured for the different builders.



SOLING MEASUREMENT AT GENOA

Introduction

At the November 1971 meetings of the IYRU, it was decided that a comprehensive measurement of the Solings should be carried out at Genoa during Genoa Week in February. This measurement was carried out with the wholehearted support and assistance of measurers from the Federazione Italiana Vela and the Yacht Club Italiano.

Application of Templates.

The templates were applied to eleven yachts, from six builders. (LB: D: Solings D 45, G 80 and I 81 — LB: Z: Solings Z 114 and Z 139 — LB: I: Solings I 29 and I 73 — LB: IA: Solings I 74 and I 76 — LB: K: Soling Z 95 — LB: N: Soling I 19).

All the yachts measured were within the permitted tolerances with regard to the templates. It should be noted that the permitted clearance under the templates was changed at the November 1971 meeting from 2-14 mm to 0-16 mm. Using the old tolerances, only two boats would have given rise to problems, the Tyler boat at the stern template and a Bianchi & Cecchi boat at the forward template.



The IYRU Chief Measurer, Tony Watts, in function at Genoa, Februar 1972.

Keel Templates.

The keels were checked using the templates as modified following the November 1971 IYRU meetings. It should be noted that, although the keels measured satisfactorily, the introduction of a half template for the maximum section position results in a slightly different method of measurement, permitting a slightly thicker keel in between the horizontal template positions. In order to make a comparison between the old and the new maximum section template, the original keel templates were also applied in one or two instances.

Construction of Templates.

The hull templates are made of a fairly light gauge aluminium which, in use, tends to bend, and so make accurate measurement difficult. There is no cross bar across the top of the template and if this were to be provided, the templates would undoubtedly be more rigid. However, the most satisfactory, although most expensive solution would be to manufacture the templates in a thicker material and to provide the cross bar at the top. In the case of existing templates, it is considered that the most satisfactory solution would be to issue instructions on how to stiffen the templates using aluminium angle.

Measurement of Sails.

Up to two complete suits of sails were measured from each yacht competing in Genoa Week. This measurement presented few problems, although as was to be expected one or two sails were found to be slightly oversize and were rejected.

Measurement of Masts.

Masts were measured and weighed, using the tip weight method, and in all cases the masts were found to conform to this rule.

Overall Weight.

The overall weight of each yacht was measured and here again no problems arose. It is worth noting, however, that Rule 11 requires the complete boat to be weighed and that the complete boat is deemed to include sheet tracks and travellers, but that the support system for the main sheet track (bridge deck) is to be excluded along with hiking straps, handles, fixed seats etc. Although the rule states that the weight of these items can be calculated and a deduction made, it is not easy to calculate the weight of items which are permanently fixed in the boat, and the only schedule of weights that is available is one produced by Paul Elvstrøm, and of course is only applicable to Elvstrøm boats.



Miscellaneous.

It was found that the Bianchi & Cecchi boats had a bridge deck which was formed with the deck itself and as such this contravenes the class rules which require the official plug to remain unaltered. The builder has been informed of this and new boats will not be built with this form of construction.

It was noticed that on one or two boats the hatches to the buoyancy compartments were held in place by means of elastic shock cord, which does not constitute a positive locking device as required by Rule 12.13.

The Polyform boats had a "dashboard" at the forward end of the cockpit, incorporated into the deck moulding to take jam cleats for control lines. As this had previously been sanctioned for another builder it was considered to be legal in this case.

Acknowledgements.

This report would not be complete without making acknowledgement of the very considerable help that was given by measurers of the Federazione Italiana Vela and the Yacht Club Italiano.



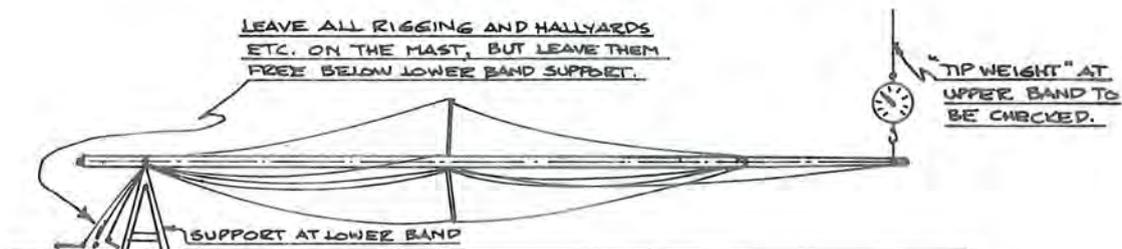
*Top picture:
Tom Wilder and Wm. Abbott are
discussing arrangement of templates.*

*Left: Swiss "Hokai" with all 5 hull
templates in position.*

SOLING LICENSED BUILDERS: MAY 1972



Country	Builders name and address	Code	Plug	Mould	Country	Builders name and address	Code	Plug	Mould
Australia	Rudders Yachts Pty. Ltd. 63 Bassett Street Mona Vale, N.S.W.	KA	9	1,2 etc.	New Zealand	Jim MacKay Boats Ltd., 150 Sunnybroe Road Takapuna, Auckland	KZ	9	1,2 etc.
Canada	Abbott Boats Ltd., 1458 London Road, Sarnia 519, Ontario	KC	1+10	1,2 etc.	Norway	Jan H. Linge A/S Stortingsgate 14, Oslo 1	N	3	1,2 etc.
Denmark	Elvstrøm Boats A/S Ved Klædebo 12 2970 Hørsholm	D	3	6,7	South Africa	Proderite S.A. (Pty) Ltd., Manchester Road, Wadeville, Transvaal.	SA	11	1,2 etc.
Finland	Veneva OY Karjalankatu 10, Zohja, Finland	L	8	1,2 etc.	Switzerland	Polyform SA, Usine d'Ussières 1099, Ropraz VD.	Z	5	1,2 etc.
France	La Stratifie Industrial (M. Dufour), Rue des Chan- tiers, 17, La Rochelle	F	6	1,2 etc.	United Kingdom	Tyler Boat Co., Tonbridge, Kent	K	4	1,2 etc.
Holland	H.V.M. Kunststofverwerken- de ind. N.V. (W.H. Maarse), Nieuw Vennepe	H	3	5	U.S.A. (1)	Gemico Corporation 33A Commercial Wharf. Boston, Mass. 02110	US	2	1,2 etc.
Hungary	The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62	M	3	9	U.S.A. (2)	Plastrend Corporation, Fort Worth, Texas 76135	USA	2	
Italy (1)	Compagnis Impres Marit- time (C.I.M.A.) Via Marian- na, Dionigi 11, Rome 00193	I	3	1	U.S.A. (3)	Gemico-Marlowe 325 Duffy Avenue, Hicks- ville, Long Island New York 11801	USB	2	
Italy (2)	Bianchi & Cecchi Via S. Lorenzo, 23-9 Genova	IA	3	8	U.S.A. (4)	Eichenlaub Boat Comp. 19760 Frazier Drive Rocky River - Ohio 44116	USC	12	1,2 etc.
Japan	Ishihara Dockyard Co. Ltd. No. 1474-1, Mukojima-cho, Takasago-cho, Takasago-city, Hyogo	J	3	4	West Germany	H.A.Hagelstein (Hastra) 24 Lübeck-Travemünde Auf dem Baggersand	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

DESIGN AND DEVELOPMENT

INGENIØR JAN H. LINGE ✕

YNGLING
27 FT
ONE-DESIGN
RACING
KEEL-BOAT
"LITTLE-SISTER"
OF INTERN.
SO-LING

LINGE-DESIGN
NORWAY

LICENSE PRODUCTION
USA BY
THE O'DAY CO.
AUSTRALIA BY
RUDDER YACHTS PTY. LTD.
EUROPE BY
BORGE BRINGSVÆRDS
VÆRFT A/S

INGENIØR JAN H. LINGE ✕

SOLING
27 FT
OLYMPIC
CLASS
INTERNATIONAL
THREE-MAN
KEEL-BOAT

LINGE-DESIGN
NORWAY

LICENSE PRODUCTION
IN 19 COUNTRIES
NORWAY BY
INGENIØR
JAN H. LINGE A/S
STORTINGSGT. OSLO 1
NORWAY

INGENIØR JAN H. LINGE ✕

GAMBLING
34 FT
HIGH-PER-
FORMANCE
FOR RACER
OCEAN-TO THE
NEW
3/4
TON-CLASS!

LINGE-DESIGN
NORWAY

ATTENTION!
GAMBLING IS
SAILING HER
FIRST REGATTAS
THIS SUMMER-SEASON
INGENIØR
JAN H. LINGE A/S
STORTINGSGT. OSLO 1
NORWAY

**BOATS WITH "STING"
HAVE NAMES WITH "...LING"!**

INTERNATIONAL SOLING ASSOCIATION RULES



First edition 1967
Second edition 1968
Third edition 1970
Fourth edition 1972

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 develop 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 international 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, constructions 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 number 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 Numbers** shall mean: (1): The Serial No. issued by IYRU on the Plaque, (2): The builder's Code and Hull no., Mould and Plug nos. issued by the builder on the same plaque.
 - 3.12 The **Sail Number** shall mean the national sail number allocated to the yacht by the National Authority 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 **Licensed Builder** shall mean the person, persons or corporation for the time being holding a license to build 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 license 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 Licensed 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 license.
 - 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 type of membership shall be recognized:
 - 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, 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 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 eligible members by the NSAs as a receipt of dues for that year.
- 6.21 Dues for each calendar year are due on January the First. Any yacht for which dues have not been paid in the current year is not a certificated yacht and cannot be entered for racing until such dues are paid.
- 6.22 June the first shall be the conclusion-date for certificated yachts counting for:
- Limitations for World- and Europeans entries.
 - NSAs appointment of Committee Members.
 - Votes at Annual General Meetings for election of Committee Members.
- 6.23 A membership issued in the fourth quarter shall also be valid for the following year.
- 6.3 Any NSA which has not remitted to ISA all ISA-dues collected through the previous two months may cease to be officially recognized by the ISA and lose 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 subscriptions 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 Licensed Builder for each yacht built a plaque which will serve as a receipt for fee paid. This plaque shall be permanently be fixed to the aft bulkhead.
- 6.42 The building fee shall amount to US \$ 150 per yacht, but shall be subject to revision with the effect from January the first, 1972, 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 an Executive Committee and by a Technical Committee. The Executive Committee shall consist of three or more members and the Technical Committee shall consist of three members. The designer may serve as an adviser to the Technical Committee. 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 certificated yachts shall be entitled to appoint one member and each nation with more than 200 certificated 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 President 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-President 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 a 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 Elect an Executive Committee which shall be responsible for making administrative decisions on urgent matters arising between meetings of the ISA Committee. Decisions made by the Executive Committee will be reported to the ISA Committee at its next meeting and also at the Annual General Meeting following the decision(s).
- 7.58 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. 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 discretion of the organizer.
- 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 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 signature of the Treasurer or his deputy as appointed by the Committee and payments or receipts of money exceeding the sum of US \$ 500 shall require the signature of the President.
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 Committee 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 NSAs present. At any meeting the President 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.
- 9.5 At Annual General Meetings the election of Committee Members shall be determined by the following procedures:
- 9.51 Nominations of candidates can be made by NSAs and the Committee only.
- 9.52 For the first 20 yachts certificated a National Soling Association shall have one vote, and one additional vote for any part of 20 yachts certificated above the first 20. No nation shall including power of attorney(s) from other NSAs cast more than one less of half the total numbers of votes to be cast by all nations represented at the meeting, fractions being reduced to the preceding lower number.
- 9.53 The proposed candidates are elected in one voting in which a NSA can vote for one person with all its votes, or the NSA can split its total number of votes on two or more candidates.
- 9.54 The candidates with the highest number of votes are elected. In case of a tie between two or more candidates a new poll shall take place between these candidates.
- 9.55 All Solings certificated by ISA according to rule 6.22 in the year of election count towards the number of votes each NSA is allowed to cast.
- 9.56 A NSA which is not present at the Annual General Meeting can give a written power of attorney to any NSA present at the Annual General Meeting to vote on its behalf.
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 Annual General Meeting at Oyster Bay, September 27, 1971 as a temporary action to be submitted to the Annual General Meeting at Copenhagen in August 1972.

I.S.A. Office, Copenhagen February 23, 1972.

Elvström Soling is the fastest, because:

1 We are working hard and very precisely in the foundry, so the minimum weight of the hull, 375 kilos, is being kept every time, and simultaneously we get the centre of gravity as low as the rules permit.

2 The keel is covered with Polyester and fibreglass-mat and a Gel-coat, in order to obtain the finish which gives the least water resistance.

3 Mast, boom and rigging with all fittings are specially manufactured to get the least wind resistance, and hence a more effective sail area.

4 Everything can be adjusted during sailing, without disturbing the trim. This has been the most time-consuming part of the work, and is a result of more than 1000 hours of sailing in the Soling.

5 Our famous Sail lofts in Hörsholm-Cannes-Durban - Sydney and Toronto are assisting us to find quicker the correct combination of Sail and Mast adjustment.

6 We are continuously testing new ideas because our experience is that there is always something which is faster.

7 The fact that we are selling and producing 2 complete Solings from scratch every single week is assisting us to obtain the knowledge and experience which is necessary to make the Fastest Soling in the World.

*You can have
your Soling delivered
in the colours you choose.
Contact Elvström
direkt!*



✠ *The fastest sail comes from* ✠
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CHAMPIONSHIP RULES



INTRODUCTION

In this chapter we will deal with the various event rules accepted at the beginning of this year.

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

The United States Soling Association has accepted special rules for:

- I Regional Championships
- II North American Championships
- III Selection-Rules for the United States Entries for the World Championship.

These are printed in photogravure as a guidance to National Soling Associations.

WORLD CHAMPIONSHIP RULES

Issued by THE INTERNATIONAL SOLING ASSOCIATION. First edition 1969, second edition 1970, and as amended through September 1971.

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 yacht's 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.

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. He must be recorded as a full member with the ISA, and if he competes in a chartered Soling, this shall be certificated. In this case the helmsman must present two valid certificates: (1) that of his own Soling, and (2) that of the chartered Soling.

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 certificated Solings (ISA dues paid) in each country to the following Entry-table:

Certific.yachts:	Entries:	Certific.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 certificated yachts, and each country is limited to enter the number of yachts which is equal to the cubic root plus one of its certificated yachts and plus one for each 100 yachts certificated, fractions being reduced to the preceding lower number. Any yacht for which the owner has paid his ISA dues not later than June the first in the year of the event is a certificated 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.

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 invitation 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 mea-



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World Championship 1971, Oyster Bay, U.S.A.

- surer — 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, two jibs, two large and two small 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. Only sails that have been measured (or re-measured) may be used during the championship.
- 8.0 **Racing Conditions.**
- 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 procedural 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, shoals 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 seven completed races (no shortening of course) of which the best six for each yacht shall score. Postponed or unfinished races shall be rescheduled 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 six races have been completed the best five shall score. If five races have been completed all shall score. - If less than five 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 five races.
- 9.0 **Courses.**
- 9.1 The organizing club shall provide for the following:
- 9.2 All start 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 at all starts.
- 10.0 **Time Limit.**
- 10.1 The time limit will be three-and-a-half hours. If the leading Soling cannot finish within this time, the race shall be abandoned.
- 10.2 If one yacht finishes within the time limit all yachts which finished within the following hour after the expiry of the time limit shall be scored.
- 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 consist 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 two 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, two 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 dealing 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 Issued by THE INTERNATIONAL SOLING ASSOCIATION.

First edition 1969, second 1970, third 1971,
and as amended through September 1971.

- 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 yacht's 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. General Rules for the Trophy**
- 3. Prizes**
- 4. Rotation**
- 5. Eligibility and entries**

All these rules inclusive rule 5.4 are the same as the Worlds (see above).

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

Certificated yachts	Entries	Certificated yachts	Entries	Certificated 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

The European Championship Trophy, THE SOLING CUP



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

event is a certificated yacht.

5.6 and 5.7 see the Worlds.

The remaining part of the European Championship Rules is identical with the World Championship Rules (see above).

UNITED STATES SOLING ASSOCIATION

March 1, 1972

REGIONAL AND NORTH AMERICAN CHAMPIONSHIP RULES, AND RULES FOR THE SELECTION OF UNITED STATES ENTRIES FOR THE WORLD CHAMPIONSHIP.

I REGIONAL CHAMPIONSHIP RULES

1. PURPOSE

1.1 The purpose of the Regional Championship (hereinafter referred to as the "Regional") shall be to determine annually the champion of the Soling Class for each Region of the U.S.S.A., and in addition the Regional may be used, but need not necessarily be used, to select entries for the North American Championship and/or the World Championship.

discriminatory selection of the same proportion of those both within and without the Region who wish to compete.

5.6 When entries must be upon a proportionate basis, Fleets shall determine their entries on a competitive basis.

5.7 Any Fleet not entering the total number of helmsmen that it is entitled to on a proportionate basis 21 days before the start of the Regional shall relinquish the number of entries not filed, and such entries shall be awarded by the Regional Vice President, first, proportionately to other Fleets, then secondly, to any isolated member.

5.8 The current Regional champion shall have the right to defend his title without having to qualify provided he is currently in compliance with Rules 5.2 through 5.4, and without his entry affecting the number of entries his Fleet is allowed.

2.0.3.0 TROPHY AND PRIZES

2.1- Trophies and prizes shall be as determined
3.1 by the Regional Vice President, Secretary and Fleet Captains, in consultation with the host club.

6.0 INVITATION

6.1 The host club shall forward an invitation to the Regional Vice President not later than sixty days before the Regional, and a copy of these rules shall be immediately forwarded to the host club for approval.

4.0 LOCATION AND TIME

4.1 The location shall be rotated throughout the various Fleets in each Region and shall be determined by the Regional Vice President, Secretary, and the Fleet Captains present at the annual Regional scheduling meeting by a simple majority vote. The same Fleet shall not hold the Regional in two consecutive years.

4.2 The time shall be such as to allow compliance with the entry requirements of the North American and World Championship Rules.

7.0 MEASURING

7.1 Each entry shall comply in all respects with the International Soling Measurement and Class Rules, as amended from time to time, applicable to an International event.

7.2 A valid measurement certificate for each yacht shall be presented prior to the start of the first race. Sails, spars and such other items as the Regional Officers shall designate, shall have been measured by a Fleet measurer prior to the first race (measurement certification by the helmsman and Fleet or other accredited measurer may suffice but shall not relieve the helmsman from protest by another yacht or measurement by the Race Committee if errors in measurement are suspected).

7.3 North American Championship Rules regarding the number of sails permitted shall apply.

5.0 ELIGIBILITY AND ENTRIES

5.1 The Regional shall be open to all qualified, selected helmsmen from the Region, or if the Regional is not to be used to select entries from the Region for the North American Championship or the World Championship, by simple majority vote of the Regional Vice President, Secretary, and Fleet Captains, it may be designated an "open event."

5.2- Rules 5.2 through 5.4 of the North American
5.4 Championship Rules are incorporated herein by reference.

5.5 All qualified helmsmen in the Region may compete in the Regional except that the total number of entries shall not exceed 50, unless otherwise determined by simple majority vote of the Regional Vice President, Secretary, and Fleet Captains. If the number of entries exceeds fifty:

a. If the Regional has not been voted an "open event", then entries shall be allowed from each Fleet on a proportionate basis of eligible yachts in each Fleet to the total number of eligible yachts in the Region. Isolated members must then join, and qualify from a Fleet. (The definition of "eligible yachts" in Rule 5.6 of the North American Championship Rules is incorporated herein by reference.)

b. If the Regional has been voted an "open event", then entries from Fleets within the Region, from other Regions, and from other countries, shall be allowed upon such basis as the Regional Vice President, Secretary and Fleet Captains shall determine by simple majority vote; provided, however, that whatever basis is adopted shall result as nearly as possible in the fair and non-

8.0 CREW

8.1- Rules 8.1 and 8.2 of the North American
8.2 Championship Rules are incorporated herein by reference.

9.0 RACING CONDITIONS

9.1- Rules 9.1 through 9.3 of the North American
9.3 Championship Rules are incorporated herein by reference.

9.4 The Regional shall consist of at least 5 scheduled races, or a maximum number of 7 races, with one throw-out race. If 4 or 3 races are completed, all shall count. If fewer than 3 races are completed it shall not constitute a Regional Championship.

10.0130

COURSES, TIME LIMIT, SCORING AND PROTESTS

10.1- Rules 10.0 through 13.2 of the North American
13.2 Championship Rules are incorporated herein
by reference.

14.0 PROTEST COMMITTEE

- 14.1 The Protest Committee shall consist of no less than 3 members all of whom shall have intimate knowledge and experience of the Racing Rules and at least 2 of whom preferably shall be small boat racing sailors.
- 14.2 None of the Committee members may be a competitor in the Regional, and in cases of protests involving the Race Committee none of the members shall be persons having an official capacity on the Race Committee other than Protest Committee membership.
- 14.3 The Committee shall adhere to N.A.Y.R.U. Rules Part VI and Protest Committee Procedure.
- 14.4 All decisions of the Race and Protest Committees are final and not subject to appeal except that decisions concerning measurement of yachts or equipment may be appealed in writing to the U.S.S.A. within 10 days of the last race.

15.0 RACE REPORT

- 15.1 The Regional Vice President shall file a report, including Race or Protest Committee decisions, the results, and any other information of interest with the U.S.S.A. within 30 days of the last race or within the time established in the Rules for the event for which this Regional is a qualifying series, whichever is sooner.

16.0 AUTHORITY AND ALTERATIONS

- 16.1 The U.S.S.A. through the Regional Vice President shall have final authority in all matters involved in the Regional.
- 16.2 Alterations to these Rules shall be made only:
- by the U.S.S.A. Board of Governors where North American Championship Rules prevail, and
 - by the Regional Vice President, Secretary and Fleet Captains on a simple majority basis where rules of Regional concern prevail.

II NORTH AMERICAN CHAMPIONSHIP RULES

1.0 PURPOSE

- 1.1 The purpose of the North American Championship (hereinafter referred to as the "North American") shall be to determine annually the champion of the Soling Class for the North American Continent and adjacent islands including Bermuda and Hawaii.

2.0 TROPHY

- 2.1 The North American Championship Perpetual Trophy, donated to the U.S.S.A. in 1969 by the Milwaukee Yacht Club, shall be awarded annually to the winner of the North American.
- 2.2 The names of the winning helmsman and crew members, together with the yacht's name and club shall be engraved on the Trophy and the cost borne by the host club.
- 2.3 The Trophy shall be retained by the winner until one month before the next North American, when it shall be delivered to the next host club. In the event of no North American being sailed, the Trophy shall be returned to the U.S.S.A. until the next North American.

- 2.4 The Trophy shall be insured by the U.S.S.A.

3.0 PRIZES

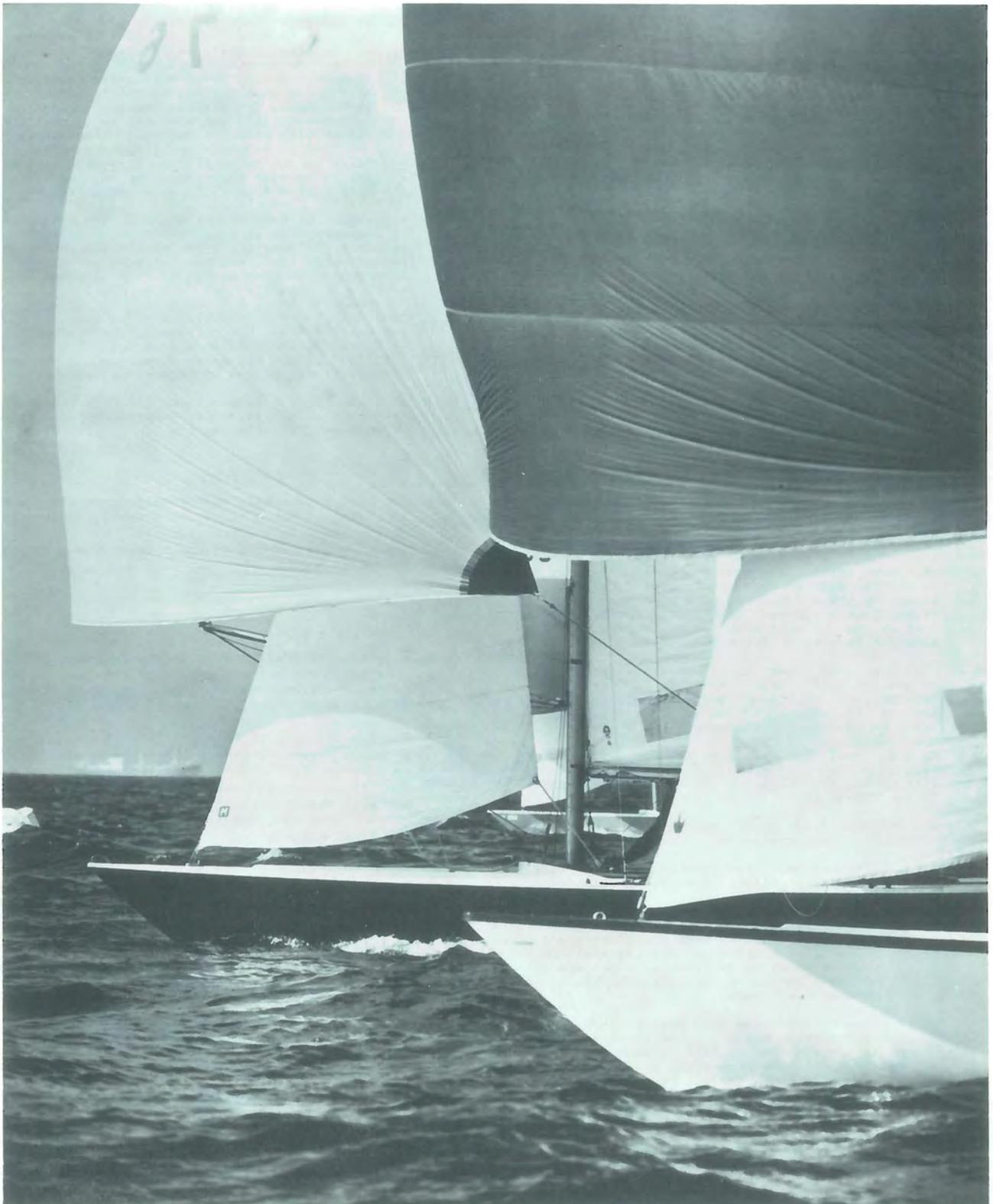
- 3.1 The host club shall award suitable permanent prizes to the helmsmen and crews of the first five boats in the North American, and may make other awards as it considers appropriate.
- 3.2 The host club shall award participation mementos to each yacht.
- 3.3 The host club shall award a prize to the winning yacht in each race.

4.0 LOCATION AND TIME

- 4.1 The location shall be rotated throughout the various Regions of the United States mainland and Canada, and may periodically be awarded to another country on the North American continent at the discretion of the U.S.S.A. The same Region shall not hold the North American in two consecutive years.
- 4.2 The North American shall preferably be sailed between the dates of August 1 and September 15, subject to consideration of other I.S.A. regattas, local conditions at the site, and other factors considered relevant by the U.S.S.A. Scheduling Committee.
- 4.3 Applications and invitations for holding the North American for the following year must be received by the U.S.S.A. Scheduling Committee no later than 120 days before the start of the North American for the current year. The U.S.S.A. shall no later than the end of the current North American announce the location, and dates if possible, of the North American for the following year.
- 4.4 Before awarding the site of the North American, the Scheduling Committee shall ascertain that the host club has suitable shore and water facilities, considering the large number of yachts, participants and guests involved, including:
- 2 hoists.
 - dry storage, rigging area and parking.
 - adjacent docking or mooring for all boats.
 - club house and attendant facilities.
 - sufficient and suitable boats to perform all race functions including Committee, stake boats, patrol, towing and spectator boats.

5.0 ELIGIBILITY AND ENTRIES

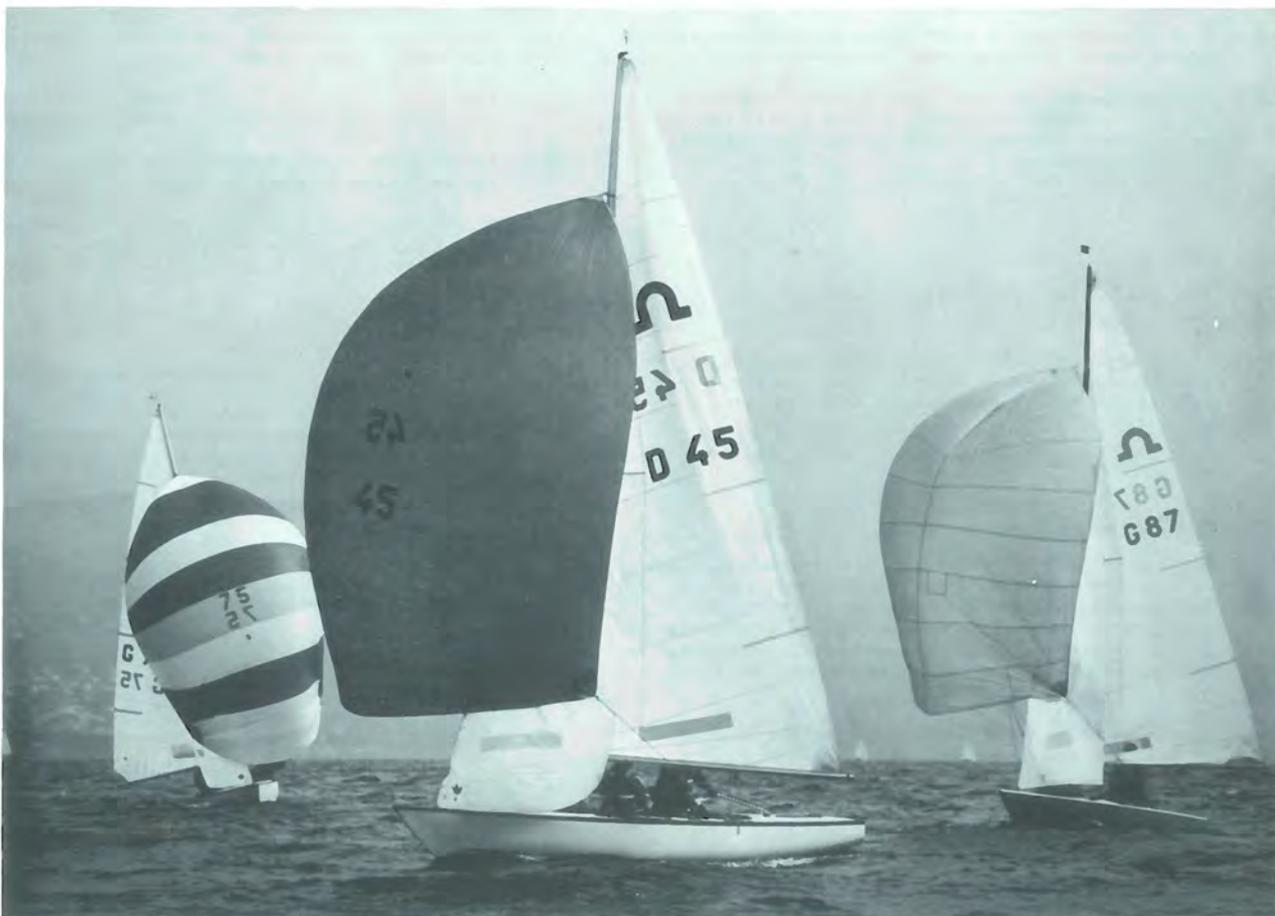
- 5.1 The North American shall be open to all qualified, selected helmsmen from the U.S.S.A. Regions and other countries normally comprising the North American Continent and adjacent islands including Bermuda and Hawaii; and to such helmsmen from other countries as the U.S.S.A. may accept.
- 5.2 Each helmsman must be certified by his Fleet Captain and Regional Vice President to:
- Reside in the Region or Country he represents, and
 - participate regularly in the races of his local Soling Fleet, or
 - not participate regularly in the races of his local Soling Fleet, but have participated in at least five (5) open inter-fleet regattas since the last North American Championship.
 - Comply with the eligibility rules of the Region and/or Country he represents with respect to payment of dues and other requirements.
 - Be a Soling owner or part owner, and a paid Active Member, or Associate Member only in the case of being a part owner, of the U.S.S.A. and/or I.S.A. for the current year



SOLINGS have beautiful lines, and they give exciting close racing.

- 5.3 It is mandatory that each helmsman sail his own yacht, and the use of chartered yachts will be permitted only:
- a. If the helmsman is a registered owner or part owner of a Soling yacht, or, in the case of new owner, can show proof of purchase of a Soling yacht, or,
 - b. If the helmsman is a bona fide charterer of a Soling yacht for a period of at least 90 days prior to the North American, and is so registered with his Fleet, Region and country for that period.
- 5.4 It is the intent of these Rules to limit participation to helmsmen who normally sail in the Soling Class, and the U.S.S.A. may in its discretion require proof of this condition.
- 5.5 The number of entries shall be no more than 50, plus the defending champion, plus 5 seed entries which the U.S.S.A. may award at its discretion to North American countries having fewer than 25 eligible yachts, to helmsmen prohibited by unusual circumstances from otherwise qualifying, or to helmsmen from countries not on the North American continent.
- 5.6 Normally, the number of entries from each U.S. Region and Canada shall be the same proportion of the total number of entries allowed (50) as the number of eligible yachts in such U.S. Region or Canada bears to the total number of eligible yachts in the U.S. and Canada. An eligible yacht is one which is properly registered with its National Soling Association and Region, and from whose owner the National Soling Association has received annual dues not later than June 1 of the year of the Championship.
- 5.7 Other countries in North America having 25 or more eligible yachts and desiring entries on a proportionate basis shall so notify the U.S.S.A. prior to June 1 before the North American. Then, their number of eligible yachts will be added to those of the U.S. Regions and Canada and their number of entries and those of U.S. Regions and Canada will be on a proportionate basis of this total (as in Rule 5.6). Without such notification the U.S.S.A. will allow entries from such countries on a seed basis. Any such countries, in order to be awarded entries on a proportionate basis, shall so notify the U.S.S.A. in each year they desire proportionate entries, granting of proportionate entries for one year does not automatically allow same for succeeding years without such notification.
- 5.8 Countries with fewer than 25 eligible yachts will be awarded seed entries, one each in order of receipt, upon written request of the country's National Soling Association to the U.S.S.A. at least 60 days before the start of the event.
- 5.9 Each Regional Vice President and country shall file with the U.S.S.A. a list of helmsmen and alternates from the Region no later than 30 days before the start of the North American.
- a. The list filed by the Regional Vice President shall be determined by:
 - i. The Regional Championship, if held prior to the final entry or qualifying date, or
 - ii. Such other regatta or regattas as the Regional Vice President, Secretary, and Fleet Captains by simple majority vote shall designate. Any such other regatta or regattas shall be conducted so as to substantially conform both in conduct and in eligibility with the Regional Championship Rules.
 - b. From such lists from each Region the U.S.S.A. shall determine the U.S. entries on a proportionate basis. The number of entries from each Region shall be the same proportion of the total number of U.S. entries as the number of eligible yachts (as defined in Rule 5.6) in the Region bears to the total number of eligible yachts in the U.S.
 - c. Entries shall be awarded first on the basis of the resulting whole numbers of these proportions. Any difference between the total of these whole numbers and the total number of U.S. entries may be allocated as seed entries by the U.S.S.A. to helmsmen prevented from qualifying by unusual circumstances or to additional Regional entries on the basis of the highest decimal places after the whole numbers resulting from the above proportion (i.e. a Region with a proportionate number such as 1.7 would be awarded the second entry before a Region with 1.6 or before a Region with 2.6 could be awarded its third entry).
 - d. In the event that a Region is not awarded one entry on the proportionate basis specified in Rule 5.9c, helmsmen from that Region shall qualify with an adjacent Region designated by the U.S.S.A. The total number of eligible yachts in both Regions will then be used to determine the proportionate entries for the combined Regions.
 - e. In the case of qualification from combined Regions pursuant to Rule 5.9d, the list of helmsmen and alternates shall be determined from a regatta or regattas designated by the Regional Vice-Presidents, Secretaries, and Fleet Captains of the combined Regions by simple majority vote. Such regatta or regattas shall be conducted so as to substantially conform both in conduct and eligibility with the Regional Championship Rules. The list of helmsmen and alternates shall be filed by the Regional Vice-President of the Region holding the regatta or holding the last of a series of qualification regattas.
- 5.10 Any Region or country not entering the total number of helmsmen that it is entitled to on or before the date provided shall relinquish the number of entries not filed, and the U.S.S.A. may at its discretion award up to 30% of such unfilled entries to other Regions or countries.
- 5.11 The current champion shall have the right to defend his title without having to qualify provided he is currently in compliance with Rules 5.2 through 5.4, and without his entry affecting the number of entries his Region or country is allowed.
- 5.12 An entry fee not in excess of \$50.00 per yacht may be charged. No additional charges shall be made for measurement, hoisting or storage facilities.
- ## 6.0 INVITATION
- 6.1 The host club shall, upon receipt from the U.S.S.A. of a list of the qualifiers, promptly forward entry blanks to the participants. The entry blank shall contain a copy of these rules and any other pertinent data.
- ## 7.0 MEASURING
- 7.1 Each entrant shall comply in all respects with the International Soling Measurement and Class Rules, as amended from time to time, applicable to an International event.
- 7.2 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 must be approved by the U.S.S.A., and will report directly to the Race Committee, which - with the guidance of the measurer - has the final decision concerning interpretation of the Measurement Rules.
- 7.3 A valid measurement certificate for each yacht shall be presented prior to the start of the first race. A measurement criteria shall be supplied by U.S.S.A. which shall include, but not be limited to all up weight, rudder and keel edge radius, distance of rudder and keel from transom, position of jib stay, mast step, side stays, black bands, length of spinnaker pole and spreaders, size of stays, and inspection of interior for variations from plans such as floorboards, molded consoles, deckhandles, hiking straps, etc. For each measured yacht any deviation from the dimensions or from the tolerances shall be reported to the Race Committee and the owner.
- 7.4 The number of sails allowed by the International Soling Measurement and Class Rules, as amended from time to time, for an International event may be presented for measuring. All sails must be in accordance with the Measurement Rules and bear the U.S.A. sail labels. (Dispensation for sails supplied before March 1, 1970 is given until March 1, 1973).

- 7.5 Only the crew of the yacht being measured are allowed to be present together with the measurers.
- 7.6 After sails are measured they may not be altered during the North American. In case a sail requires major repair the Race Committee may order the sail to be re-measured.
- 8.0 CREW
- 8.1 The crew of each yacht shall remain the same for each race.
- 8.2 In the event of hardship, the Race Committee may at its discretion permit substitutions in crew upon application by the helmsman in advance of any substitution.
- 9.0 RACING CONDITIONS
- 9.1 All races shall be conducted under the Racing Rules of the North American Yacht Racing Union and the Sailing Instructions laid down by the host club. The Sailing Instructions including the course signals and other procedural requirements shall conform as closely as practicable to those recommended by N.A.Y.R.U.
- 9.2 The races shall be sailed in open waters as free as possible from headlands, shoals and obstructions, and advantage of local knowledge.
- 9.3 The championship must be sailed on its own course and not at the same time as any other event.
- 9.4 The North American shall consist of seven completed races of which the best six for each yacht shall score, or if only six races can be completed the best of five shall score. If only four or five races are completed, all shall score and if less than four are completed it shall not be considered a North American Championship. Races shall be scheduled on a 1 a day basis and postponed, unfinished or abandoned races shall be re-scheduled as an additional race on the next possible day, but in no event after the date scheduled for the last race and not more than 2 races shall be started on any one day. In the case where the event does not qualify as a North American Championship, the Trophy shall be returned to the office of the U.S.S.A. Other prizes, in accordance with Rule 3, shall be awarded.
- 10.0 COURSES
- 10.1 Courses shall be as follows:
- All starts shall be to windward.
 - Courses shall be as close as possible to 10.8 nautical miles in length and of the Olympic type, but an Olympic Circle need not be laid.
 - No mark shall be laid closer to the land than approximately one mile if at all possible, and suitable stake boats should be located near each mark.
 - The length of the starting line in yards shall be approximately 12 times the number of yachts.
 - Provision shall be made for shifting the windward leg in the event of a wind shift.
- 11.0 TIME LIMIT
- 11.1 The time for the full course shall be 3 1/2 hours and no race may be shortened except in accordance with Rule 11.2.
- 11.2 In the event the course is shortened, the following time limits shall apply:
- | | |
|-----------|----------------------|
| Four legs | 2 hours, 17 minutes. |
| Five legs | 2 hours, 56 minutes. |
- 11.3 If one yacht finishes within the time limit all yachts finishing shall be scored.
- 11.4 If the first yacht fails to reach the weather mark within one hour after the start of the race, the Race Committee may at its discretion abandon the race.
- 12.0 SCORING
- 12.1 The Olympic Scoring System shall be used.
- 12.2 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 Race Committee.
- 13.0 PROTESTS
- 13.1 Protests must be filed in writing with the Protest Committee in accordance with the N.A.Y.R.U. Rules.
- 13.2 The host club shall provide Protest Forms.
- 14.0 PROTEST COMMITTEE
- 14.1 The Protest Committee shall consist of no less than 5 members (at least 2 not from host club) all of whom shall have intimate knowledge and experience of the Racing Rules and 3 of whom preferably shall be small boat racing sailors.
- 14.2 None of the Committee members may be a competitor in the North American, and in cases of protests involving the Race Committee none of the members shall be persons having an official capacity on the Race Committee other than Protest Committee membership.
- 14.3 The Committee shall adhere to N.A.Y.R.U. Rules Part VI and Protest Committee Procedure.
- 14.4 Upon posting of written notice to this effect within 5 hours of the end of the last race, the Protest Committee may require contestants and officials to remain at or within call of the host club until twenty-four hours after the end of the last race, at which time all decisions shall have been rendered and the results shall become official and not subject to subsequent change for any reason whatsoever.
- 14.5 All decisions of the Protest Committee shall be final and not subject to appeal.
- 15.0 RACE REPORT
- 15.1 Not later than one month after the North American a Race Report including any Protest Committee decision, the results and any other information of interest shall be forwarded to the U.S.S.A. by the regatta Chairman.
- 16.0 AUTHORITY AND ALTERATIONS
- 16.1 The U.S.S.A. shall have final authority over all matters involved in the North American, even when the North American is held in a country other than the U.S., in which case the U.S.S.A. may conditionally delegate authority to the National Sailing Association of that country.
- 16.2 Alterations to these rules shall be made only by the U.S.S.A. Board of Governors.



Large Spinnakers at Genoa, February 1972: G 75 "Binsen-Schnuffler" – D 45 "Bes" – G 87 "Quetzalcoatl".

III RULES FOR THE SELECTION OF UNITED STATES ENTRIES FOR THE WORLD CHAMPIONSHIP

1. The World Championship (referred to herein as "the World") shall be open to all qualified, selected helmsmen from the U.S.S.A. Regions.
2. Rules 5.2 through 5.4 of the North American Championship Rules are incorporated herein by reference.
3. Each Regional Vice President shall file with the U.S.S.A. a list of helmsmen and alternates from the Region no later than 30 days before the start of the North American Championship, or 45 days before the start of the World, whichever date is earlier.
4. Rules 5.9a through 5.11 of the North American Championship Rules are incorporated herein by reference.
5. The U.S.S.A. shall have final authority in all matters involved in selection.
6. Alterations to these Rules shall be made only by the U.S.S.A. Board of Governors.



Closehauled Hiking on I 94 "Sirio III" and preparing to hoist spinnaker in I 81 "Susy III".



INTERNATIONAL SOLING MEASUREMENT AND CLASS RULES

Authority: INTERNATIONAL YACHT RACING UNION, 5 BUCKINGHAM GATE, LONDON, SW1E 6JT

Date of International status, May 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 January 1972.
- 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 diagram. 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 diagram and the GRP construction and lay up shall be as shown on the plans. The hull shape shall be controlled by 5 section templates and 1 stem profile template.
- 3.41 Transom Measurement Point shall be the intersection of counter and transom extensions.
- 3.42 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 heel 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. The shape of the keel shall be controlled by three templates: one upper, one lower and one for the maximum section.
- 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 the hull 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.
- 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 aft upper corner of the rudder shall be 350 ± 25 mm from the centre of the rudder stock.
- 5.3 The rudder stock shall be constructed of non-corrosive ferrous material of 28 mm min. dia. and shall be solid.
- 5.4 The radius of leading and trailing edges shall be not less than 2 mm.
- 5.5 The rudder stock shall be located at $1500 \text{ mm} \pm 25$ mm from the Transom Measurement Point measured along the centreline of the counter.
- 5.6 The design of tiller and tiller extension shall be optional.

6. MAST

- 6.1 The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located $270 \text{ mm} \pm 50$ mm aft of the Breakwater Measurement Point (see also rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at $550 \text{ mm} \pm 300$ 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 $2320 \text{ mm} \pm 5$ 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 $80 \text{ mm} \pm 10$ mm athwartships and $120 \text{ mm} \pm 10$ mm fore and aft including the groove. The sectional weight shall be not less than 2.20 kg/m.
- 6.61 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.
- 6.62 The mast complete with all standing and running rigging and supported at the band defined in rule 6.91 shall weigh not less than 11 kg when it is weighed at the band defined in rule 6.93. For the purpose of this measurement the halliards shall be in the sailing position and the standing rigging secured along the mast. The ends of the rigging below the band defined in rule 6.91 may rest on the ground or be removed so as not to affect the tip weight.
- 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 $700 \text{ mm} \pm 5$ 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 $6800 \text{ mm} \pm 100$ 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 $3400 \text{ mm} \pm 100$ 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 spinnaker shall be suspended from a point 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.

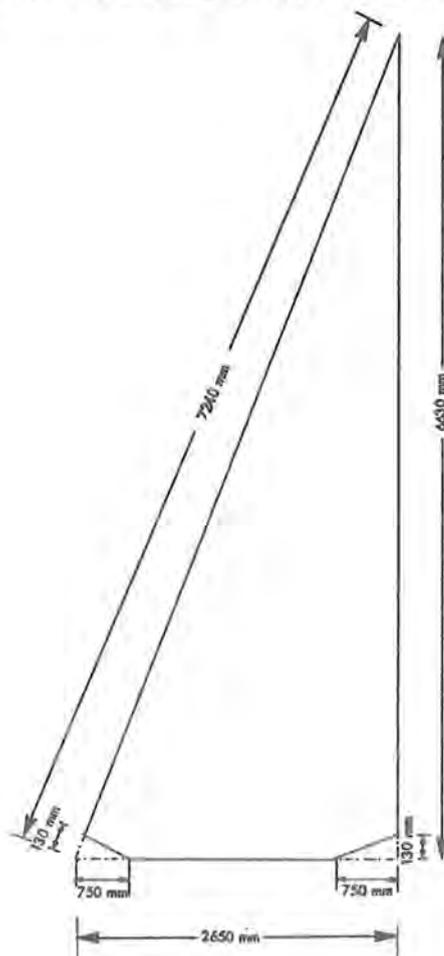
- 9.2 The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150 mm above the upper edge of the band defined by rule 6.91.

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. The inside width of each batten pocket shall not exceed 60 mm. The batten pockets shall divide the leech into five parts of 1820 mm \pm 80 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 mm \pm 100 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 ± 100 mm.
- 10.822 The width of half the foot, when folded tack to clew, shall be 2700 ± 100 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 ± 100 mm.
- 10.83 Small spinnaker:
- 10.831 The length of luff and leech shall be 7400 ± 100 mm.
- 10.832 The width of half the foot, when folded tack to clew, shall be 2500 ± 100 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 ± 100 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 without a cockpit sole 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

- 12.11 Watertight bulkheads with watertight covers similar to those shown on the arrangement plan shall be compulsory.
- 12.12 The watertight bulkheads shall be located $550 \text{ mm} \pm 100 \text{ mm}$ forward and $3400 \text{ mm} \pm 100 \text{ mm}$ 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 $280 \text{ mm} \pm 20 \text{ mm}$ 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.
- 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 At 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.

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 current class rules, except for the following rules: 5.3, 12.11, 12.12, and 12.5. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current rules or the rules in force when the original measurement certificate was issued.

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 (Cancelled)
- 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 (rev. date April 1969) (For National Authorities, builders and measurers only.)

Templates:

- A set of official templates comprises:
- 5 Hull section templates
- 1 Stem template
- 3 Keel templates

Effective 1 March 1972
Previous issues 1 March 1971
1 March 1970
1 June 1969
1 March 1968

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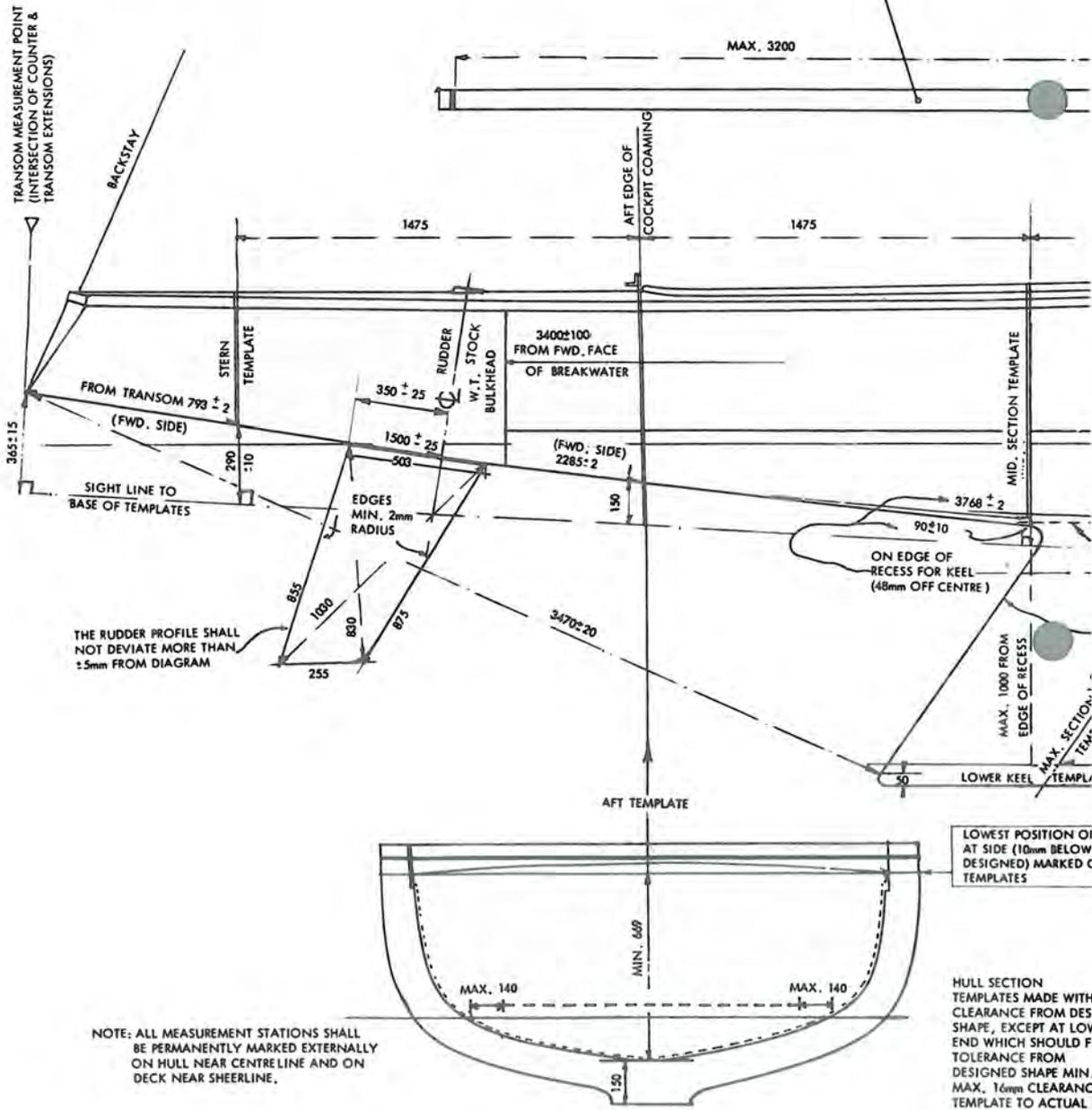
SOLING CLASS MEASUREMENT DIAGRAM

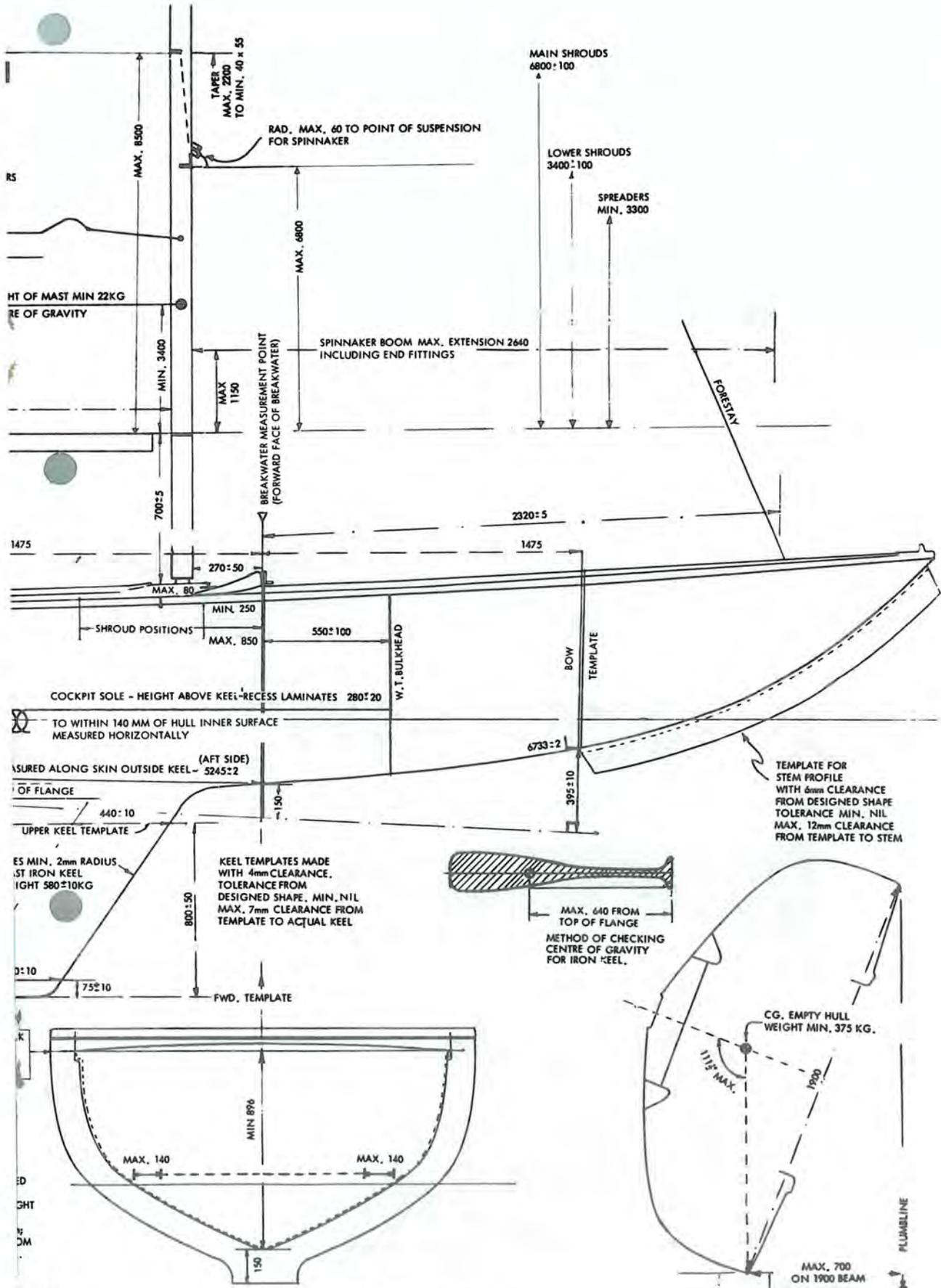
NOTE: THIS IS THE OFFICIAL MEASUREMENT DIAGRAM REFERRED TO IN THE CLASS RULES.

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

MAST SECTION 80±10mm x 120±10mm

BOOM SECTION 65±5mm x 80±5mm





EFFECTIVE 1 MARCH 1972
PREVIOUS ISSUE 1 MARCH 1971

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INTERNATIONAL SOLING ASSOCIATION

APPENDIX RE: MEASUREMENT RULES



Exceptions quoted in rule 17.3

From the I.Y.R.U. Technical Secretary we have obtained the following summary of the rules mentioned in the new rule 17.3. Supplied with the text from these rules all Solings can be measured or re-measured and controlled whenever the Soling is finished. Measurers do not necessarily be in possession of the Measurement Rules of the year in which the Soling in question was finished.

Solings certificated before the dates stated below may at the owner's option, be measured in accordance either with rules effective on the date of issue of the original certificate or the current rules.

Rule 5.3

(a) For boats certificated before 1st March, 1970.

The rudder stock shall be of 28 mm minimum diameter and shall be solid up to at least 150 mm above the top of the rudder.

(b) For boats certificated before 1st March, 1971.

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

(c) Boats certificated on or after 1st March, 1971 shall comply with the current rule.

Rule 12.11 and 12.12

(a) For boats certificated before 1st June, 1969.

Watertight bulkheads with watertight covers as shown on the arrangement plan or other means of flotation are compulsory.

(b) For boats certificated up to 1st March, 1970.

Watertight bulkheads with watertight covers similar to those shown on the arrangement plan shall be compulsory. The watertight bulkheads shall not be located closer to the ends of the hull than as shown on the arrangement plan.

(c) Boats certificated on or after 1st March, 1970 shall comply with current rules.

Rule 12.5 - Cockpit Sole

The cockpit sole is optional for all boats finished before 1st March, 1970.



Overall Weight of Solings.

Several times it has been discussed to have an overall weight of Solings. Rule 11 requires the complete boat to be weighed. In rule 11.2 the rule states what shall be on board when weighing, and in rule 11.3 is stated what has to be taken out of the boat. Although the rule states that the weight of these items can be calculated and a deduction made, it is not easy to calculate the weight of items which are permanently fixed in the boat. Therefore the Technical Committee of the ISA has produced the following guidance which can be used for Solings when weighing at events. The weights listed below are taken from an Elvstrøm built Soling.

All up Weight for Hull and Rig.

In the Soling Guide 1970, grey page, we gave a method of "tip-weighing" masts so that quick and practical check is available,

without having to strip the mast right down. This method is now accepted in the Measurement Rule 6.62. (See also drawing on page 19).

Similarly, when checking the weight of the boat for Rule 11, the same kind of time saving can be achieved by weighing the boat with the majority of its equipment on board.

For this purpose you will find below a list of typical weights of equipment commonly carried, which we hope will be useful for measurers.

In the case of a boat carrying all the equipment listed, it is suggested that any boat weighing less than 1050 kgs is in the "danger zone" and should be stripped for more exact weighing. In the case of different gear being carried, measurers can use their discretion using the list as a guide.

Equipment to be on board when sailing and to be added the 1015 kgs as per rule No. 11.3:

Item	kg.	Item	kg.
Spinnakerboom	2.22	All blocks and shackles which are not included in rule No. 11.2	2.30
3 lifevests	3.20	All ropes for trimming of rig and sails	5.00
Anchor	6.00	Mainsheet-bridge	1.40
Anchorrope	2.00	Hiking straps without fittings	1.45
Paddle	1.20	3 drum-tackles	5.14
Bucket	0.19		
Handpump	0.38		
Anything fixed with shackles	1.22		
Handles	1.50		
Compasses	1.16		
Total weight of the mentioned items			34.36.



Interpretations.

From the I.Y.R.U. Year Book 1972, page 70 we quote: (Additions in brackets by ISA):

The following interpretations were confirmed:

- (i) Licensed builders may dispatch building mouldings for others to finish. In such cases the completed mouldings shall not leave the licensed builders without measurement of the bare hull being completed. The ultimate finisher shall be responsible for ensuring that the completed yacht complies with the class rules. (The Measurement Form is altered accordingly).
- (ii) Provided that the underside of the mast step is not more than 80 mm above the sheerline, the inclusion of a block of wood (or similar arrangement) between the deck and the mast step shall be permitted. (Rule 3.6).
- (iii) No part of safety harnesses or ropes (including sheets if used for hiking) shall be allowed outboard of the sheerline. (Rule 13.3).
- (iv) Additional ribs in the bow section shall not be permitted. (Rules 3.1 and 3.4).
- (v) Adjustment of the keel weight by any material other than cast iron shall be prohibited. (Rule 4.2).
- (vi) Rope handles attached inside the boat shall be permitted, provided that no part of the rope is capable of extending outboard of the sheerline. (Rule 13.3).
- (vii) For existing Solings a topcoat is not obligatory but in future a topcoat shall be required. (Rule 2.2).

Since the I.Y.R.U. November Meeting the following interim interpretation has been given: The rigging described in rule 7.1 as being of a certain diameter shall be circular, i.e. streamlined rigging is prohibited. (According to IYRU-letter of 1st February 1972).



Dispensations.

According to the minutes of the IYRU November meeting 1970 the Keel Boat Technical Committee agreed that there should be two classes of dispensations:

- (1) Short terms dispensations would only be given to an individual builder to allow him sufficient time to make the necessary alterations to conform to the rules.
- (2) Permanent dispensations should be circulated to all builders by the ISA so that those builders who wished to make use of such alterations might do so.



Measurement Station Marks.

From the IYRU Mailing Service - International Soling Class - we quote:

All measurement station marks shall be permanently marked externally on the hull near the centreline and on the deck near the sheerline. At the 1972 Olympics no Soling will be measured unless these measurement marks are in position.

And the Following:

Authorised Modification to Hull Moulds.

- (a) Non-Skid treatment incorporated in the deck plug or mould.
- (b) "Dash Board" additions to deck moulding for the attachment of cleats etc. Before the builder carries out such a modification he shall submit a plan of the proposed "Dash Board" arrangement to the IYRU for approval.
- (c) Depressions in deck moulding for compass bowls.



How to use the Templates.

The I.S.A. Secretariat proposed in the summer 1971 I.Y.R.U. to elaborate a guidance in using the templates. In January this year we received the following wording for this guidance:

MEASUREMENT USING TEMPLATES

Introduction.

The most satisfactory method of controlling the shape of the hull of a boat in a one-design class is by the use of templates. These templates are manufactured using the lines of the boat and are faithful reproductions of cross-sections, after making provision for permitted building tolerances of the hull. Additional templates to control the shape of the stem and keel are also provided.

Manufacture of Templates.

To ensure that boats in different parts of the world can all be measured to the same standards it is obviously essential that the templates are as near as possible alike. It is for this reason that the manufacture of the templates is entrusted to engineering companies with the facilities and experience required to produce templates to a high degree of accuracy and this usually means a company in the aviation industry.

Tolerances in the shape of the hull are permitted to allow for normal variations in the construction of the boat. These tolerances are quoted as \pm a certain amount from the design shape. In the case of the Soling, the permitted tolerance on a cross section is \pm 8 mm. The template is designed so that any hull with the maximum tolerance in its sections will clear the template.

Application of Templates.

The positions where templates are to be offered up to the hull need to be very carefully and accurately marked on the hull. (The Soling Class Rules require these measurement marks to be permanently marked). Some of the templates are positioned on areas of the boat where the shape is changing rapidly, so that a small error in the position of the templates can result in a very significant difference in the clearance between the template and the surface of the hull. The thickness of the template itself can cause additional problems if the hull is near the limit of the tolerance. It is for this reason that one face of the template should be positioned in line with the measurement marks.

The Soling templates are designed so that at the centre line (the keel) of the template is touching the hull. When applying a template it should first be centred with the template touching the keel and then the gap between the hull and the template at each side at gunwale level should be equalised. The most satisfactory way of holding the template in place is by the use of small wooden wedges, two being used on each side, one pushed in each direction. With the template accurately positioned, the clearance can then be checked around the hull. The permitted clearance is between 0 mm. and 16 mm. in the case of the cross-section templates.

As the forward and aft templates are used to provide a base line to control the curvature of the keel, it is necessary that both these templates be applied to the boat simultaneously, thus enabling the other check points to be measured.

Although the clearance between the template and the hull can be measured with a steel rule, a better method is to use a calibrated wedge made of either a hard-wood or metal.

The templates for checking the shape of the keel are made with different clearances than those employed for the hull templates. These templates are made to maximum permitted tolerance with no additional clearance, so that provided the gap between the keel and the template does not exceed the permitted 7 mm, the keel may touch the template.

I.Y.R.U. January 19, 1972.



Direct your inquiries to the right Authority.

At the ISA Committee meeting in Genoa, February 1972, the following procedures for inquiries and requests concerning the Measurement Rules were outlined by the I.Y.R.U. Secretary-General:

Interpretations and Dispensations.

The International Yacht Racing Union will respond directly to inquiries and requests only from National Authorities and Licensed Builders, with copy to ISA for circulation to all NSAs at the discretion of ISA. The IYRU will circulate to all Licensed Builders copies of any ruling given to any individual Licensed Builder with a copy to ISA.

Any interpretations of, and dispensations from the Measurement Rules, which have been published in the IYRU Year Book will be published in the ISA Soling Guide also.



Technical Committees.

Besides the Technical Committee of the International Soling Association any NSA can appoint a Technical Committee to advise the NSA Committee on all technical matters concerning the Soling Class.

International SOLING Class Measurement Form

Authority: International Yacht Racing Union, 5 Buckingham Gate, London, SW1E 6JT. Date of International Status: May 1968

IN ORDER TO OBTAIN A CERTIFICATE

1. The licensed builder shall obtain a Building Fee Plaque from I.Y.R.U. Holdings Ltd., 5 Buckingham Gate, London, SW1E 6JT 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. Items numbers 1—34 inclusive shall be measured and the details noted on the measurement form before the yacht leaves the licensed builder's premises.
5. All measurements are in millimetres and kilograms unless otherwise stated.
6. 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 SUBMITTING PLEASE MAKE SURE THAT THIS FORM IS PROPERLY COMPLETED

Name of Yacht Sail Number

Owner Name of Owner's Club

Address Soling 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
		HULL MEASUREMENTS			
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 Break-water Measurement Point			
7		Fwd. Bulkhead	450		650
		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	12.5	Cockpit sole horizontal distance from hull to edge of sole			140
11	3.6	Foredeck height at mast step above sheerline			80
12	3.4	Bow template			16
13	3.4	Fwd. template			16

Item	Rule	Measurement	Minimum	Actual	Maximum
14	3.4	Mid. section template			16
15	3.4	Stern template			16
16	3.4	Aft template			16
17	3.4	Stem template			12
18	3.4	Template sight line (bases of forward and aft templates) to :			
		Transom Measurement Point	350		380
		Hull centreline at :			
19		Stern template position	280		300
20		Mid-section template position	80		100
21		Bow template position	385		405
22	3.4	Keel aft edge 50 mm above heel to Transom Measurement Point	3450		3490
23	4.1	Lower keel template			7
24	4.1	Upper keel template			7
25	4.1	Max. section keel template			7
26	3.4	Depth of keel from edge of recess at 3768 ± 2 from Transom Measurement Point			1000
27	4.6	Keel-radius of edges	2		
28	4.3	Keel bolts as on plan No. 67-5			YES/NO
29	5.5	Rudder stock centreline to Transom Measurement Point	1475		1525
30	5.3	Rudder stock diameter	28		
31	5.3	Rudder stock solid and of correct material			YES/NO
32	5.1	Rudder profile as on Measurement Diagram			YES/NO
33	5.2	Centre of Rudder Stock to upper aft corner of rudder	325		375
34	5.4	Rudder—radius of edges	2		
		FINISHED HULL MEASUREMENTS			
35	6.1	Mast position—foreside from Breakwater Measurement Point	220		320
36	6.2	Shroud positions from Breakwater Measurement Point	250		850
37	6.2	Shroud positions from outer edge of deck			100
38	13.5	Adjustment of shroud tension by threaded screw fittings			YES/NO
39	6.3	Forestay position from Breakwater Measurement Point	2315		2325
40	12.4	Is furling device for jib fitted			YES/NO
41	12.13	Positive fastening device for watertight inspection covers			YES/NO
42	12.14	Location of holes in each bulkhead below deck			150
43	12.15	Total area of holes in forward bulkhead			10 cm ²

Item	Rule	Measurement	Minimum	Actual	Maximum
44	12.15	Total area of holes in aft bulkhead			10 cm ²
45	12.22	Total area of holes in deck above each w.t. compartment (after installation of fittings)			5 cm ²
46	12.21	Dimension in any direction of holes in deck			120
47	12.3	Numbers of selfbailers			2
48	13.3	Are hiking straps arranged inside the cockpit			YES/NO
49	13.3	Handles on deck—height of (shall not extend outboard)			75
50	13.3	Number of handholes through each side deck			5
51	13.3	Length of each handhole			120
52	13.3	Width of each handhole			35
53	13.3	Reasonable watertight arrangements for handholes			YES/NO
		SPAR MEASUREMENTS			
54	6.5	Mast section fore and aft including groove	110		130
55	6.5	Mast section athwartships	70		90
56	6.7	Mast taper—lowest point distance above lower band	6300		
57	6.7	Mast fore and aft at topmost band	55		
58	6.7	Mast athwartship at topmost band	40		
59	6.8	Longitudinal set due to bending between lower and topmost bands			50
60	6.61	Mast weight (without rigging)	22		
61	6.61	Mast C.G. above lower band	3400		
62	6.62	Mast tip weight (with rigging) when supported at lower band	11		
63	6.91	Lower band—upper edge above deck	695		705
64	6.92	Forestay band—lower edge above lower band			6800
65	6.93	Topmost band—lower edge above lower band			8500
66	7.11	Main shroud attachment above lower band	6700		6900
67	7.12	Lower shroud attachment above lower band	3300		3500
68	7.13	Forestay attachment above lower band	6700		6800
69	7.2	Spinnaker suspension point distance (radius) from lower edge of forestay band			60
70	7.3	Spreaders—extension of bearing point from side of mast	640		
71	7.3	Spreaders attached above lower shrouds			YES/NO
72	7.11	Diameter of forestay, upper and lower shrouds	4		
73	7.14	Diameter of backstay	3		
74	7.4	Main boom downhaul stop fitted			YES/NO

Item	Rule	Measurement	Minimum	Actual	Maximum
75	8.2	Main boom section—height including groove	75		85
76	8.2	Main boom section—width	60		70
77	8.3	Vertical set of boom due to bending between band and mast			25
78	8.4	Inner edge of band from aft side of the mast (extended if necessary)			3200
79	9.1	Spinnaker boom including fittings—extending from mast			2640
80	9.2	Spinnaker boom—attachment to forward face of mast above lower band			1150
		ALL UP WEIGHT			
81	11.1	Dryweight of complete boat according to rule 11.2 and rule 11.3	1015		
82	11.4	Corrector weights located under deck :			
83		2/3 fwd. of cockpit : Actual weight	—		—
		1/3 aft of cockpit : Actual weight	—		—
84	11.5	Corrector weights located under floorboards :			
85		At foremost floormember	—		—
		At aftermost floormember	—		—

DECLARATIONS

1. To be signed by the LICENSED BUILDER moulding and assembling the hull and keel.

I certify that:

- (a) This yacht has been built in moulds derived directly from officially registered plugs and pattern obtained from the source approved by I.Y.R.U. Holdings Ltd.
- (b) This yacht has been constructed according to the official plans and rules for the International Soling Class.
- (c) This yacht is built in accordance with the spirit and letter of the Measurement and Class Rules.

Name of Builder (Block capitals)

Signature of Builder Date.....

2. To be signed by the BUILDER completing the yacht.

I certify that this yacht is, to the best of my belief, built and fitted out in accordance with the Rules of the International Soling.

Name of Builder (Block capitals)

Signature of Builder Date.....

3 To be signed by the OFFICIAL MEASURER(S).

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

(a) Keel Items 1 and 2.

Name of Measurer..... Signature of Measurer.....

Date.....

Measurer's Comments :

(b) Hull Items 3—34 inclusive.

Name of Measurer..... Signature of Measurer.....

Date.....

Measurer's Comments :

(c) Hull Items 35—53 inclusive.

Name of Measurer..... Signature of Measurer.....

Date.....

Measurer's Comments :

(d) Spars Items 54—80 inclusive.

Name of Measurer..... Signature of Measurer.....

Date.....

Measurer's Comments :

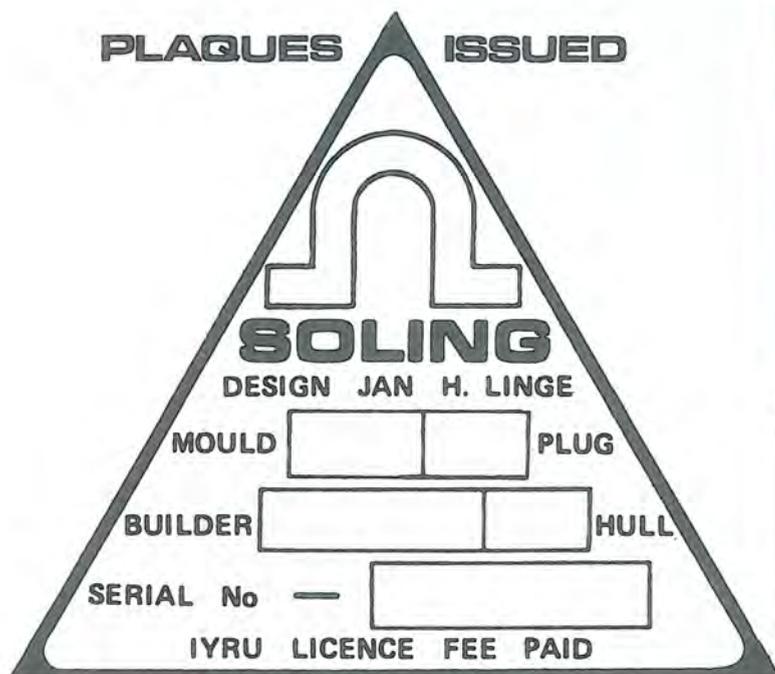
(e) Weight Items 81—85 inclusive.

Name of Measurer..... Signature of Measurer.....

Date.....

Measurer's Comments :

PLAQUES ISSUED



IYRU-Plaque used as receipt for Building Fee paid, No 1 - 479.



The new IYRU-Plaque issued as receipt from No. 1001.



INTERNATIONAL SOLING ASSOCIATION

Received equivalent to U.S. \$

Royalty boat for no.

Builder

Date

INTERNATIONAL SOLING ASSOCIATION

This copy shall follow the builders declaration or measurement certificate.

The receipt issued by ISA for Building Fee paid for Solings finished until March 1970. This receipt is still in use 1972 - here shown in half size.

IYRU Plaques Issued.

Since the plaque was accepted as receipt for building fee paid according to Measurement Rules 2.1 and 3.5 it has been issued in a total number of 654 from IYRU Holdings Ltd.

Of the first triangular type the numbers from 1 to 479 has been used, and of the new rectangular type the numbers from 1001 to 1175 as per May 15, 1972.

The IYRU Serial numbers has been bought by the Licensed Builders as shown below:

Licensed Builder	Plaque numbers	Total
D Elvstrøm Boats	34-36, 39, 41-45, 163-173, 202, 225-228, 236-240, 259-264, 283-287, 314-328, 354-368, 381-390, 443-452, 471-479, 1028-1047, 1062-1071, 1074-1083, 1101-1120, 1131-1136, 1150-1169	186
F Dufour	65-68, 83-156, 338-343	84
G Hagelstein	380, 468-470, 1137-1138	6
I C.I.M.A.	265-268, 374-416, 1002-1003	8
IA Bianchi & Checchi	279-281, 307-311, 329-333, 1147-1149	16
J Ishihara	1012-1021	10
H Maarse	274-276, 297-306	13
K Tyler	73-82, 203-213, 245-249, 282, 442, 1048-1050,	31
KA Rudders	2-7, 157-162, 214-219, 348-353, 1006-1011	30
KC Abbott Boats	28-33, 174-179, 250-257, 271-273, 277-278, 344-347, 370-373, 417-441, 457-467, 1001, 1055-1061, 1072-1073, 1094-1097, 1100, 1121-1130	94
KZ MacKay Boats	1051-1054, 1144-1146	7
L Veneva OY	15-17, 37-38, 229-232, 455-456	11
M Hungarian Ship and Crane Works	453-454	2
N Soling Yachts	1, 18-27, 185-189, 190-199, 1022-1024, 1170-1172	32
SA Proderite SA	64, 321-323, 1004-1005, 1025-1027	8
US Gemico	200, 233-235, 242-244, 258, 269-270	10
USA Plastrend	8-14, 201, 334-337, 1098-1099	14
USB Gemico-Marlowe	391-395	5
USC Eichenlaub	1173-1175	3
Z Polyform SA	46-63, 180-184, 220-224, 288-296, 375-379, 406-415, 1084-1093, 1139-1143	67
Not issued or scrapped	40, 69-72, 241, 369, 396-405	17
Total of IYRU-Plaques		654

MEASURERS ISA-RULE 7.8.



COUNTRY Letter	Name	MEASURERS, Names and addresses	Notes
A	Argentina	Yakim Palombo, Castro Barros 1344, Martinez	
B	Belgium	Simon Hermans, 334 Boulevard Louis Mettwie, 1080 Brussels	
BA	Bahama	See US – U.S.A. Measurers are used	
BL	Brazil	Jean Jacques Terrason, Avenida Pasteur, Rio de Janeiro, c/o late Clube do Brasil.	
D	Denmark	H. C. Steffensen, Sdr. Strandvej 26, 3000 Helsingør	6
E	Spain		0
F	France	Michél Pessiot, 7 Rue de Normandie, 17 La Rochelle	6
G	Germany	Günter Kuhlmann, 24 Lübeck 14, Stolpstrasse 21.	6
GR	Greece		0
H	Holland	The Measuring Centre of the Royal Dutch Y. Ass., Van Eeghenstraat 94, Amsterdam	1
I	Italy	1. Lio Coccoloni, Mariperman, 19100 La Spezia	2
I	Italy	2. Angelo Cressi, Via O. Cancelliere 21, 16125 Genova	2
I	Italy	3. Bruno Dequal, P. le A. De Gasperi 3, 34139 Trieste	2
I	Italy	4. Carlo Perini, Via Seavi Romani 3, 25015 Desenzano	2
I	Italy	5. Ottavio Puleo, Via Piaggio 24/9, 16136 Genova	2
I	Italy	6. Vittorio Quaglino, V. le Locatelli 41, 24044 Dalmine	2
I	Italy	7. Roberto Tafuro, V. Calzabigi 55, 57100 Livorno	2
I	Italy	8. Tomaso Venturini, P. le Vittoria 12, 25100 Brescia	2
I	Italy	9. Raffaele Calzecchi, V. Casamari 25, 00144 Roma	2
I	Italy	10. Mario Eusepi, V. L. Capuana 135, 00137 Roma	2
I	Italy	11. Guido Mazio, V. Valdagno 8, 00191 Roma	2
I	Italy	12. Ernesto Rosso, V. Livorno 16, 04024 Gaeta	2
I	Italy	13. Augusto Romita, V. D. Pesce 9, 70126 Bari	2
I	Italy	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	Kensaku Nomoto, c/o Japan Yachting Association, Japan	
K	United Kingdom	1. T. J. Black, The Hillock, Sandbank, Argyll, Scotland	8
K	United Kingdom	2. E. J. Magee, Downpatrick Road, Grossgar, Belfast, North Ireland	8
K	United Kingdom	3. I. A. Williams, Northwoods, Ting Tong, Budleigh Salterton, Devon	8
K	United Kingdom	4. D. I. Fairbairn, Glenrae, Kilcreggan, Helensburg, Dumb.shire, Scotland	8
K	United Kingdom	5. R. P. Fisher, 7 Fieldgates, Dock, Waterside, Brightlingsea, Essex	8
K	United Kingdom	6. J. F. Pyman, 48 Winsford Gardens, Westcliff-on-Sea, Essex	8
K	United Kingdom	7. J. N. Howard-Williams (Sails only) Hunters Moon, Brook Ave., Warsash, Southampton	8
K	United Kingdom	8. W. R. Mathew, High Topps, Sandy Down, Boldre, Lymington, Hants	8
K	United Kingdom	9. C. E. Donne, Villa Rothsay, Cowes, Isle of Wight	8
K	United Kingdom	10. E. V. Bolton, c/o Pelican Boat Works, Commercial Road Strood, Rochester, Kent	8
K	United Kingdom	11. N. Myers, 10 Kensington Garden Square, London W.2.	8
K	United Kingdom	12. D. Bruin, 7 Wellesford Close, Banstead, Surrey	8
K	United Kingdom	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. Cough, 4 Kinsale Avenue, Kingston 6, Jamaica	
KR	Rhodesia		
KZ	New Zealand	W. Stevenson, R.N.Z.Y.S., 1 Parliament St., Auckland 1	6
L	Finland	1. Arndt Norrgård, c/o Firma Bagalo, Boulevarden 1, 00100 Helsingfors	
L	Finland	2. Hans Wagner, Brändö parkv. 48, 00570 Helsingfors 57	
L	Finland	3. Christian Sundman, c/o Teräskonttori Oy, Melkonkatu 15, 00210 Helsingfors 21	7
M	Hungary	Bela Bzvegyi and Bela Torjai, address for both: c/o Hungarian Yachting Association, see Register	
MX	Mexico	Sr. don Carlos Gutierrez Argudin, Apartado Postal 1038, Acapulco, Gro.	
N	Norway	1. Jan H. Linge, Tordenskioldsgate 1, Oslo 1	
N	Norway	2. Egil Normann Lej, Stortingsgate 14, Oslo 1	6
N	Norway	3. Kjell Haslev, c/o Erl. Hovdan A/S, Skippergate 5, Oslo 1	3

Three Italian Solings in close Race:
 I 75 "Mizar II" Gallini Mario, I 76
 "Trikiä", Pontremoli Paolo and I 94
 "Sirio III", C. Crusiani G. Battista.
 All certificated Solings - Genoa Re-
 gatta, februar 1972.



OE	Austria	1. H. H. Böcker, D-8000 München 60, Meyerbeerstrasse 47, bzw. A-9210 Pörschach/Wörthersee	
OE	Austria	2. W. Rihl, A-5020 Salzburg, Auerspergstrasse 42	
OE	Austria	3. Paul Römer, A-4810 Gmunden, Dr. Feursteinstrasse 14	
OE	Austria	4. H. Koller, A-5082 Gröden-Fürstenbrunn, Salzweg 14	
OE	Austria	5. A. Bannmüller, A-6900 Bregenz, Kennelbacherstrasse 28	
OE	Austria	6. O. Fleischmann, A-1080 Wien, Feldgasse 11/10	4
OE	Austria	7. H. Nölscher, A-1030 Wien, Hohlweggasse 2	4
P	Portugal		0
PK	Pakistan		
PR	Puerto Rico		
PZ	Poland		0
S	Sweden	1. Häkon Kellner, Björnvägen 9, 181 33 Lidingö	
S	Sweden	2. Leif Hedman, Huvudgatan 12, 171 58 Solna	
S	Sweden	3. Åke Ludwigs, Pl. 433, 43081 Billdal	
SA	South Africa	1. C. V. Myburgh, "Hoveto", Morris Rd., Claremont, Cape	
SA	South Africa	2. C. J. Warne, 24 Beach Hurst, Marine Parade, Durban	
SR	U.S.S.R.	1. Lavrov, Moscow 69, Skatertnyi pereulok 4	
TH	Thailand		
US	U.S.A.	1. Robert Blumenstock, 117 Bald Hill Road, New Canaan, Connecticut 06840	5
US	U.S.A.	2. Martin Blutworth, Post Office B. 5246, Houston Texas 77012	5
US	U.S.A.	3. Tom Wilder, Post Office B. 706, Balboa, California 92661	5
US	U.S.A.	4. Maurice Rattray, Lexington Way, E. Seattle, Washington 98102	5
US	U.S.A.	5. Russell Beck, 26910 Russell Road, Bay Village, Ohio 44140	5
V	Venezuela		0
VI	US Virgin Islands		0
Y	Yugoslavia		
Z	Switzerland	Marmier Jean-Pierre, Chemin des Murets 12, 1814 La Tour-de-Peilz	6

FOOTNOTES.

Nos.

- 0 Reports not received. (reminded three times).
- 1 Names of Dutch Measurers: Pieter Mussert, Jan A. Van Berkel, Eduard P. Walter, Loek V. D. Berg, none of them are especially appointed to measure Solings from LB in Holland.
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 and Solings from Eichenlaub (USC), 4 North West Region, 5 Central Region.
- 6 Responsible for Solings from the Licence Builder in the country mentioned.
- 7 Appointed by "Finlands Seglarförbund". (Finnish Authority).
- 8 Besides the 13 above mentioned the Royal Yachting Association employes 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:

REGISTER OF INTERNATIONAL SOLING CLASS YACHTS



When this first register of Solings is published the ISA wants to thank our many contacts all over the world for the efficient work most of them have carried out. Thanks to the many quick answers and the precision this matter has been given we can publish details of 1830 Solings in 40 countries.

Although a lot of work is executed to make the register correct we know very well that errors and incorrect spelling of names occurs. Names are always difficult and especially when we have to handle names of yachts and owners from many different countries.

We sincerely hope you will forgive this, and we will appreciate any help from your side.

In this guide you will find a post card with columns for corrections for guidance of your national association and of the Secretariat of the International Soling Association. Please fill in the correct names etc. where we have made a mistake and mail the post card to your own association or authority, but please do it immediately. If your Soling is not in the register we must ask you to fill in all the columns and please never forget to state sail-letter and number.

For those countries — where we had no answers to at least four circulars or letters — we have used the information in the ISA-files only. In a few cases we knew of Solings in the country, but had no details at all. We look forward to a more advantageous contact with these countries in the future.

Here is some practical information before you jump into the register to find your Soling:

Sail no: When the Sail number is printed in bold types the Soling is certificated in 1971, and the owner is a full

member of the association. (Dues paid). Those printed in normal types are registered per December 31, 1971 or just after, owners of these boats have paid no dues for 1971. In 1972 we hope to certificate more Solings and to print the next register with all Sail numbers in **Bold Types**.

Name of Soling. Many are missing. Not all owners name their Solings. Sometimes perhaps it is difficult to find a good name, normally we refer to yachts more by Sail numbers than by names. In fact many of them are very ingenious, then it is more handy to call them by number. If you want a name of your Soling in the register you are very welcome, for this purpose we have included the post card.

Name of owner: Our spelling of the names — although we have been very careful — will certainly fill up the letter-boxes of the associations and also from new owners of Solings bought lately. We look forward to receive your card. It is the only remedy to get the register up-to-date.

LB. The code of the Licensed Builders compared with the list of the builders inform us of the yards having commenced building of the Soling hulls. The principle here is to give the first licensed builder in a country the letter of the land where the LB has his yard. The second builder in the same country will have the same letters plus an "A", the third a "B" and so on.

We sincerely hope the register will be useful to all organizers, owners and persons interested in the International Soling Class. From the ISA register we have made an extraction showing the progress of the Soling Class, country for country in the past ending at the beginning of this year. It might give you some interesting knowledge before the study of the register. Against name of nation is inserted relevant page-number.



A nice fleet of SOLINGS on a sunny day.

Records of Solings 1968 - 1972

Nation	Page	Appr. total of Solings			1968	Certificated Solings		1971	
		April 70	June 71	January 72		1969	1970		
A	Argentina	57	12	22	28	—	—	22	
B	Belgium	57	5	6	8	—	—	4	
BA	Bahamas	57	12	2	2	—	2	2	
BL	Brazil	57	11	25	29	—	—	21	
D	Denmark	57	36	42	47	9	22	25	
E	Spain	58	3	5	5	—	—	—	
F	France	58	92	96	101	5	31	51	
G	West Germany	59	54	73	98	—	20	38	
GO	East Germany	59	0	0	1	—	—	—	
GR	Greece	59	6	15	23	—	—	14	
H	Holland	60	9	11	12	1	1	11	
I	Italy	60	63	87	97	—	42	51	
IR	Eire	60	1	3	3	—	—	—	
J	Japan	61	2	2	5	—	—	—	
K	United Kingdom	61	68	85	95	7	30	64	
KA	Australia	61	85	111	117	7	50	58	
KB	Bermuda	62	15	20	21	—	—	15	
KC	Canada	63	115	100	116	1	28	35	
KJ	Jamaica	63	1	2	3	—	—	—	
KR	Rhodesia	63	0	0	1	—	—	—	
KZ	New Zealand	63	3	6	9	—	—	—	
L	Finland	64	10	24	24	—	—	20	
M	Hungaria	64	0	2	2	—	—	—	
MX	Mexico	64	3	6	4	—	—	—	
N	Norway	64	30	69	80	8	26	36	
OE	Austria	65	10	18	26	—	—	1	
P	Portugal	65	1	1	1	—	—	—	
PH	Philippines	65	0	0	1	—	—	—	
PK	Pakistan	65	0	2	2	—	—	—	
PR	Puerto Rico	65	0	2	1	—	—	—	
PZ	Poland	65	1	1	1	—	—	—	
S	Sweden	65	61	91	96	—	20	64	
SA	South Africa	66	9	13	15	—	9	12	
SR	U.S.S.R.	66	2	2	5	—	—	—	
TH	Thailand	66	0	2	2	—	—	—	
US	U.S.A.	67	394	521	583	37	163	238	
V	Venezuela	71	0	5	5	—	—	—	
VI	Virgin Islands	71	6	8	4	—	—	—	
Y	Yugoslavia	71	0	1	1	—	—	—	
Z	Switzerland	71	71	91	151	—	—	50	
Total			1191	1570	1830	75	444	736	1064



Solings from many nations just after a start at Genoa, February 1972.

A – ARGENTINE

Total of Soling numbers: 23, Solings certificated: 22
 LBs: K 1 – N 22

Address: Argentine Soling Association
 Yacht Club Argentino
 Darsena Norte
 Buenos Aires
 Argentine

National Officers

President Roberto G. Sieburger
 Secretary Jorge D. Vago

Sail No.	Name of Soling	Name of Owner	LB
A 1	Mafalda	Julio Melli & H. J. Ferrari	N
A 2	Kaleka	Wm. J. Lawless	N
A 3	Rumor	J. E. Brauer	N
A 4	Storm King	J. F. Pochat	N
A 5	Huija	J. D. Vago	N
A 6	Gotan	O. Seglin	N
A 7	Doña Estela	E. L. Berisso	N
A 8	Earline	R. G. Sieburger	N
A 9	Flipper	H. A. Bolleta	N
A 10	Ñuma	Boris Belada	N
A 11	Tabu II	C. A. Castrillo	N
A 12	Orzando	Ernesto Lange & C. Bellaria	N
A 13	Lilith	J. A. Lavaselli	N
A 14	Perez	M. Ezcurra & D. P. Ramos	N
A 15	Pampa	Boneo & Duperrón & Scuderi	N
A 16	Solange	Horacio A. Campi	N
A 17	Dolores	R. A. Vollenweider	N
A 18	Lil	C. A. Sieburger	N
A 19	Revolution	Cattini & Sampayo & Jáuregui	N
A 20	Baruyo	Wilson Pereyña	N
A 21	Indeciso	Club Universitario de Buenos Aires	N
A 22	Pamperito	H. Trajtemberg	N
A 23	Tibaitata	Ch. Akin	K

BL – BRAZIL

Total of Soling numbers: 29, Solings certificated: 21
 LBs: D 2 – F 5 – N 15 – Not issued: 7.

Address: Associação Brasileira de Soling
 Mr. Erling S. Lorentzen (President)
 Rua Sao José 90 - 170
 Rio de Janeiro
 Brazil

Sail No.	Name of Soling	Name of Owner	LB
BL 1	Lenda	Erling S. Lorentzen	N
BL 2	Argus III	Fernando Pimentel Duarte	N
BL 3	Esqualo	S. Coutinho de Menezes	N
BL 4	Feitiço IV	A. L. de Camoos Barros	N
BL 5	Osprey XII	Axel Schmidt	N
BL 6	Weekend III	J. M. Guimaraes	N
BL 7	Desire	C. E. Guerreiro	N
BL 8	Fragata VI	Benjamin Sodre jr.	N
BL 9	Xango	R. do Cezere de Celestino	N
BL 10	Chunga X	J. C. dos Santos	F
BL 11	Oriole III	Jarbas Castanheira	N
BL 12	Ipanema	Escola Naval	N
BL 13	Itapuã	Escola Naval	N
BL 14	Icarai	Escola Naval	N
BL 15	Revolution	Gastão Brum	F
BL 16	Nena	Paulo M. Neiva	F
BL 17	Embê	Paolo Pirani	F
BL 18		Under construction	—
BL 19		Under construction	—
BL 20		Under construction	—
BL 21	Osprey XIII	Erik Schmidt	N
BL 22	Tuzé	Antonio José Ferrer	F
BL 23		Under construction	—
BL 24	Tahiti-Nui	E. S. Ramos	N
BL 25	Clementine	Harry Adler	D
BL 26		Under construction	—
BL 27		Under construction	—
BL 28		Under construction	—
BL 29	Crocodilo VIII	Ivan Pimentel	D

B – BELGIUM

Total of Soling numbers: 8, Solings certificated: 6
 LBs: F 5 – K 2 – Z 1 – Not issued: Nos.: 8 – 23.

Address: NSA Asbel Soling
 Mr. Simon Hermans
 1080 Brussels
 334, L. Mettwielaan
 Belgium

National Officers

President G. J. Fletcher
 Secretary Simon Hermans

Sail No.	Name of Soling	Name of Owner	LB
B 1	Rigodon	Boucher	Z
B 2	Blue Girl	W. Haverhals	F
B 3	Solong	J. Feron	F
B 4	Tjiekjo	G. Wittenrongel	F
B 5	Red Poppy	F. Meganck	K
B 6	Stokpaard	C. Segers	F
B 7	Tyfoon IV	G. Versluys	K
B 8 - 23		Not issued	—
B 24	Fiston	A. Nelis	F

BA – BAHAMAS

Total of Soling numbers: 2, Solings certificated: 2
 LBs: D 1 – N 1

Address: Bahamas Soling Association
 Mr. Robert Symonette
 Post Office Box 1216
 Nassau
 Bahamas

Sail No.	Name of Soling	Name of Owner	LB
BA 1	John B	R. H. Symonette	N
BA 2	John B	R. H. Symonette	D

D – DENMARK

Total of Soling numbers: 47, Solings certificated: 25
 LBs: D 16 – K 1 – N 28 Not issued: 2

Address: Danish International Soling Association
 Mr. Carl Adam Lehmann
 Strandvejen 383
 2930 Klampenborg
National Officers
 President Eggert Benzon
 Member Ole Faber
 Secretary Carl Adam Lehmann

Sail No.	Name of Soling	Name of Owner	LB
D 1	Jill	T. Christensen	N
D 2		Sold in Sweden	N
D 3	Camelot	Condemned 1971	N
D 4	P-Dag	C. Faber-Rod	N
D 5	Tam-Tam	Condemned 1971	N
D 6	Appeal	Condemned 1968	N
D 7	Mac II	McNair	N
D 8		Lars Hansen	N
D 9		Condemned 1967	N
D 10	Taham	N. P. Louis Hansen	N
D 11	Inkie-Pinkie	P. Christiansen	N
D 12	Gine	E. Sloth Madsen	N
D 13	White Horse	O. P. Olling	N
D 14		Knud Henriksen	N
D 15		Hartmann Larsen	N
D 16		Ernst Heilmann	N
D 17	Mon-Amie	Per Leopold	N
D 18		Jørn Utzon	N
D 19		Sold in Sweden	N
D 20		Not issued	—
D 21		Ole V. Nielsen	N
D 22	Oscar	O. S. Andreasen	N
D 23		Sold in Sweden	N
D 24		Ib Brandt	N
D 25	Tojo	Royal Danish Yacht Club	N
D 26		Not issued	—

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
D 27		Oscar Pettersson	N	F 25		M. Bouscaren	Z
D 28		Per Schliemann	N	F 26	Porsche	Drevet	F
D 29		Sold in U.S.A.	N	F 27		Dr. Cassanas	F
D 30	Fascination	N. P. Petersen	N	F 28		Peri	Z
D 31	Apollo	Peter Askman	K	F 29		Michel Dufour	F
D 32		Sold in Sweden	D	F 30	Phidyle IV	Mutation Thierry Tuffier	F
D 33		Sold in Sweden	D	F 31		Not issued	-
D 34		Sold in Finland	D	F 32	Neree	Club Naut. de la Marine	F
D 35	Dana IV	N. Bolt Jørgensen	D	F 33		Mahé	F
D 36	Good Vibration	Ole Faber	D	F 34		de Vericourt	F
D 37	Knas	Lars Petersen	D	F 35	Elebore	J. Rourre & R. Lanteri & M. Bouisson	F
D 38		T. Lindhardtzen	D	F 36	Barbe-Bleue	Chr. Brulé	F
D 39		Sold in Spain	D	F 37	Silex	Frank Poullain	F
D 40	Aphrodite	J. Kjærulff	D	F 38	Sun Danser	Miss Darragon	F
D 41	Pivo	Henning Jensen	D	F 39	Staphylocoque	Henri Royer	F
D 42	Bes	Sold in U.S.A.	D	F 40	Sevan	Dr. Karcher	F
D 43	Spunk	Børge Schwarz	D	F 41	Dephi III	P. Denis & C. Robert Caires Pelfresne	F
D 44	Alarm	Ole Andreasen	D	F 42	Tobago Cayes	Verneuil & O'Mahony	F
D 45		Sold in Italy	D	F 43	Foam	Yves Donatien	F
D 46	Bes	Paul Elvstrøm	D	F 44	Airel II	Serinelli	F
D 47	Bo-Bo	P. R. Høj Jensen	D	F 45	Beleu	Club Naut. de la Marine	F
				F 46	Neptune	Club Naut. de la Marine	F
				F 47	Querelle	Jean Guilhot	F
				F 48	La Grebe	Dolez	F
				F 49	La Pergelle	Ducos	F
				F 50	Vagari	Doumeq	F
				F 51	Chapie	Bertrand Cheret	F
				F 52	Maral	Danet & M. Rigaud	F
				F 53	Pertusato	J. P. Baudot & J. Claude	F
				F 54	Kamikaze	Yvon Connan	F
				F 55		Olmi François	Z
				F 56	Voltigeur	G. Davy & Dewavrin	F
				F 57		H. Pennel	F
				F 58	Blanc de Blanc	R. Destang & Duhau Carayon	F
				F 59	Dona Sol	H. Lodeon	F
				F 60	Tara	B. Troublé, Aldo et Bruno	F
				F 61	Miss Rosy	R.-M. Ozier-Lafontaine	F
				F 62	Yinca	Yves Cadoret	F
				F 63	Pen Questen	G. Gohic	F
				F 64	Cornifloche	J. M. le Guillou	F
				F 65		Le Bec	Z
				F 66	Klipp	Parre	F
				F 67	Chac	Pierre Breteche	F
				F 68		Louis Urvois	F
				F 69	Beleu	Cordella	F
				F 70	So Long	A. Brabec & R. Lesquel	F
				F 71	So Long	J. P. Poujardieu	F
				F 72	Spirat	E. Nadal & C. Marguery	F
				F 73	Whitehorse	Destang & Duhau & Carayon	F
				F 74		Pacific Yachting	F
				F 75	Strit	Pierre Poullain	D
				F 76		Jacques Dantec	D
				F 77		André Canet	F
				F 78		J. P. Sparfel	F
				F 79		André Hurtebize	D
				F 80	Le Troisieme Souffle	Jean-Jacques Andre	D
				F 81	Cherue Noire	Michaud-Lariviere	D
				F 82		F. Gourlay	-
				F 83		F. Lefevre	-
				F 84		Guy Chalono	-
				F 85		Camboulive	-
				F 86		Doutone	-
				F 87		Marc Chalono	-
				F 88		Anne Volny	-
				F 89		Asselin de Beauville	-
				F 90		Prunier	-
				F 91		Madeline	F
				F 92		Viantt	F
				F 93		le Jolivet	F
				F 94		J. M. le Guillou	D
				F 95		Pacific Yachting	F
				F 96		Pacific Yachting	F
				F 97	Galaxie	H. Samuel	F
				F 98		Not issued	-
				F 99		Nicolaidis	D
				F 100		Frank Poullain	D
				F 101	Ormen Lange	B. & V. Cheret	D

G – GERMANY WEST

Total of Soling numbers: 98, Solings certificated: 28
 LBs: D 29 – F 6 – G 14 – H 1 – K 19 – N 10 – Z 5 Not issued: 2
 LBs unknown for 12

Address: German Soling Association
 Mr. Kurt Gillwald (Chairman)
 1 Berlin 61
 Prinzessinnenstrasse 17-18
 W. Germany

Sail No.	Name of Soling	Name of Owner	LB
G 1	Dory	Rudolf Fleck	N
G 2	Fairy Tale	Jörg Steglich	N
G 3	Omega	Heinz Olmeier	N
G 4	Vineta	Hamburger Segel Verein	N
G 5	Sagitta Nigra	Josef Heun	K
G 6	Gerd H	Gerd Howar	D
G 7	Reubritter	Dieter Moojer	N
G 8	Humba	Stephan Polonyi	N
G 9	Barracuda	Fritz Henschel	F
G 10		Norrd. Regatta-Verein	F
G 11	Daisy	Hans Krazik	G
G 12		Helmar Woppmann	G
G 13	Sylvia	E. Stegenwallner	F
G 14		Reinicke Werft	N
G 15	Lot Gon	H. Heitmann & H. Wohlgemuth	G
G 16	Mink	Berndt Klarholz	N
G 17	Sunshine	Heiko Warczak	G
G 18	M.G.L.	Dieter Gerhards	D
G 19	Rabat V1	Günter Henze	G
G 20	Lorbas	Walter Engel	G
G 21	Lork	F. Lursen	G
G 22	Frankenstein	Michael Opitz	G
G 23		Joachim Schulz-Heik	—
G 24	Pantoffel	Schlittenbauer	K
G 25		Udo Felderhoff	H
G 26	Ambition	G. Hennighausen	G
G 27		H. Prüntker	—
G 28	Mistal	Eckart Kobarg	F
G 29	Binsenschnuffler	Max Schotter	Z
G 30	Olper Tiet	E. Schneider	K
G 31	Condor II	Franz Sill	G
G 32		H. Krebs	—
G 33		Stettiner Yacht Club	D
G 34	Neck	Hermann Engelhardt	D
G 35	Jokuho	Goor	G
G 36		Anton Görke	N
G 37	Florentine II	Gerh. Sefzig	K
G 38		Kieler Yacht Club	G
G 39	Sovereign	Reiner Schnell	Z
G 40	Wannsee	Verein Seglarhaus	K
G 41		Reinicke Werft	K
G 42	Andrea	H. Schneider	K
G 43	Quetzalcoatl	E. Koch	K
G 44	Golde	Lothar Kaspar	K
G 45	Clambambes	Adolff & Laubmann & Wagner	K
G 46		H. G. Link	K
G 47		Peter Schäfer	K
G 48	Ga Ga	P. Twelkmeyer	K
G 49		Not issued	—
G 50		Kieler Universität	—
G 51		Herbert Damm	—
G 52	Le Harre	Deutscher Segler-Verband	D
G 53	Harlekín	Klaus-Jörgen Schäfers	D
G 54	Cap Hatteras	Hans Otto Noll	—
G 55	Bijou	Joachim Pichler	K
G 56		Alfred Gründ	K
G 57		M. Molke	—
G 58	Solist	Horst Eckert	Z
G 59		Klaus Zeyss	F
G 60	Pitter Manell	Hans Rudolphi	Z
G 61	Sunshine	R. Harmstorf	K
G 62		Ludwig Fiderer	K
G 63		Carl H. Müller	K
G 64		Rasmus Grünhagen	—
G 65	Dorle II	Heinz Rautenberg	D
G 66	Vineta	Hamburger Segel Verein	D
G 67	Scampes	Joachim Kadelbach	D
G 68	Iberis II	Rüdiger Henschker	—

Sail No.	Name of Soling	Name of Owner	LB
G 69		K. Petersen-Mahrt	D
G 70	Indy	R. & W. Schulz	N
G 71		H. Aicham	—
G 72	Ulla	Hans Heitmann	D
G 73	Panphan	Dietrich Howaldt	D
G 74		Ristow	Z
G 75	Binsen-Schnuffler	Pfkeghaar	D
G 76	Mäuseken	Alfred Niermann	—
G 77	Dotter II	Bernd Müller	K
G 78	Pantoffel X	Dieter Rümmeli	D
G 79		Kieler Yacht Club	D
G 80	Clambambes	P. Adolff & D. Laubmann	D
G 81		Hagelstein	G
G 82		G. Persiehl	D
G 83		Hagelstein	G
G 84	Inka	K. A. Stolze	D
G 85	Jokuho	Joachim Gaedke	D
G 86		Schnell	—
G 87	Quetzalcoatl	H. Reich	D
G 88	Olper-Tiet	E. Schneider	D
G 89		Harald Bornmann	D
G 90		Stahl	D
G 91		Joachim Schulz-Heik	D
G 92	Dalli-Dalli	Helmut Meyer	D
G 93	Perfidea	Werner Wilke	D
G 94		Wittmer & Diekman	F
G 95		H. Schneider	D
G 96	Hai	E. Reinhold	D
G 97		Not issued	—
G 98	Ga-Ga	P. Twelkmeyer	D

GO – Germany East

Total of Soling numbers: 1, Solings certificated: 0.
 LB: D 1
 Address: Bund Deutscher Segler der Demokratischen
 Republik, 1
 1055 Berlin/D.D.R., Storkower Strasse 118,
 Deutsche Demokratische Republik.

Sail No.	Name of Soling	Name of Owner	LB
GO 1		Forschungs- und Entwicklungsstelle für Sportgeräte	D

GR – GREECE

Total of Soling numbers: 23, Solings certificated: 15
 LBs: D 10 – K 5 – LBs unknown: 8
 Address: Hellenic Soling Association
 Mr. George S. Andreadis
 11 Odos Sofocleous
 Athens 122
 Greece

National Officers:
 President S. Vraylas
 Vice president A. Fiokas
 Secretary and Treasurer G. S. Andreadis

Sail No.	Name of Soling	Name of Owner	LB
GR 1	Alexia III	Sold in Australia	D
GR 2		Piraeus Sailing Club	—
GR 3		Piraeus Sailing Club	—
GR 4		Piraeus Sailing Club	—
GR 5		Nautical Club Old Phaleron	—
GR 6	Orion	George Andreadis	D
GR 7	Skiron	Hellenic Navy	—
GR 8	Okeanis	George Andreadis	—
GR 9	Zefiros	Hellenic Navy	—
GR 10	Aivros	R. H. Y. A.	K
GR 11	Voras	R. H. Y. A.	K
GR 12	Skiron	R. H. Y. A.	K
GR 13	Zefiros	R. H. Y. A.	K
GR 14	Lips	R. H. Y. A.	K
GR 15	Triaina	John Goulandris	—
GR 16		R. H. Y. A.	D
GR 17		R. H. Y. A.	D
GR 18	Okeanis	George Andreadis	D
GR 19		Nautical Club of Salonice	D
GR 20		Piraeus Sailing Club	D

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
GR 21		R. H. Y. A.	D	I 34	Santa Rita	Tomani Mario	I
GR 22	Okeanos	R. H. Y. A.	D	I 35	Gabbiano	Del Pezzo Rocco	I
GR 23	Alexia	H.M. the King of Hellenes	D	I 36	Ciccio	Castellani Andrea	I
H - HOLLAND							
Total of Soling numbers: 12, Solings certificated: 6							
LBs: D 3 - N 1							
LBs unknown: 3, no knowledge of 5							
Address: Soling Club Nederland Hardensteinlaan 3 Oosterbeek Holland							
National Officers Chairman G. A. Bakker Secretary J. J. Kimman							
Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
H 1	Rakker	G. A. Bakker, Jr.	N	I 37	Ghilbli	Bonazzi Vincenzo	I
H 2		Van der Upwich (Amstelveen)		I 38	Samakimbili	Recchi Enrico	I
H 3	Cadans	G. A. Bakker, sen.	D	I 39	Snoopy	Blochowitz Horst	I
H 4	Rorik	A. du Pon	-	I 40	Valentina	Glisenti Giuseppe	I
H 5	Stoarmmok	J. Kimman	H	I 41	Franca	Circolo della Vela di Roma	I
H 6	Duys ter Ghast	J. D. Schooneveldt	H	I 42	Talisman	Theodoli Filippo	I
H 7	Trojka	W. H. Maarse	H	I 43		Doná delle Rose	I
H 8		Jan Bol		I 44	Brivido	De Lieto Maurizio	I
H 9		W. C. Niemøller		I 45	Kiko	Foce Mauro	I
H 10	Brave Hendrik	H. C. Blok	D	I 46	Caravelle	Rosi Ugo	I
H 11	Rising Hope	Arie J. Kleijn	D	I 47	Lizy II	Petrucci G. Luigi	I
H 12	Vasama	E. Hoefnagels	D	I 48	Red Baron	Nervi Mario	I
I - ITALY							
Total of Soling numbers: 97, Solings certificated: 91							
LBs: D 18 - F 2 - I 55 - IA 11 - K 1 - N 3 - Z 7							
Address: Associazione Italiana "Soling" 60, Via Dei Laghi 00040 Frattocchie Roma Italy							
National Officers President Rinaldo Schiaffino Secretary C. C. Giovanni Battista							
Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
I 1	Kali	Odorisio Pietro	I	I 52	Coco	Bellandi Riccardo	I
I 2	Lupa V	Taddei Carlo	I	I 53		Bortolaso Ennio	I
I 3	Schiaffo XI	Bovolenta Oscar	I	I 54	Ase	Danero Sergio	I
I 4	Surriento	C. Costatino	I	I 55	Tappa I	Casiraghi Carlo	Z
I 5	Laia III	F. Gino & M. Gino	I	I 56	Banzai	Leumann Max	I
I 6	Serena	S. diLapigio Fabrizio	N	I 57	Settebello	Attolini Ernesto	Z
I 7	Alvin	C. Alfonso & B. Enzo	I	I 58	Marinella IV	Marinelli Guerrino	I
I 8	Cia III	Da Prá Giorgio	I	I 59	Gardel	Sport Velico Marina Militare	Z
I 9	Alalunga	G. Giancarlo	I	I 60	Adri	Saulini Ferdinando	I
I 10	Mizar	G. Mario & D. Giuseppe	I	I 61	Sussy II	Porta & Scaramucci	I
I 11	Susy I	C. G. Pietro	I	I 62	Elan IV	Lega Navale Italiana, Anzio	I
I 12	Valpadana	C. G. Cesare & Colombo Cesare	I	I 63	Sprint II	T. Quinte & T. Michele	Z
I 13	Liana	L. L. Benera	I	I 64	Sirio II	C. C. Giovanni Battista	D
I 14	Pico	N. Marco & V. Alfredo	Z	I 65	Guappa III	Barendson Marino	D
I 15	Ceol Mara II	M. G. Ajmone	F	I 66	Fiesta IV	Corrado Coen	D
I 16	Donatella III	G. Livio & D. Casa S.	F	I 67	Ito I	Del Favero Lino	D
I 17	Onda	M. Gabriele	N	I 68	Aquamanda	Giovanni Bertamini	D
I 18	Harpø	Boffi Ettore	K	I 69	Illusion	Oliviero Antonio	D
I 19	Gai-Dee	C. Andrea	N	I 70	Posillipo	Circolo Nautico Posillipo	D
I 20	Sirio	A. Maurizio	I	I 71	Astral	Finocchi Maurizio	I
I 21	Morbin	Sport Velico Marina Militare	I	I 72	Falco	Sport Velico Marina Militare	I
I 22	Averla	Sport Velico Marine Militare	I	I 73	Fantasia	Bruzzon & Scerni & Pisano	I
I 23	Riverbelle	Ferradini Franco	I	I 74	Hans	Greco Rodolfo	IA
I 24	No	Carli Renzo	I	I 75	Mizar II	Gallini Mario	D
I 25	Nostromo	G. Giancarlo	I	I 76	Trikia	Pontremoli Paolo	IA
I 26	Arys II	Lamberti Giuseppe	I	I 77	Zero	Nordio Umberto	IA
I 27	Magifra	Carraro Franco	I	I 78	Folgore	Bettini Francesco	IA
I 28	Bagheera	Santoni Franco	I	I 79	Don Miguel	Di Gennaro Paolo	IA
I 29	Folaga	B. Gradnik & R. Gradnik	I	I 80	Zio Paul	Rolandi Carlo	D
I 30	Cicca II	Gellini Stefano	Z	I 81	Susy III	Porta Vittorio	D
I 31	Finco	Sport Velico Marina Militare	I	I 82	Stornel	Sport Velico Marina Militare	Z
I 32	Contenero	M. Giorgio & A. Piero	I	I 83	Zeta	Pellegrini Vittorio	IA
I 33	Sluck	Salata Dario	I	I 84	Quasar II	Bonamico Sergio	I
IR - EIRE							
Total of Soling numbers: 3, Solings certificated: 0							
LBs: Not issued: 3							
Address: Irish Yachting Association Miss Ursula Macuire (Secretary) 2 Roby Place, Crofton Road Dun Laoghaire, Co Dublin Ireland							
Sail No.	Name of Soling	Name of Owner	LB				
IR 1							
IR 2							
IR 3							

J – JAPAN

Total of Soling numbers: 5, Solings certificated: 0
Not issued: 5

Address: Japan Yachting Association
25 Kannami-Cho
Shibuya-ku
Tokyo

National Officers of Launching Committee
President Sumio Okumura
Chairmen of the board of directors
Masayuki Ishii and Keiro Kaitku
Directors Keizo Arima, Kimikazu Kaneko
and Kiyoshi Shioda

Sail No.	Name of Soling	Name of Owner	LB
J 1			
J 2			
J 3			
J 4			

K – UNITED KINGDOM

Total of Soling numbers: 95, Solings certificated: 47
LBs: D 4 – F 3 – K 80 – N 6 Not issued: 2

Address: British Soling Association
Mr. Frank D. Berry
Alderfen, Neatichead
Norwich, Nor 37 z, Norfolk
England

National Officers
Chairman Vernon Stratton
Vice-Chairman (Technical) Robin Judah
Vice-Chairman (Social) Miss R. Whitaker
Vice-Chairman (Sailing) P. Jennings
Member Kenneth Miller
Secretary Frank D. Berry

Sail No.	Name of Soling	Name of Owner	LB
K 1	Solorana	K. B. Miller	K
K 2	Solan	N. D. A. Graham	N
K 3	Solon More	M. F. R. Simpson	N
K 4	Solano	W. B. Roger	N
K 5		Tyler Boats	K
K 6	Bolero	E. S. Fairley	N
K 7	Soliris	T. J. Henderson	N
K 8	Apollo	W. B. Ness	K
K 9	Solitaire	T. U. Lawson	K
K 10	Edelweiss	I. J. Scott	K
K 11	Solveig	W. B. Mc Fee	N
K 12		Sold in Bermuda (E. Cooper)	K
K 13	Nancy	D. N. Crowther	K
K 14	Soling	John Tyler	K
K 15	Blackadder II	G. L. W. Ritchie	K
K 16	Penjalib	J. S. Mead	K
K 17	Rattlesnake	R. D. Judah	K
K 18		Not issued	—
K 19	Solbranna	J. Hamilton-Meikle	K
K 20	Volanda	J. N. Jackson	K
K 21	Vega of Sullington	P. L. Glaister	K
K 22	Demeter Nine	N. L. Stewart	K
K 23	Solera	D. P. Palengat	K
K 24	Soliloquy	A. Newing	K
K 25	Solander	G. J. Fletcher	F
K 26	So Long	R. B. Young	K
K 27		G. E. N. Vernon	K
K 28		Miss R. Whitaker	K
K 29		D. J. Taylor	K
K 30	Sjø Støvler	T. G. Wade	K
K 31	Orbit	C. J. Sanders	K
K 32	Tamarak	K. W. Rorison	K
K 33	Stickleback	J. Godfrey	K
K 34	Uproar	E. D. Simonds	K
K 35	Scare	P. W. Cooke	K
K 36		John Tyler	K
K 37		John Tyler	K
K 38	Yeoman	R. Lean-Vercoe	K
K 39		D. Polland	F
K 40	Sophie	Miss R. M. Barge	K
K 41	Mockingbird II	M. Souter	K
K 42	Frodo	A. L. Wolfe	K

Sail No.	Name of Soling	Name of Owner	LB
K 43	Hare	T. Allen	K
K 44	Dry Fly	V. Stratton	K
K 45		Col. Nicolson	K
K 46	Streaky	H. A. Higham	K
K 47	Elusive	J. D. A. Oakley	K
K 48	Solsice	T. D. M. Hart	K
K 49	Searcher I	P. Knowles Fibreglass Ltd.	K
K 50	Searcher II	P. Knowles Fibreglass Ltd.	K
K 51	Hussoling	M. J. Curry	K
K 52	Insolent	R. Creagh-Osborne	K
K 53	Rooster	G. H. Laimbeer	K
K 54	Naima	D. E. Foster	K
K 55	Metaphor	B. D'Agostino	K
K 56	Solace	F. Newton	K
K 57	Rum Runner	J. Allen	K
K 58	Solemar	F. M. Kemball	K
K 59	Fly Fred	G. J. Fairmall	K
K 60	Gusto	D. G. Thomas	K
K 61	Sting	Miss R. D. Whitaker	K
K 62	Breakaway	J. Fewster	K
K 63	Ouzo	P. Jennings	K
K 64	Storm	S. Glithero	K
K 65		J. P. Crossley	K
K 66		Royal Windermere Yacht Club	K
K 67		Royal Windermere Yacht Club	K
K 68		Royal Windermere Yacht Club	K
K 69		Royal Windermere Yacht Club	K
K 70	Trykk	J. N. Cunningham	K
K 71	Nimrod	A. Stone	K
K 72	Trufflehunter	R. M. Hazeltine	K
K 73	Slo Gin	G. N. Lewis	K
K 74	Whire Bait	R. L. Warner	K
K 75	Sylphide	J. D. Hume	D
K 76	Stickleback II	W. Dawson	K
K 77	Tyla Tiga	C. C. Hobday	K
K 78		H. A. Kornelson	K
K 79	Scarlett	P. H. Chirholm	K
K 80	Mrs. Frequently	J. W. Hackman	K
K 81	Albona	A. D. Hindley	K
K 82	Clare	P. A. Wilkins	K
K 83		Sold in Ireland (N. Watson)	K
K 84		G. J. Fletcher	K
K 85	Chameleon	Robin Judah	D
K 86		L. Gee	K
K 87	Solitaire	J. C. B. Bennett	K
K 88		Sold in France	F
K 89	Emma	J. M. Hartley	K
K 90		Not issued	—
K 91	Athene	F. I. Simpson	K
K 92	Searcher III	Fibreglass Ltd.	K
K 93		I. D. A. Oakley	D
K 94		M. W. Rose	K
K 95	Aquabear	C. C. Hobday	D

KA – AUSTRALIA

Total of Soling numbers: 117, Solings certificated: 97
LBs: D 4 – F 1 – K 1 – KA 107 Not issued: 4

Address: Australian International Soling Association
Mr. M. Gregory
40 Miller Street
North Sydney – N.S.W. 2060
Australia

National Officers

Presidents:

National Malcolm Anderson
N.S.W. Geoff Samble
Victorian Peter Bryan
Western Australia Mick Michael
National Secretary Max Gregory

Sail No.	Name of Soling	Name of Owner	LB
KA 1	Flicka	J. H. Linacrae	KA
KA 2	Mirage	F. A. Phillips	KA
KA 3	Piranha	H. Sutton & R. Antill	KA
KA 4	Solitaire	W. Killingworth	KA
KA 5	Skye	R. S. B. Hudson	KA
KA 6		Not issued	—
KA 7	Sonja	G. Lamble	KA
KA 8	Serendipity	M. A. Whitnall	KA

Sail No.	Name of Soling	Name of Owner	LB
KA 9	Solong	F. I. Ford	KA
KA 10	Carol A	L. Cooke	KA
KA 11	Peter Grimes	Barry E. Shepherdson	KA
KA 12	Leander VII	R. R. Franklin	KA
KA 13	Julin	S. Spicer	KA
KA 14	Solrenning	J. M. McDonald	KA
KA 15	Buster	K. W. Payne	KA
KA 16	Jeata	J. Lidbury & Peter Mews	KA
KA 17	Southern Cross	R. J. Tucker	KA
KA 18	Ffiona	P. Brownbill	KA
KA 19	Solano	A. Osborne	KA
KA 20	Solander	R. E. Powell	KA
KA 21	Aeolian V	J. Bagshaw	KA
KA 22	Solstice	Dudley Walton Jones	KA
KA 23	Soliloquy	G. Peacock	KA
KA 24	Cobbler	J. Back	KA
KA 25		Not issued	—
KA 26	Charisma	L. Moore	KA
KA 27	Trio	K. Winterbottom	KA
KA 28	Solstraale	J. E. Sheehan	KA
KA 29	Fling	G. Walton	KA
KA 30	Leda	Anderson & Winning & Kernot	KA
KA 31	Yaraandoo	R. Case	KA
KA 32	Avanti	J. Mitchell	KA
KA 33	Karalee	R. & J. Ewen	KA
KA 34	Cynara III	J. Stuart-Duff	KA
KA 35	Anouk	D. Dickson	KA
KA 36	Kirsten	S. P. Sjoquist	KA
KA 37	Meltemi	P. R. Malone	KA
KA 38	Yandoo	J. Winning	KA
KA 39	Brolga	M. Anderson	KA
KA 40	Swift	R. D. Bebb	KA
KA 41	Eltanin	L. V. Hawkins & B. Mortlock	KA
KA 42	Rob Roy	M. T. Gregory	KA
KA 43	Mistress Kate II	Bamber & Hayes & House	KA
KA 44	Silver Mist	L. Allsop	KA
KA 45	Skye Mist II	Bruce Thomas	KA
KA 46	Boomerang	W. R. Solomons	KA
KA 47	Tara	T. Savage	KA
KA 48	Yeromais	J. A. Diacopoulos	KA
KA 49	Tiffany	J. W. Tavener	KA
KA 50	Freia	R. Argyle	KA
KA 51	Gunhilde	B. Scott	KA
KA 52	Nereus	R. A. Black	KA
KA 53	Stormy	Charles Curran	KA
KA 54	Kona	D. R. Taylor	KA
KA 55	Bumblebee	J. D. Kahlebetzer	KA
KA 56	Aquarius	D. C. Brockhoff II	KA
KA 57		Not issued	—
KA 58	Viking	R. King	KA
KA 59	Zero	E. G. Bowen	KA
KA 60	Redhot	Alex A. Dunn	KA
KA 61	Sirocco II	Z. Stollznow	KA
KA 62	Aquavit	N. Kennard & J. Cordukes	KA
KA 63	Skirling	R. Scott	KA
KA 64	Nulka	R. Cook	KA
KA 65	Aquillo	M. A. Michael	KA
KA 66	Roulette	J. Annand	KA
KA 67	Claire De Lune	E. J. Whitaker	KA
KA 68	Jill III	"Buster" Hooper	KA
KA 69		Not issued	—
KA 70	Bennelong	R. Smith	KA
KA 71	Kobbee	J. Brown & R. W. Gould	KA
KA 72	Freezing Hot VII	W. K. Kopsen	KA
KA 73	Seventy-Three	R. R. Dickson	KA
KA 74	Oranui	J. S. Black	KA
KA 75	Archival	B. Bovill	KA
KA 76	Gitana	W. Watson	KA
KA 77	Alexia	K. Berkeley	D
KA 78	Mary Ellen	A. D. Miledge	KA
KA 79	Vanora	F. E. S. Carnachan	K
KA 80	Husselblud	J. T. Forehan	KA
KA 81	Athene	M. I. Cumming	KA
KA 82	Vogel	A. I. Balks	KA
KA 83	Telopea	L. Nordstrom	KA
KA 84	Good Intent	A. H. Meldrum	KA
KA 85	Sabra	N. A. Wilson	KA
KA 86	Sigrid	J. Brettingham-Moore	KA

Sail No.	Name of Soling	Name of Owner	LB
KA 87	Pooh Bear	J. Kumm	KA
KA 88	Robin III	J. Joseph Casey	KA
KA 89	Siskabab	R. Tasker	F
KA 90	Leo	John McL Taylor	KA
KA 91	Omega	J. A. Parker	KA
KA 92	Lorelei	E. Gamble	KA
KA 93	Patrice II	R. McDonald	KA
KA 94	Saga III	M. R. Wood	KA
KA 95	Taworri	N. Robins	KA
KA 96	Tooloomba	G. L. Bennett	KA
KA 97	Loke	F. D. Linacre	KA
KA 98	Trident	J. Backwell & Gardiner & Pizer	KA
KA 99	Terror	R. Terrett	KA
KA 100	Fine Wine	C. J. Hutton	KA
KA 101	Charlemagne	J. Beaumont	KA
KA 102	Syntax	R. Phillips	KA
KA 103	Carol Ann	W. J. Hollis	KA
KA 104	Polaris	I. Brackenridge & R. Chisholm	KA
KA 105	Black Hat	Harry Pickett	KA
KA 106	Scarlet Pimpernel	David Rudder	KA
KA 107	Anity	A. Spring	KA
KA 108	Revenge	A. J. Dunn	KA
KA 109	Silver Mist II	L. Allsop	D
KA 110	Nefertari	P. Jackson	KA
KA 111	Yaki Da	D. J. Mejk	KA
KA 112	Papillon	M. Ahern	KA
KA 113	Vitesse	L. R. Conell	KA
KA 114	Eve	P. K. Bryan	D
KA 115	Query	C. S. Rylie	D
KA 116	Atalanta	S. Lodge	KA
KA 117	Battle Axe VI	W. K. Kopsen	KA

KB – BERMUDA

Total of Soling numbers: 21, Solings certificated: 17

LBs: K 15 – KC 4 – N 1 – Not issued: 1

Address: Bermuda International Soling Association

Post Office Box 1171

Hamilton

Bermuda

National Officers

President E. Kirkland Cooper

Secretary Richard D. Butterfield

Sail No.	Name of Soling	Name of Owner	LB
KB 1	Yup Too	R. Mucklow	N
KB 2	Aloma	T. F. Cooper	K
KB 3	Winmil	D. Miller & N. Lewin	K
KB 4		S. A. Morlis	K
KB 5	Coquette II	N. B. Dill	K
KB 6	Elusive	B. O'Neill	K
KB 7	Alphida II	E. K. Cooper (Ex K 12)	K
KB 8	War Baby IV	Warren Brown	K
KB 9	Dawntreader	R. D. Butterfield	K
KB 10	Meteor	A. D. Kappel	K
KB 11	Tiger	D. Backeberg	K
KB 12	Obsession	Karl von Bieren	K
KB 13		Not issued	—
KB 14	Bin Gon	Sold in Canada 1971	K
KB 15	Zodiac	M. D. Miller	K
KB 16		Sold in Canada 1971	K
KB 17	Chuckleberry	C. Berry	KC
KB 18	Gladiator	C. W. Kempe	K
KB 19	Chinese Gybe	J. C. Leseur	KC
KB 20	Alphida III	E. K. Cooper	KC
KB 21	Superstar	R. C. Cooper	KC



KC - CANADA

Total of Soling numbers: 108, Solings certificated: 76
 LBs: D 1 - KC 106 - Not issued: 1

Address: Canadian International Soling Association
 Mrs. Rhoda Rosen
 12 Sandfield Road
 Willowdale, Ontario
 Canada
National Officers
 President C. H. Steinbach
 Treasurer D. J. Harris
 Secretary Mrs. Rhoda Rosen

Sail No.	Name of Soling	Name of Owner	LB
KC 1	ODDS'N	W. Abbott	KC
KC 2		in stock - Abbott's	KC
KC 3		David R. Smith	KC
KC 4		Paul C. Birnie	KC
KC 5		US Registry	KC
KC 6	Quest	G. A. Guptill	KC
KC 7		in stock - Abbott's	KC
KC 8		Harry Jones	KC
KC 9		Frank W. Callaghan	KC
KC 10		M. A. Taylor	KC
KC 11	Iles Of Bute	E. Orr	KC
KC 12	Dolly	D. L. Roy	KC
KC 13	Karelia	Edmark & Broks & Kravis	KC
KC 14	Typhoon	C. Baldwin	KC
KC 15		P. Evans	KC
KC 16	Cock Of The North	D. J. Morrison	KC
KC 17	Coranna	K. V. Gow	KC
KC 18	Chesga	John Vines	KC
KC 19		W. Spencer	KC
KC 20	Whistler	D. Booher	KC
KC 21		J. Essery	KC
KC 22	Harpoon	Douglas Currie	KC
KC 23	Ceol Na Mara	A. Y. McLean & R. Gilkie	KC
KC 24	Pied Piper	Robert Palmberg	KC
KC 25	Panacea	John Morch	KC
KC 26	Windhooker	C. H. Steinbach	KC
KC 27	Menis	John Munro	KC
KC 28		F. Ashworth	KC
KC 29		M. Simmonds	KC
KC 30		K. MacCulloch	KC
KC 31	Maverick	F. H. Wells	KC
KC 32	Solong	T. Vaughan-Jones	KC
KC 33		Jack Balmer	KC
KC 34	Chicanery	W. G. Burgess & A. Harrison	KC
KC 35	Roadrunner	Dave Miller	KC
KC 36		R. Rathburn	KC
KC 37		C. W. Jones	KC
KC 38	Force Eleven	Ivan Lavine	KC
KC 39	Ides et March	Jerome Conway	KC
KC 40	Bugaboo	H. Robins	KC
KC 41	Joss	N. Hubbard	KC
KC 42		D. L. Wilson	KC
KC 43		G. Lokash	KC
KC 44		V. Warren Solomon	KC
KC 45	Alegrias	Fr. Brodie	KC
KC 46		sold in U.S.A. (Ed. Henry)	KC
KC 47	Longbow	Peter J. Barber	KC
KC 48		sold in U.S.A.	KC
KC 49	Leprechon	F. M. Murphy	KC
KC 50	Soul	Mrs. Syd Rosen (Rhoda)	KC
KC 51	Andiamo	John Purdy & Yuill & Thompson	KC
KC 52	Trickson VII	N. W. Gooderham	KC
KC 53		Peter Cochrane	KC
KC 54		W. R. Morrison	KC
KC 55	Adroit	Roger Wilson & Cheney	KC
KC 56		J. R. Massey	KC
KC 57	Chance	Wm. Dickson & C. Maurice	KC
KC 58		C. G. Hickman	KC
KC 59		N. Fawcett	KC
KC 60	Grayling	Roger C. Palmer	KC
KC 61	Indecision	David V. Harris	KC
KC 62		Guy	KC
KC 63	Rainbow	R. G. Brodie	KC
KC 64		John Tinker	KC
KC 65		R. Herzig	KC

Sail No.	Name of Soling	Name of Owner	LB
KC 66		sold in Bermuda	KC
KC 67		John L. Holmes	KC
KC 68	Agnete	E. Poulson	KC
KC 69		Joel Walker	KC
KC 70	Lady Meg	J. E. Balmer	KC
KC 71	Solan	Ronald V. Maitland	KC
KC 72	HiJacker	Gerald Doris	KC
KC 73	Gray Ghost	V. P. Mellon	KC
KC 74		Gordon Fisher	KC
KC 75		Don Barnes	KC
KC 76		James Gardner	KC
KC 77	Sine	H. L. Walker	D
KC 78	Blandine	Wally Walsh	KC
KC 79	Papillon	M. Letourneau	KC
KC 80		James Hevey	KC
KC 81		C. E. Van Winckel, jr.	KC
KC 82		Not issued	-
KC 83	Jinn	F. H. Wells	KC
KC 84	Duck Soup	Dakin	KC
KC 85	Pisky	D. Nancarrow	KC
KC 86		Derek Crain	KC
KC 87		Donald Barnes	KC
KC 88	Elle Va	Paul Reeves	KC
KC 89		David Etlin	KC
KC 90		Andy & Meray Horwath	KC
KC 91	White Gold	Harry Roman	KC
KC 92	Esprit	Peter J. Nygaard	KC
KC 93	Vamp III	L. H. B. Hatherell	KC
KC 94		Gunter Busse	KC
KC 95		John Norton	KC
KC 96	Justus III	Tim Nelson	KC
KC 97	Terrestrial New World Cuckoo Two	Dave Miller	KC
KC 98		Ken Giles	KC
KC 99		Harry Jones	KC
KC 100	Bits'n Pieces	Abbott Boats	KC
KC 101	One-O-One	J. Snell	KC
KC 102		G. R. Letourneau	KC
KC 103		John Smart	KC
KC 104		Peter Mosher	KC
KC 105		D. L. Wilson	KC
KC 106		Q. B. Wahl	KC
KC 107		{L'Ecole De Voile Du Club}	KC
KC 108		{De Yacht De Quebec Inc.}	KC

KJ - JAMAICA

Total of Soling numbers: 3, Solings certificated: 0
 LBs: N 3

Address: Jamaica Yachting Association
 Mr. J. A. Blackwood
 Springfield on Sea
 Kingston 2
 Jamaica - West Indies

Sail No.	Name of Soling	Name of Owner	LB
KJ 1		Ray Muchlow	N
KJ 2		G. Ward Young	N
KJ 3		S. J. Burton	N

KR - RHODESIA

Total of Soling numbers: 1, Solings certificated: 0
 LBs: D 1

Address: Yachting Association of Rhodesia
 P. O. Box 8523 Causeway
 Rhodesia

Sail No.	Name of Soling	Name of Owner	LB
KR 1		A. G. Butler	D

KZ - NEW ZEALAND

Total of Soling numbers: 9, Solings certificated: 0
 LBs: KA 1 - KZ 5 - Not issued: 3

Address: New Zealand Soling Association
 Mr. Scott D. Palmer
 16 Aumoe Avenue
 Kohimarama
 Auckland 5, New Zealand

Sail No.	Name of Soling	Name of Owner	LB
KZ 1		J. Gillingham	KA
KZ 2		Hugh Poole	KZ
KZ 3		D. Colebrook	KZ
KZ 4		Not issued	—
KZ 5		Not issued	—
KZ 6		Not issued	—
KZ 7		W. Moyes	KZ
KZ 8		J. Scholes	KZ
KZ 9		I. Gibbs	KZ

L – FINLAND

Total of Soling numbers: 24, Solings certificated: 20

LBs: D 6 – K 1 – L 12 – N 2 – Not issued: 3

Address: Finnish Soling Association
Mr. Herman Thelén, (Chairman)
Kyösti Kallios Väg 4 A
00570 Helsingfors 57
Finland

Sail No.	Name of Soling	Name of Owner	LB
L 1	Anitra	Björn Sandelén	N
L 2		Sold in Sweden	L
L 3		Pauli Vatanen	N
L 4	Syling	Arne Blässar	L
L 5	Carmen	Vladimir Marschan	D
L 6	Zorbas	V.-P. Marttinen	L
L 7	Ar-Lii	W. Neovius & L. Svahn	L
L 8	Nina	Pauli Rähä	L
L 9		Not issued	—
L 10	Red Booster	T. & C. Gahnberg	L
L 11	Stress	Johan Carpelan	L
L 12		Not issued	—
L 13	Panetco	Patr. Andersson & Co.	L
L 14	Hattiwatti	Yrjö Wiherheimo	L
L 15	Twill IV	K. Reincke & K. Wrede	L
L 16	P. J. T.	P. Fazer & J. Salovaara & T. Tallberg	D
L 17	Me	Kari Hukkataival	D
L 18	Selma Sofie	Hans Groop	D
L 19		Not issued	—
L 20	Bahia	Herman Thelén	D
L 21	Sol-Ingá	Ulf Kyntzell	K
L 22	Stress	Peter & Johan Tallberg	L
L 23	Nanne	OY Veneva AB	L
L 24	Ca-Ro VIII	Robert Jansson	D

M – HUNGARIA

Total of Soling numbers: 2, Solings certificated: 0

LBs: M 2

Address: Hungarian Yachting Association
Rosenberg, H. Utca 1
Budapest V
Hungary

Sail No.	Name of Soling	Name of Owner	LB
M 1		Hungarian Shipyard & Crane	M
M 2		Hungarian Shipyard & Crane	M

MX – MEXICO

Total of Soling numbers: 4, Solings certificated: 3

LBs: K 3 – US 1

Address: Association Soling de Mexico
Av. De la Aguada 9
Apartado 58
Acapulco, GRO
Mexico
President José de la Vega LI.

Sail No.	Name of Soling	Name of Owner	LB
MX 1	Carajá	José de la Vega	K
MX 2	Manuia	Guillermo Hudson & E. Lavander	K
MX 3	Otapan	Jorge Escalante	K
MX 4	Barquita	Enrique Baun	US

N – NORWAY

Total of Soling numbers: 80, Solings certificated: 46

LBs: D 8 – K 2 – KA 1 – N 68 – Not issued: 1

Address: Norwegian Soling Association
Mr. Thor Føyen
Tordenskjoldsgate 1
Oslo 1
Norway

National Officers

Chairman Rudolf Ugelstad
Treasurer Reidar Andersen
Secretary Thor Føyen
Member Jan H. Linge

Sail No.	Name of Soling	Name of Owner	LB
N 1	Darling	Jan H. Linge	N
N 2		Alf Kvamsøe	N
N 3	Consoling	Sverre Olsen	N
N 4		Sold in Sweden (S 17)	N
N 5		Ivar Tandberg	N
N 6	Tedden	Johan Troye	N
N 7		Sold in U.S.A.	N
N 8		Jens C. Hagen	N
N 9	Après Vous III	N. Øhre Nilsen	N
N 10	Chatzy	Morten Helsing	N
N 11	Aquarius	B. Gran Jensen	N
N 12		Leon Vogels	N
N 13	Skaal	Hans Strelin	N
N 14		J. O. Johnson	N
N 15		Not issued	—
N 16		H. T. Evensen	N
N 17	Gregar	Gregard Heje	N
N 18	Toy II	Carsten Durban	N
N 19	Krill III	Odd M. Jacobsen	N
N 20	Patrio	Jens Dietrichson	N
N 21	Tjueett	T. P. Ambjørnsen	N
N 22	Tobo	Tor Løken	N
N 23		Peder Anker	N
N 24		Einar Riis	N
N 25		Lasse Phil-Johannesen	N
N 26	Duett	Wollert Holst	N
N 27	Eiskling	Are Thjømøe	N
N 28	Sperm III	Peder Melsom jr.	N
N 29	Askeladden IV	Gun Pettersen	N
N 30	Finness	Finn Stephansen-Smith	N
N 31		A. Finn Hansen	N
N 32	Amigo II	Mette Terland	N
N 33	Era II	Erling S. Lorentzen	N
N 34	Mosquito VIII	Christian Anker	N
N 35	Maraya	Helge Myrvold	N
N 36	Balder	Frederik Horn	N
N 37	Albertine III	Morten Lindvik	N
N 38		Brdr. Höydahl	N
N 39	Fram V	H. K. H. Kronprins Harald	N
N 40	Bliss	Peter J. Sørensen	N
N 41	Ischias	Carsten Andersen jr.	KA
N 42	Queeny	Karsten Pedersen	N
N 43		G. Høstmark	N
N 44		Torleif Kronstad	N
N 45		Wollert Holst	N
N 46		Nordahl Wallem	N
N 47	Virru	V. Sten Edvardsen	N
N 48	Anco	Sagatiltak A/S	N
N 49		Not issued	—
N 50	Sønnavind	Rudolf Ugelstad	K
N 51		Teddy Sommerschild	K
N 52	Balooba	Rolf Hellerud	N
N 53	Langfoed jr.	Einar Koefoed	D
N 54	Vivo XI	Ole Hartner	D
N 55	Skrulling	Kalle Neergaard	D
N 56	Crazy VII	John Johnsen	D
N 57		Ola Johannessen	D
N 58	Aprilis	Terje Olsson	N
N 59		Ornulf Christensen	N
N 60	Svanen	Ole S. Christensen	N
N 61		Ole Dahl	N
N 62		Björn Tønnevoid	N
N 63		Christen Toft	N
N 64		Jens Marcussen	N

Sail No.	Name of Soling	Name of Owner	LB
N 65	Sidsef	Leif Gromstad	N
N 66	Sexy	Kjell Haslev	N
N 67		Jan Eilertsen	N
N 68		Elling Jorksen	N
N 69	Krill IV	Odd M. Jacobsen	D
N 70		Jacob Kielland	N
N 71		Endre Rösjö	N
N 72		Wilh. Wexels jr.	N
N 73		Svein Ivarsson	N
N 74		Nils O. Holmen	N
N 75	Norling	Soling Yachts A/S	N
N 76	Fram VI	H.K.H. kronprins Harald	N
N 77		Wilh. Wexels sen.	N
N 78		Roy Hjertö	N
N 79		Kalle Neergaard	D
N 80		Christian Anker	D

OE — AUSTRIA

Total of Soling numbers: 26, Solings certificated: 7

LBs: D 2 — G 1 — K 2 — N 2 — Z 13

LBs unknown: 6

Address: Austrian Soling Association
Mr. Peter Denzel
A-1060 Vienna
Gumpendorferstrasse 19
Austria

Sail No.	Name of Soling	Name of Owner	LB
OE 1	Flipper	Segelschule Steininger Nussdorf	N
OE 2	Baladin	Fred Schaschl	Z
OE 3	Opa	Rupert Engl	Z
OE 4	Bramhosen	Walter Hofwimmer	Z
OE 5	Playboy II	Ing. Hutter/VOS	Z
OE 6	Jutta II	Georg Auteried	K
OE 7	Evita	Carl Auteried	K
OE 8	Mandarin	Christian Beurle	Z
OE 9	Hexl	Ernst Frauscher	Z
OE 10	Shangri-lá	Helmut Reischer	Z
OE 11	Ginger	Kurt Perwolf	Z
OE 12	Ilse II	Ilse Steinwald	Z
OE 13	Orion	Hans Tod	Z
OE 14		Ernst Piech	G
OE 15	Mascotte	Friedl Haas	Z
OE 16	Hermes	Leopold Amort	Z
OE 17	Unda	Johann Kapsamer	Z
OE 18	Baladin	Denzel & Strohschneider	D
OE 19		H. Moser	N
OE 20		Lehner	-
OE 21		Sintschnig	D
OE 22		Stangl	-
OE 23		Frauscher	-
OE 24		V. Schreiber	-
OE 25		K. Perwolf	-
OE 26	Forelle	Ewald Schmidberger	-

P — PORTUGAL

Total of Soling numbers: 1, Solings certificated: 0

LBs: K 1

Address: Mr. J. M. Tito
Avenida Fontes Pereira de Melo
14 Lisboa
Portugal

Sail No.	Name of Soling	Name of Owner	LB
P 1		F. T. Hauer	K

PH — PHILIPPINES

Total of Soling numbers: 1, Solings certificated: 0,

LB: 1

Address: Luis Ma. Guerrero, Secretary, Philippine
Yachting Association,
P. O. Box 327, Commercial Center
Post Office, Makati,
Philippines

Sail No.	Name of Soling	Name of Owner	LB
PH 1	Diwata	Mario Almakio	D

PK — PAKISTAN

Total of Soling numbers: 2, Solings certificated: 2

LBs: N 2

Address: Pakistan Yachting Association
Mr. P. N. Dockyard
Fleet Mail Office
Karachi
Pakistan

Sail No.	Name of Soling	Name of Owner	LB
PK 1	Nilofar	Pakistan Navy	N
PK 2	Feroza	Pakistan Navy	N

PR — PUERTO RICO

Total of Soling numbers: 1, Solings certificated: 1

LBs: K 1

Address: Mr. Donald R. Meyers DMD
Suite 309, 1st Federal Bldg.
Ponce de Lecon Ave.
Santurce, P.R. 00909
Puerto Rico

Sail No.	Name of Soling	Name of Owner	LB
PR 1	Brahmin	Donald R. Meyers DMD	K

PZ — POLAND

Total of Soling numbers: 1, Solings certificated: 1

LB: N 1

Address: Polski Zwiasek Zeglarski
Warszawa
Chocimska 14
Polen

Sail No.	Name of Soling	Name of Owner	LB
PZ 1	Pampero	Polish Yachting Association	N

S — SWEDEN

Total of Soling numbers: 96, Solings certificated: 64

LBs: D 10 — F 12 — K 10 — L 9 — N 52 — Z 1 — Not issued: 1

LB unknown: 1

Address: Swedish Soling Association
Box 22114
104 22 Stockholm
Sweden

National Officers
Chairman Tom Nyström
Vice Chairman J. E. Johnson
Treasurer Karl Falk
Secretary Lars Swahn
Member Bengt Sjösten

Sail No.	Name of Soling	Name of Owner	LB
S 1		H. R. H. Crownprince Carl-Gustav	N
S 2		Anders Jarborn	N
S 3	Utopi	Lennart Hellman	N
S 4		Jan Erik Berglöv	N
S 5	Charade	Jan Tillman	N
S 6		Not issued	-
S 7	Julita IV	Rutgersson & G. Borg	N
S 8		Gert Kaiser	N
S 9	Madeleine	Stig von Bahr	N
S 10	Nike	Jerry Hellström	N
S 11		P. G. Axdal	N
S 12	Farouche	Bengt Odeén	N
S 13		Ulla Ahrenberg	N
S 14	Linda	Lennart Eriksson	N
S 15	Jo-Jo X	Ulf Nyström	N
S 16	Bertha III	Berth Höjer	N
S 17		Herbert Reinhold	N
S 18	Julie	K. A. Sherman	F
S 19	Miona	Sven Englund	K
S 20	Bjommy	Lars Anders Molin	N
S 21	Janett	Olle Kinch	N
S 22	Cumling	Nils Skaar	N
S 23		Leif Ullström	N
S 24		Håkan Rundqvist	N
S 25		Torkel Fuhre	N
S 26	Söling	Per Rollby	F

Sail No.	Name of Soling	Name of Owner	LB
S 27	Solita	Mats Gustavsson	N
S 28		Lars Andersson	N
S 29	Barbe-Bleue	Bernt Olsson	N
S 30	Vita Nova	Curt Arremark	N
S 31	Scandal Beauty	Lars Gösta Gärrenstad	N
S 32	Reginette	Carl-Åke Stålvant	K
S 33	Hast II	Hans Sverring	N
S 34	Spunk	Per Seldén	N
S 35	Kärlek III	Peter Samuelsson	N
S 36		Jan Wallenberg	N
S 37	Sixpence	Rune Nilsson	N
S 38	Kuling	Lennart Roslund	N
S 39	Amulette	Karl R. Ameln	F
S 40		Sune Molin	N
S 41	Amorina	Christer Salén	F
S 42	Salut	Sven Hampus Salén	F
S 43		Peter Lindeberg	N
S 44	Amoress	Lars Andersson	N
S 45		Solna Marin	F
S 46		Sold in U.S.A.	F
S 47		Adam Backström	F
S 48		Gösta Svensson	F
S 49	Smiling	Erik Nyström	N
S 50	Fantast	Lennart Ahnme	F
S 51	Wasa	Brdr. Sundelin	L
S 52		Returned to LB	-
S 53	Lill-Yra	Sture Åqvist	L
S 54	Aabrendland	Kjell Åslund	N
S 55	Aquarius	Anders Jaeger	Z
S 56	Solsting	Bertil Lapidus	L
S 57	Finnteam	A. von Gruenewaldt	L
S 58	Chris	Kristoffer Anders	K
S 59		Lars Petter Wählin	K
S 60	Lorna	Johan Lindqvist	K
S 61	Fantasi	Lars Wiklund	K
S 62	Splice	Lars Lantz	N
S 63	Glam III	Arne Bergbrant	N
S 64	Sha-Sha	Bengt Sjösten	D
S 65	Blott XII	Stig Wennerström	D
S 66	Humbug IX	Pelle Pettersson	K
S 67	Nemphis	Tom Mellkvist	L
S 68	Zeke Varg	Kjell Andersson & Karlsson	K
S 69	Red Baron	John Svalander	N
S 70	Snorkfröken	Björn & Staffan Eklund	L
S 71	Aurora	Erik Fromell	L
S 72	La Bamba	Per Westlund	N
S 73		Sigvard Jarvin	N
S 74	Philipin	Gunnar Philipson	F
S 75	Sjafemman	Mats Nyström	L
S 76	Lotte	Bertil Antonsson	N
S 77	Chapman	P. & M. Davidsson	D
S 78	Molin-Gee	Ralph Mohlin	N
S 79	Blue Shark	Per Lindberg	N
S 80	Plebb IV	Thomas Wrände	N
S 81	Rakel	Ola Frederiksson	F
S 82	Amigo	Claes-Göran Borg	N
S 83	Aqua Perla	Berndt Prähl	D
S 84	Salting III	Anders Gunnarsson	L
S 85	Sundance	Lars Swahn	D
S 86		John Mattson	N
S 87	Niesse	Bo Åhnebrink	N
S 88	Jo-Jo XI	Tom Nyström	D
S 89		Ingvar Jönsson	K
S 90	Solong	Carl-Gustav Pihl	D
S 91	Humbug	Pelle Pettersson	D
S 92	Ingela	Jaan Suurkula	K
S 93	N N	Jan Olov Olsson	N
S 94	Kim IV	Kurt Blomgren	D
S 95	Mitzi	Lars Strömberg	N
S 96	Solita	Håkan Kellner	D

SA – SOUTH AFRICA

Total of Soling numbers: 15, Solings certificated: 14
 LBs: K 9 – SA 6
 Address: South African Soling Association
 Post Office Box 2224
 Durban
 Republic of South Africa

Secretary and Treasurer D. J. Holiburton

Sail No.	Name of Soling	Name of Owner	LB
SA 1	Solitaire	C. B. McCurrach	K
SA 2	Apollo	J. H. Salamon	K
SA 3	Jade	G. L. Reynolds	K
SA 4	Solution	R. C. Walker	K
SA 5	Salamander	Michael Johnson	K
SA 6	Solace	M. J. Carrick	K
SA 7	Solenta	W. L. Hancock	K
SA 8	Solitude	John W. Gray	K
SA 9	Solan	D. J. Haliburton	K
SA 10	Nautilus	Nautilus Yachts Ltd.	SA
SA 11	Sol	D. N. Stuart	SA
SA 12	Aquila	D. N. J. Walton	SA
SA 13	Solecism	H. A. Campbell	SA
SA 14	Argonaut	I. Haggie	SA
SA 15		J. Van Nimwegen	SA

SR – U.S.S.R.

Total of Soling numbers: 5, Solings certificated: 5
 LBs: D 3 – N 2
 Address: U.S.S.R. Yacht Racing Federation
 Mr. I. Lavrov
 Moscow 69
 Skaternyi, Pereulok 4
 U.S.S.R.

Sail No.	Name of Soling	Name of Owner	LB
SR 1	Aikhail	USSR Yacht Racing Association	N
SR 2		USSR Yacht Racing Association	N
SR 3	Makumba	Yacht Club Kalev	D
SR 4	Variag	Yacht Club CVSK	D
SR 5	Admiral	Yacht Club Zenith	D

TH – THAILAND

Total of Soling numbers: 2, Solings certificated: 0
 LBs: D 2
 Address: Yacht Racing Association of Thailand
 11/1 Soi 30 Sukumvit Road
 Bangkok
 Thailand

Sail No.	Name of Soling	Name of Owner	LB
TH 1		Supridi Sribhadung	D
TH 2		Supridi Sribhadung	D

US – U.S.A.

Total of Soling numbers: 583, Solings certificated: 395
 LBs: D 17 – F 27 – K 15 – KA 8 – KC 216 – L 1 – N 56 – US 191 –
 USA 26 – USB 22 – USC 1 – Z 2 – Not issued: 1

Address: United States Soling Association
 Mr. Terry Bischoff
 P.O. Box 185
 Hartland, Wisconsin 53029
 U.S.A.

National Officers

President Ben Mitchell

Vice President Bruce Lee

Secretary Geo. C. Francisco, III

Treasurer John Wright

Administrative Secretary Terrance G. Bischoff

Past President John H. Van Dyke



U.S. Soling Association

Regional Vice Presidents

Atlantic Coast —
David S. Patterson, V.P.
1 Chase Manhattan Plaza, 55th Fl.
New York, New York 10005

Midwest
Richard Stearns
2243 North Elston Avenue
Chicago, Illinois 60614

West Coast
Dr. Bruce Peachey, V.P.
2684 Fourth Avenue
San Diego, California 92103

Northwest
Dr. Maurice Ratray, Jr., V.P.
1315 Lexington Way, East
Seattle, Washington 98102

Southwest
Geo. C. Francisco, III
Capital National Bank Building
21st Floor
Houston, Texas 77002

Southeast
John Colucci
Suite 101 A
3535 Hiawatha Avenue
Miami, Florida 33133

1972 U.S. SOLING FLEET CAPTAINS

Fleet	Name of Soling	Name of Owner	LB
1	George Francisco, III Capital National Bank Building 21st Floor Houston, Texas 77002	17 Walter Springstead 3345 Curtis Street San Diego, California 92103	US
3	W. S. Beane P. O. Box 6 Wilmington, North Carolina 28401	18 Dr. Willard Standiford 415 Westside Boulevard Baltimore, Maryland 21228	US
4	Leon McIntyre 2374 Yale Avenue, South Seattle, Washington 98102	19 Ed. B. Henry, Jr. 961 South Brys Drive Grosse Point Woods, Michigan 48236	US
5	Bob McNeil P.O.Box 4368 Irvine, California 92664	20 Gordon Murphy P. O. Box 119 Fairport, New York 14450	US
6	John Dane, III 6013 Benjamin Street New Orleans, Louisiana 70118	21 Elmer Walsh 2225 Kenliworth Avenue Wilmette, Illinois 60091	US
7	James Lindsey 627 Valle Vista Avenue Oakland, California 94610	22 Narragansett Bay —	US
8	Ernest J. Phillip 324 East Wisconsin Avenue Milwaukee, Wisconsin 53202	23 Donald Cohan 7002 Wissahickon Philadelphia, Pennsylvania 19119	US
9	John C. Meleny 30 Brace Terrace Dobbs Ferry, New York 10522	24 John G. Schneberger, Jr. 2800 Lake Shore Drive Chicago, Illinois 60657	US
10	Robert E. Scherr 21 Delwood Lane Greenwich, Connecticut 06830	25 Dick Enersen 1215 - 24th Avenue, East Seattle, Washington 98102	US
11	William Pattison 47 Gregory Street Marblehead, Massachusetts 01945	26 Peter Vennema 72 Huntley Drive Houston, Texas 77027	US
12	Roger Welsh 1101 Marian Lane Newport Beach, California 92660	27 William D. Conolly 7201 Southwest 45th Court Miami, Florida 33143	US
13	Edson Price 1122 - 18th Street Santa Monica, California 90403	28 William Woolford 1925 Cedar Spring Dallas, Texas 75201	US
14	Charles Thomsen 7 Vine Road Larchmont, New York 10538	29 Arthur Sanson, Jr. P. O. Box 3668 Bahai Mar Station Fort Lauderdale, Florida 33316	US
15	Ed Jennings Cedar Road Southport, Connecticut 06490	30 Tor B. Arneberg 110 Nearwater Lane Darien, Connecticut 06820	US
16	Perry Neff 20 Pine Street New York, New York 10015	31 Richard Norstrom 2164 Kalia Road Honolulu, Hawaii 96815	US
		32 Walter E. Blum 21 Brook Lane Great Neck, New York 11023	US

Sail No.	Name of Soling	Name of Owner	LB
US 7		Robert J. Powell	N
US 8		W. S. R. Beane	N
US 9	Cloud IX	Ron White	N
US 10		Knowles Bittman	N
US 11		Read Ruggles	N
US 12	Pupdog	Williard Standiford	N
US 13		Sailing Symposium	N
US 14	Chip	Fred Munk	N
US 15		Sailing Symposium	N
US 16	Promesas	Sue Ann Shay	N
US 17	Shadowfax	Jerry Derryberry	US
US 18		P. A. Gaechter	US
US 19	Next Year	Gilbert McKenzie	US
US 20	Streak	George C. Francisco III	N
US 21		B. H. Dirman	US
US 22		Thomas H. Wright	US
US 23		Jorge Mantilla	US
US 24	Twist O'Lemon	John Wright	US
US 25	DU	William Fields	US
US 26	Poch	Gil Bautell	US
US 27		Bill Wingard	US
US 28	Flare	Bill Booth	US
US 29		Jack Friedman	US
US 30		Martin Blutworth	US
US 31	Sea Train	Mark Hullings	N
US 32	Bandit III	Martin Blutworth	US
US 33	Tabasco	Albert Fay	N
US 34		W. G. Wofford	N
US 35	Zelda	Robert Mosbacher	N
US 36	Hornet	Charles Milby	N
US 37	Skol	Douglas Johnston	N
US 38	Spy	Ernie Fay	N
US 39	Peril	Frank Howard	N
US 40	Kahuna	Richard Wood	N
US 41	Loki	Peter Meyer	N
US 42	Shu	Nelson Steenland	N
US 43	Mary Lee	Albert Cruitcher	N
US 44	Spark	Lawrence Kelley	N
US 45	Cotinga	Bill Fouk	US
US 46	Flying Fox	Richard Fox	US
US 47	Stinger	Richard Walsh	US
US 48	Nebulous	Wm. E. Hegarty	US
US 49		Condemned 1970	
US 50	Spray VIII	Elmer M. Walsh	US
US 51	Amadis	Leon McIntyre	US
US 52	Prisa	Bill Hoagland, jr.	US
US 53		Hans Kronanwalter	US
US 54		Lyle Asplin	US
US 55	Skookum	Donald E. Hillman	US
US 56	Rocinante	David Fox	US
US 57	Isle De Fleur	Don Bever	KC
US 58	Allegro	Paul de Napoli	KC
US 59		Roger Lindemann	US
US 60		Merritt Adamson	US
US 61	Red Devil	Charles Ullman	US
US 62		John Parsons	US
US 63	Judy Tomorrow	Manning Grinnan	N
US 64	Wasp	Kelly D. Williams	US
US 65	Sir Tom	Thornton Thomas	US
US 66		Bruce Hacker	K
US 67		Edmund Dubois	K
US 68	Bellwether	Tom Pichard	US
US 69	Hero	H. W. Sturges, jr.	US
US 70		Herb Riley	US
US 71	Psyched Out	G. Mead Wyman	KC
US 72	Epee	Frank Jewitt	KC
US 73	Aspars	Dick Griffith, jr.	US
US 74	En Passant	Warwick Tompkins	US
US 75	Paper Tiger	Tom Burgess	US
US 76	Pretty Maiden	Richard Harbat	US
US 77	Blade	James L. Jones	US
US 78	Sea Date	Barney Flam	US
US 79	Charisma	Andy Zimbaldi	US
US 80	Greyhound	Burke Sawyer	US
US 81	Lumahai	Bob McNeil	US
US 82		Justin Slaff	US
US 83	Atom	Richard Brewer	US
US 84		Jack Jensen	US

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 85	Scramble	Abe & Mimi Adler	US	US 163	Aldebarch	Richard Enerson	US
US 86	All Out	Robert Burns	US	US 164	Rosemary's Baby	Dave Nielsen	US
US 87	Green Flash	E. Ben Mitchell	US	US 165	Numero Uno	Eiton Ballas	US
US 88		Wayne J. Austero	US	US 166		Douglas Giddings	KC
US 89	Little Leaguer	Peter Packham	US	US 167	Dingo	James Schoonmaker	N
US 90	Jackie-Diane	Daniel Kileen	US	US 168	Nooner	Gerald Rumsey	US
US 91	Follow Me II	Joe Ellis	US	US 169	Ripped Again	Howard Canfield	US
US 92		George Suman	US	US 170	Shah Mate	Merton Haynes	US
US 93	Soling	Kent Russell	US	US 171	Grey Fox	James Peachey	KC
US 94	Liquid Electricity	Brian Wertheimer	US	US 172	Jojo	Don R. Stewart	KC
US 95	Quest	John Albertson	US	US 173	Blackhawk	John Schneberger	US
US 96	Jezebel	Harvey Colomb	US	US 174		Thaddeus Kostrubala	US
US 97	Sexpot V	Jack Simmons	US	US 175	O Sole Mio	Terry Cecero	KC
US 98	Scamper	Bruce Macleod	US	US 176		Robert Searles	US
US 99		Paul Schreck	US	US 177	Peregrine	Charles M. Huguley	US
US 100		Merc Tenser	KC	US 178		Milford Boat Works	US
US 101		Lyle Cain	KC	US 179	Blue Skies	Gordon Lindemann	US
US 102	Fugative II	Warren Parker	KC	US 180	Whim	Richard Dobroth	KC
US 103	Venture	Charles Benton	KC	US 181	Hudris	Craig Rowley	US
US 104	Arf	Bob Fischer	KC	US 182	Alan II	William Maul	US
US 105	Blue Fin	Corwine Vansant	KC	US 183	Buttercup	Stephen Sobotka	US
US 106		Wade Hill	KC	US 184		Roger Hefferan	US
US 107		H. I. Covey	KC	US 185		Asher	US
US 108	Xanadu	William Wykoff	KC	US 186	Lilly Legs	Arthur A. Briggs	US
US 109		Shumway Marine	KC	US 187	Nimble	A. B. Starratt	US
US 110	Julie	Tom Finegan	KC	US 188		James B. Shirreff	US
US 111		William Schoendorf	KC	US 189	Louisa	Charles Kamps	US
US 112		John E. Jacobs	KC	US 190	Dark Horse	Tom Olson	US
US 113		Kenneth Lloyds	KC	US 191	Kaija	Vincent Berzins	KC
US 114		Morehead Stack	KC	US 192	Eagle	Jerry Chambers	KC
US 115		Kenneth Sprunt	KC	US 193	Bontoc III	Charles Packer	KC
US 116	Si	Per Lorentzen	N	US 194	Gigi	R. G. Haysson	KC
US 117		George Storrs	KC	US 195	Moly B	Charles Strassman	KC
US 118		Arthur M. Sanson	KC	US 196	Aquarius	Charles Watts	KC
US 119		Richard Brown	KC	US 197	Tonic	Robert B. Haines	US
US 120		Mark Maurer	KC	US 198	Sassafras	Northam Warren	US
US 121		Robert Woolsey	KC	US 199	Queen Mab	John A. Grehan	US
US 122		Reed Bryant III	KC	US 200	Bacalso	Sea Scouts of America	US
US 123	Jay Bird	John Pettit	KC	US 201		Michael Mainvella	US
US 124		John Payne	KC	US 202	Blitz Krieg	William Pattison	US
US 125		Fred Guardabassi	KC	US 203		Gordon Britton	US
US 126		Peter Grimm	KC	US 204	Fred	John Heinrich	US
US 127		David MacLachlan	KC	US 205	MK II	Elliott Woodhull	US
US 128	Checkmate	Mead Montgomery	KC	US 206		James K. Wright	US
US 129	Shegafeja	Jack Vilas	KC	US 207	Dueling	Mrs. Helen Ingerson	US
US 130	Domino	Lanny Coon	KC	US 208	Djupe	Peter Seiffert	US
US 131	Dictynna	Henry Muller	KC	US 209		William Garapick	KC
US 132	Incredible	Robert T. Stine	US	US 210	Cool	Norman Kern	KC
US 133	Calhalot	Dennis Dixon	US	US 211		T. P. Dougan	KC
US 134	Vamos	Emily Clark	US	US 212		T. D. Ward	KC
US 135	Missile	J. R. Whittmore	US	US 213	Sunshine	Richard Bewley	US
US 136	Rumor	John Hersey	US	US 214		Dion's Boat Yard	US
US 137	VA-t-elle	Peter R. Brock	US	US 215		Arthur A. Tanner	US
US 138	Sirenuse	Wm. G. Luke, jr.	US	US 216		Frank B. Aubert	US
US 139	New Moon	Franklin D. Roosevelt	US	US 217	Gosling	Ole Skaanup	US
US 140		Dielle Fleischman	US	US 218	Tiger III	Mark Powley	US
US 141		Robert Love	US	US 219		Peter Kinechek	US
US 142	Saints Quest	H. Franklin Bloomer, jr.	US	US 220	Nike	J. M. Thornbery	KC
US 143	Vanske	Cortland Ames	US	US 221		Frank McCarthy	KC
US 144	Kjôle Bad	John C. Kelley III	US	US 222		Ralph de Loach	US
US 145	Cutlass	Martha's Vineyard S/Y	US	US 223	Warlock	John J. Swigart	KC
US 146	Gaucha	Wm. Burnett	KC	US 224		Norm Walker	KC
US 147	Bonzer Baby	Ken Young	US	US 225	Pandora	T. Roche-Douglas Bowring	KC
US 148	Hari Kari	W. H. Slaght	KC	US 226		Robert Taylor	KC
US 149	Orion	James Krebs	KC	US 227	Dolphin	Bruce Lee	KC
US 150	Feather	J. Kenneth Baxter, jr.	KC	US 228	Callisto	Lindsey Hewitt	KC
US 151	Fancy Free	Lowell Smith	KC	US 229		Island Yachts	KC
US 152	Puma	H. Brown Baldwin	KC	US 230	Ump	David Sharpnack	KC
US 153	Fast Buck	Tom Vance	US	US 231		John C. Berry Co.	KC
US 154		Robert T. Jones	US	US 232	Sunnanbula	James Coggan	KC
US 155	Ante Mame	F. Dike Mason	KC	US 233		Tom Allen	KC
US 156	Ghoster	Hal Drake	KC	US 234		Allen Boat Co.	KC
US 157		Henry Bonnar	US	US 235	Help	Forbes Wilson	US
US 158		Garrett P. Smith	KC	US 236		A. C. Gay Shipyard	US
US 159	Hai Karati	William Jbs. jr.	KC	US 237		James A. Hayes	US
US 160	Teal	Reichert Kahle	KC	US 238	Beowolf	Julian Sayers	US
US 161	Wuicksilver	T. Schenidau	KC	US 239		Marsh Boat Sales	US
US 162		Robert Coe	US	US 240	Checkmate	Warren A. Swanson	US

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 241		Mrs. Paul Vignos Jr.	K	US 319	Satisfaction	James Miller	KC
US 242		E. H. Swanson	K	US 320	Thunder	Charles Blank	KC
US 243	Ohm	Walter E. Blum	K	US 321		W. E. Christie	US
US 244	Theme	Edward Adler	K	US 322	Jude	Carroll Beek	N
US 245		David Patterson	K	US 323	Sunflower	Chas. Smythe jr.	US
US 246		Edward T. Krumeich	K	US 324		Paul Miller	KA
US 247		Stephen DeGot	K	US 325	Schuss	Bruce Armstrong	KA
US 248		Alan Cassingham	K	US 326	Jalapeno	A. Vennema	K
US 249	Goldilocks	Al Castle	K	US 327		Harry Sindle	F
US 250		Robert V. George	US	US 328		Walter Crump	F
US 251	Good News	John Kolius	N	US 329	Day Tripper	Mike Feldman	F
US 252	Larm	John Meyers	US	US 330		Sailboats Inc.	F
US 253		A. M. Phelan	US	US 331		Selim Rahme	F
US 254		Andrew Van Hirsch	US	US 332		Sailboats Inc.	F
US 255		Arnold C. Gay Boatyard	US	US 333	Coleen	Mrs. Arthur McCashin	US
US 256		Arnold C. Gay Boatyard	US	US 334		Martin Gleich	F
US 257	Little Girl	Arnold C. Gay Boatyard	US	US 335		Walet Yacht Sales	F
US 258	Omega	John A. Kennedy	US	US 336		Walet Yacht Sales	F
US 259	Aquarius	Robert Larsen	US	US 337		Walet Yacht Sales	F
US 260	Traveller	Samuel Warrier	KC	US 338		Eugene Walet	F
US 261		John Greene	US	US 339		Bud Olsen	F
US 262	Jackpot	Stan Van Vliet	US	US 340		V. I. Maitland	F
US 263		Jury Savycky	US	US 341		George Sumner	F
US 264	Chances Are	W. McComb Dunwoody	US	US 342	Teal	Perry Neff	F
US 265	Red Eye	Tim Hogan	US	US 343	Melide III	Paul Fink	KC
US 266	Plastrend	Arthur Knox	US	US 344		NewPort Yacht Sails	US
US 267	Quickdraw	Duncan McIntosh	US	US 345		Glen Stokdyk	US
US 268		Marina Sailboats	US	US 346		Eastern Shore Yacht Sales	US
US 269		E. G. Wilcox, jr.	US	US 347		P. James Roosevelt	US
US 270		Northport Boatyard	US	US 348		Louc & Co.	US
US 271		Stanley Darrow	KC	US 349	Playboy	John Wolcot	US
US 272		Horace Marwin jr.	KC	US 350		Larry Glenn	US
US 273	Marigold	Edward A. Jennings	KC	US 351		Tom Wheeler Yacht Sales	US
US 274	Auloa IV	Harry Walker	KC	US 352		Tom Wheeler Yacht Sales	US
US 275	Gurnet	William Croughwell	KC	US 353		Walt Sherman	US
US 276	Resistance	William Kueffner	KC	US 354		Stan Miller Sailboats	KC
US 277	Osprey	Timothy Clark	KC	US 355	Gentle Ben	Ben Gage	KC
US 278		Robert Scherr	KC	US 356		Wm. Freudenstein III	N
US 279	Elysium	Christopher Meleney	KC	US 357	Forty Niner	Ernest Gooding	KC
US 280		Robert Logan jr.	KC	US 358	Rub a Dub Dub	Edward Klein	KC
US 281		Stan Miller Sailboats	KC	US 359		Steve Colgate	KC
US 282	Saki	Marice Ringenbach	KC	US 360		Lawrence D. True	US
US 283		Sailing Dynamics	F	US 361		Burr Brothers Boats	KC
US 284		Jack Wood	US	US 362		Louv & Co.	KC
US 285		Thomas Hardware	US	US 363		John C. Meleny	KC
US 286		Jack Denis	US	US 364	Whimsey	Donald S. Cohan	US
US 287		Thomas Hardware	US	US 365		A. H. Denis	US
US 288		Martha's Vineyard Shipyard	KC	US 366	Vamonos	Barton Jahncke	US
US 289	Avanti	John B. O'Toole III	KC	US 367	Sea Gull	M. W. McKenzie	US
US 290	Dine-A-Ling	Sailboat Headquarters	KC	US 368	Chickenship	Earl Elms	US
US 291	Sunny	George Davis	KC	US 369	Nomad	Malcolm McKay	KC
US 292	Climax	Andrew Kennedy	KC	US 370	Freyja	Lloyd Mahone	KC
US 293		Butte Yacht Sails	US	US 371	Yellow	Val P. Farrell	US
US 294	Jubilee	Ed Ulrich	KC	US 372	Norsk Oske	Carl Eichenlaub jr.	US
US 295	Blue Bird	Gordon Burgess	KC	US 373	Viking	Bernh. R. Wahl-Gordon Murphy	US
US 296	Turnadot	Maurice Rattray, jr.	KC	US 374	Scrimshaw	Eugene J. Faust	US
US 297	Ragamuffin	Bill Polly	KC	US 375	White Wings	Wilmot V. Castle jr.	US
US 298		John J. Freiburger	US	US 376		James L. Robfogel	US
US 299		David Hooks	US	US 377	Sun	A.B. & J.B. Potter	US
US 300	Bea	P. E. Haggerty	US	US 378	Argo	C. R. Walters jr.	KC
US 301		M. V. Allen jr.	N	US 379	Big Splurge	Dean Mathews	US
US 302		Justin McCarthy	US	US 380		Wm. L. Hughes	US
US 303		William Frates	US	US 381		Robert Ryskiewicz	KC
US 304	Sundance Ltd.	Edwin Meserve	US	US 382		R. A. Sandmark	KC
US 305		Robert A. Mosbacher	N	US 383	Abacus	Mike Minietta	Z
US 306		James G. Ulmer	N	US 384		Jack Kelly	KA
US 307	Yankee III	Taylor Grant	N	US 385		Holiday Harbor	KA
US 308		Russell Firestone, jr.	N	US 386		Loring Roach	KA
US 309	Stal	James McMurray	N	US 387	Puffin	M. H. Harvey	Z
US 310	Julius	W. Oscar Neuhaus	N	US 388		Wm. Smoak & Wm. Anderson	N
US 311		Don Furness	US	US 389	Sea Duce	David A. Klein	N
US 312		Fred Hood	K	US 390	Wind Wench II	Wm. Walters	KC
US 313		Richard Dowling	US	US 391		Mike Lewin	KA
US 314	Black Jack	Jack Cannon	US	US 392		Thayer Crispin	F
US 315	Quicksilver	Walter Jørgensen	US	US 393		Dealer	USB
US 316	Marikat	Peyton J. Barkley	US	US 394		George B. McMeans	USB
US 317	Starling	Thomas Bene	N	US 395	Caliente	Wallace Springstead	USB
US 318	Commotion	Denis Doyle	KC	US 396		Dealer	USB

Sail Numbers in bold type indicate Solings certificated

Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
US 397		Rudolph Daniel	USB	US 475	Miss Carriage	Ph. Baumgarten	F
US 398		Gemico Marlow	USB	US 476	Belle	Donald Newhall	KC
US 399		Joseph Stout jr.	USB	US 477		R. Aranyosi	KC
US 400	Bacalao	George D. O'Day	USB	US 478		Gemico-Marlowe	USB
US 401		G. Daniel & G. K. Perry	USB	US 479		Gemico-Marlowe	USB
US 402	Grimmet	Stephan L. Baldwin	KC	US 480		Gemico-Marlowe	USB
US 403	Testa Rosa	Lloyd F. Benson	KC	US 481		Gemico-Marlowe	USB
US 404	Tri-Umph	James M. Urice	KC	US 482		Gemico-Marlowe	USB
US 405		Philip Drescher	KC	US 483		Richard Conway	KC
US 406	Lulu	Palmer Sparkman	D	US 484		Gemico-Marlowe	USB
US 407	Chalala III	Herbert Gumprecht	D	US 485		Gemico-Marlowe	USB
US 408	Fong	Douglas Buchholz	KC	US 486		Lawrence Suter	USA
US 409	Eclipse	J. S. Benson & J. H. Cumley	USA	US 487		Gemico-Marlowe	USB
US 410	Macho	Kevin Keogh	USA	US 488		Gemico-Marlowe	USB
US 411	Ambush	David Mac Kay	USA	US 489	L and N	Norman Elliott	KC
US 412		Abbott Reeve	KC	US 490		T. H. Trusedell	F
US 413		H. O. H. Frelingshuysen	D	US 491		Eugene Hack	KC
US 414	Gotcha	Lowell North	USA	US 492		Rob Alford	KC
US 415	Interloper	Wm. Solari	USA	US 493		James J. Greed jr.	F
US 416	Goldbricker	Bruce Chandler	USA	US 494		John Farmer	N
US 417		J. C. Berry Co.	USA	US 495		Richard Norstrom	N
US 418	Gold Digger	Roger A. Welsh	USA	US 496		Gulfcoast Marine	USA
US 419		W. P. Clements jr.	USA	US 497		Charles B. Thomssen	KC
US 420		James R. Craig	USA	US 498		J. E. Price	KC
US 421		Ronald Gould	KC	US 499		Gulfcoast Marine	USA
US 422		Offshore Yachts	KC	US 500	Shadow	J. H. Van Dyke	KC
US 423		Offshore Yachts	KC	US 501	Schroeder	Bruce Goldsmith	D
US 424	Liv	Peter A. Prins	KC	US 502		Plastrand	USB
US 425	Noss	S. Van R. Ulman	KC	US 503		Harry Spitz	N
US 426		Kevin Garvey	D	US 504		Robert Mosbacher	KC
US 427		George Hemmeter	N	US 505	Hoppe Quax	J. Schulz-Heik	D
US 428	Bird House	Ed B. Henry	KC	US 506		Herman Whiton	KC
US 429	Nixe	Weems Estelle	KC	US 507		Peter Warren	KC
US 430	Houqua	Robert L. Johnstone	F	US 508		Gene Corley	KC
US 431	Snooty Fox	G. Vandenburg	F	US 509		Robert Mullaney	KC
US 432	Su Su	Wm. Wente	F	US 510		Elliott B. Oldak	KC
US 433		Robert Taylor	KC	US 511		Thomas E. Duce	K
US 434		John Tucker	KC	US 512		Robert Crane	KC
US 435	Slingshot	John Welch	KC	US 513		Wm. Fuller	KC
US 436	Force Five	Herbert Calman	KC	US 514		Ed Clark	KC
US 437	Black Window	David Curtis	KC	US 515	Teal	Bud Melges	KC
US 438		L. H. Coffin	KC	US 516	Option	Tor Arneberg	KC
US 439		Arnold C. Gay Boatyard	USA	US 517		Richard Hokin	KC
US 440	High Voltage	George Crockett	KC	US 518		Roger Gookin	USB
US 441		Condemned 1970 (CORK)	F	US 519		Arthur Schuster	KC
US 442	Challenge	Morton Bromfield	K	US 520		R. A. Bennett	KC
US 443	Sachem	Robert Barton	F	US 521		Ed Powers	KC
US 444	Teal	Frank Rollins	F	US 522	Snaps	Hans Albertsen	D
US 445		Thomas Gresinger	KC	US 523		Lloyd Nelson	KC
US 446	Mondan	P. James Roosevelt	D	US 524		Jack Dollahite	N
US 447	Apollo	Leon I. Block	KC	US 525	Crackerjack	Alfred Jaretski III	KC
US 448	Sisu	Ronald Palm	KC	US 526		John Dane, III	KC
US 449		Albert Cook	D	US 527		Ronald Spainhour	KC
US 450	Phantom	Bruce McPherson & E. Ridder	D	US 528		Mark Hulings	USA
US 451		M. Taylor Dawson jr.	USA	US 529		Shumway Marine	KC
US 452		James Comfort	USA	US 530		Fred Miller	N
US 453		John Albriton	USA	US 531		Richard A. Percoco	N
US 454		Shirreff Sailboats	USA	US 532		Larry Brownback	N
US 455		Sail & Sun	USA	US 533		Ben Breining	KA
US 456		Walter Cockerham	USA	US 534		Charlie Robertson	KC
US 457		Lars Peter Bang	D	US 535		Mac Bargeron	F
US 458		Sailing Symposium	KC	US 536		Wayne Bearsley	KC
US 459		Richard J. Hockert	N	US 537		Jim Craig	USA
US 460	Thucydides	Samuel Merrick	D	US 538		Plastrand	USA
US 461		Sailing Symposium	KC	US 539		Plastrand	USA
US 462	Grimmet	James Ostheimer	US	US 540		Plastrand	USA
US 463		Sailing Symposium	KC	US 541		Dick Stearns	D
US 464		Sailing Symposium	KC	US 542		Plastrand	USA
US 465		Steve Colgate	KC	US 543		Albert Fay	KC
US 466		Ken Sprint	KC	US 544		Martin Gleich	KC
US 467		John Colucci	KC	US 545		Jack Louv	KC
US 468		Sailing Symposium	KC	US 546		A. B. Starratt	KC
US 469		Sailing Symposium	KC	US 547		Jerome Sullivan	KC
US 470		Sailing Symposium	KC	US 548		Dwane Kime	KC
US 471		Sailing Symposium	KC	US 549		Gordon Lindemann	D
US 472		W. S. R. Beane	KC	US 550		Ancors Thompson	KC
US 273	Light Brigade	Stuart Walker	KC	US 551		Robert Stengle	N
US 474		Irwin Dom Meyers	KA	US 552		Northeast Harbor Fleet	KC

Sail No.	Name of Soling	Name of Owner	LB
US 553		Edward Madara	KC
US 554		Northeast Harbor Fleet	KC
US 555		Tord Carmel	D
US 556		Alan McIlhenny	KC
US 557		Charles III	KC
US 558		Mrs. F. C. Zirkilton	KC
US 559		Robert Hinckley	KC
US 560		Palmer Sparkman	KC
US 561		Northeast Harbor Fleet	KC
US 562		Mark Foster	N
US 563		Todd Craun	L
US 564		Hamilton Ford	D
US 565		William T. Moore, jr.	KC
US 566		John Ulbrich	D
US 567		Frank Chambers	KC
US 568		R. U. Nelson, jr.	KC
US 569		Norman Kern	KC
US 570		Denis Kovach	KC
US 571		Webb Ray	KC
US 572		Stuart Walker	KC
US 573		David Patterson	KC
US 574		Richard Walsch	KC
US 575		David Curtis	KC
US 576		John Kolius	USB
US 577		Eugene Hack	KC
US 578		J. Kenneth Baxter	KC
US 579		Jim Medley	USA
US 580		Robert Mc Lean	KC
US 581		Charles Milby	KC
US 582		Lowell North	USC
US 583		Harry Adler	KC

V - VENEZUELA

Total of Soling numbers: 5, Solings certificated: 4

LBs: KC 1 - N 4

Address: Asociacion Venezolana de SOLING
Mr. Edmund Napp
Apartado 80199
Caracas 108
Venezuela

National Officers

Treasurer André A. Roche
Secretary Edmund Napp

Sail No.	Name of Soling	Name of Owner	LB
V 1	Rondine	Enzo Cassani	N
V 2		Sold in Martinique	N
V 3	Tamanako	Henrique Blohm	N
V 4	Rochela	Andres Roche	N
V 5	Kleine Brise	Edmundo Napp	KC

VI - VIRGIN ISLANDS

Total of Soling numbers: 4, Solings certificated: 0

LBs: K 3 - Not issued: 1

Address: Yacht Racing Association of U.S. Virgin Islands
33 Raadets Gade
Sct. Thomas
Virgin Islands

Sail No.	Name of Soling	Name of Owner	LB
VI 1		Ken Klein	K
VI 2		Rudy Thompson	K
VI 3		Not issued	-
VI 4		Dick Holmberg	K

Y - YUGOSLAVIA

Total of Soling numbers: 1, Solings certificated: 0

LB: Not known

Address: Yachting Association of Yugoslavia
Titova Obala 2/11
Postanski Pretinac 231
Split - Yugoslavia

Sail No.	Name of Soling	Name of Owner	LB
Y 1		Split Yacht Club	

Z - SWITZERLAND

Total of Soling numbers: 150, Solings certificated: 65

LBs: D 8 - F 1 - I 1 - K 15 - N 20 - Z 97 - Not issued: 6

LBs unknown: 2

Address: Swiss Soling Association
Mr. Pierre Bolle
Rue Louis De Savoie 75
1110 Morges
Switzerland

National Officers

Honorary Member Xavier Salina
President Jean-Jacques Bolle
Treasurer Paul Kappeler
Member Yves Couvreur
Member Pierre Pierart

Sail No.	Name of Soling	Name of Owner	LB
Z 1	Tanit II	J. - J. Bolle	N
Z 2	Sirrah	Max Bonomo	N
Z 3	Chimere	P. Piérart	N
Z 4	Av-men	F. Vaudou	N
Z 5	Briseis	F. Schwarb	N
Z 6	Anchois-Prunier	M. Maillefer	N
Z 7	Hapi	Remo Ferrario	N
Z 8	Ricochet	Ami Blanc	N
Z 9	Ariane III	Phonotec Mischol	N
Z 10	Firebird	R.-F. Kuhn	N
Z 11	Pampero II	P. Martinson	N
Z 12	Frisson III	J.-P. Martin	N
Z 13	Borcara	J. Monnier	N
Z 14	Saiph	M. C. Maillefer	N
Z 15	Spoling	W.-G. Heatzig	N
Z 16	Astree	Paul Kappeler	N
Z 17	Red Shirt	S. de Heinrich	N
Z 18	Amphytrite	G. Peilleux	N
Z 19	Bubulino	M. Capecci	N
Z 20	Gisele	P. Schneiter	K
Z 21	Firebird	P. Markwalder	Z
Z 22	Koumari II	P. Teyseire	Z
Z 23	Nada	E. Dietschwiler	Z
Z 24	St. Elme II	J.-P. Marmier	Z
Z 25	Bunny	H. Hubmann	Z
Z 26	Anemone III	R. Cardis	Z
Z 27		Sold in France	Z
Z 28	Aiolos	P. Kamper	Z
Z 29	Asmasi	R. Birrer	K
Z 30	Coquelicot	R. Fragniere	Z
Z 31	Arrubaz	R. L. Genillard	Z
Z 32	Milliau	E. Kunzler	Z
Z 33	Red Flipper	Ed. Frossard	Z
Z 34	Delphin III	E. Bellwald	Z
Z 35	Filochard	P. Bergerat	Z
Z 36	Diomedé VII	J. Rosset	Z
Z 37	Pitaluge IV	A. Neeser	Z
Z 38	Monsoon V	R. G. Ruppli	Z
Z 39	Nerike II	F. Schneiter	Z
Z 40	Cheryl	P. Ravel	Z
Z 41	Sereina	J. de Tymowski	Z
Z 42	St. Joran IV	J. A. Darrier	Z
Z 43	Viola II	D. Holiner	Z
Z 44	Eole VI	H. Fauchier-Magnan	Z
Z 45	Aramis	J. Amstutz	Z
Z 46	Passetoutgrain	G. Devaud	Z
Z 47	Petra	P. Gander	Z
Z 48	Marie Galante V	R. Langer	Z
Z 49	Light Blue Lady	F. Burger	Z
Z 50	Good Year	René Merkt	Z
Z 51	Marihuana	R. Martin-du-Pan	Z
Z 52	Napadelis	Antoine Besson	Z
Z 53	Black & White	P. Moser	K
Z 54	Maverick	E.-J. Eisenring	K
Z 55	Fribrejet	K. Huber	K
Z 56		R. Buchmann	Z
Z 57	Kobick VI	P. H. Gallay	Z
Z 58	Galiote	G. Bernhard	F
Z 59	Fortuna	R. Wieser	K
Z 60	Pituitts III	E. Bosshard	Z
Z 61	Psi IX	J. André	Z
Z 62	Tegel III	Bernard Gay	Z

At the windward mark



Sail No.	Name of Soling	Name of Owner	LB	Sail No.	Name of Soling	Name of Owner	LB
Z 63	Marabu III	A. Raschle	Z	Z 107	Impala II	P. R. Klemm	K
Z 64	Santana	H.-U. Giger	Z	Z 108	Paris	Werner Pluss	Z
Z 65	Eole	A. Mage	Z	Z 109	Crazy Ann	M. Kurz	Z
Z 66	Bepe	E. de Rothschild	Z	Z 110	Sephyros	L. Gobet	Z
Z 67	Flamingo	P. Labhart	Z	Z 111	Dyade III	G. Addor	Z
Z 68	Imagia	G. Foppa	Z	Z 112	Skaeling	Hans Kallen	N
Z 69	Helios	H.-J. Berger	Z	Z 113		P. Baaij	Z
Z 70	Maria-Christina	W. Siegenthaler	D	Z 114	Nounnours	W. Toggweiler	Z
Z 71	Suri	K. Spinnler	Z	Z 115	Kukulkan	Jacquet	Z
Z 72		Not issued	—	Z 116	Renaissance II	Burton Wulf	Z
Z 73	Le Clou	H. Peter	K	Z 117	Fraid-Aigue	A. Schlaeppli	Z
Z 74	Rackham	E. Dubois	Z	Z 118		A. Müller	Z
Z 75		Sold in Germany W.	Z	Z 119	Black and White II	E. Isler	D
Z 76		Sold in Sweden	Z	Z 120	Pabo	René Bourquin	Z
Z 77	Eole	P.-M. Borel	Z	Z 121	Sayonara	H. Fitting	Z
Z 78	Vendaval	E. Stauffer	Z	Z 122	Meltemi	B. Zoelly	Z
Z 79		Not issued	—	Z 123	Flame	Oscar Meyer	D
Z 80	Nicolas VIII	A. Graham	Z	Z 124		W. Bolhi-Eruy	Z
Z 81	Polyfly II	Couvreu & Grimm	Z	Z 125	Green-Go	Jan Salin	D
Z 82		Not issued	—	Z 126	Tai-Fun	W. Schlatter	Z
Z 83		Sold in Austria	Z	Z 127	Schinaker II	Rolf -M. Schmid	Z
Z 84	Tyton	E. Lauper	K	Z 128		M. Capicchi	Z
Z 85	Zetina	P. Vaney	Z	Z 129	Maluba II	L. Balestra	K
Z 86	Olaf	A. Wittwer	Z	Z 130	Coquelicot II	Raymond Fragniere	Z
Z 87		E. Hauenstein	Z	Z 131	Bubilino II	M. Capecci	D
Z 88	Toucan X	M. Stern	Z	Z 132	Salty Tiger	Uli Colombi	Z
Z 89	Revenge	R. Haffter	Z	Z 133	Doria II	Samuel Spreng	Z
Z 90	Grinoeffel	H.-P. Müller	Z	Z 134	Maverick II	Hugo Bohny	Z
Z 91	Samourai	Marco Bonomo	Z	Z 135	Amanite	Jaques Veuthey	Z
Z 92	Don Qui-Flotte	B. Curchod	Z	Z 136	Gavroche IV	Roger Guignard	D
Z 93	Dumbo	M. Heurteux	Z	Z 137		C. & J.-Y. Rey-Millet	Z
Z 94		A. Hoffmann	Z	Z 138		J. de Tymowski	Z
Z 95	Hokai	F. Schürch	K	Z 139	Brun d'Age	Lauz-Polyform	Z
Z 96	Pedro III	P. Carp	K	Z 140	Avery	Sold in Austria	Z
Z 97	Nocciolina	Th. Blumer	K	Z 141	Lida II	Ademaro Ravelli	D
Z 98	Flossy	Fr. Egli	I	Z 142		A. Marti & C. Gilb	D
Z 99	Lida	Walter Pfletsch	Z	Z 143	Fraid Aigue II	H.-C. Viscolo	D
Z 100	Fantasi	J.-A. Itten	K	Z 144		Dengel	—
Z 101	La Nicole III	Michel Clerc	Z	Z 145		Kuechtl	—
Z 102	Whisky VIII	R. Hagenbucher	K	Z 146		Not issued	—
Z 103	Angela	C. Künzi	Z	Z 147		Not issued	—
Z 104	Friese Wind	J. Veuthey	Z	Z 148		Not issued	—
Z 105	Jolly	E. Staib	Z	Z 149		Henri Fitting	Z
Z 106	Folle-Brise	Roland Moret	Z	Z 150		Rolf-Ed Buchler	Z

SOLING WHO'S WHO

THE DESIGNER: JAN HERMAN LINGE



Designer at an early age.

Born January 28, 1922 in Trondheim, Norway.
University student 1943.

Naval Architecture student in England 1945-47 and in USA 1948-49. Started as designer 1942 (amateur designed and built a 12,5 sq.m.). Got an English prize after the war for his 4 t. cruising boat "Noricen". 1966 awarded "Norges Teknisk-Naturvitenskapelige Forskningsråds Ærespris" for "eminent work as a boat-designer to the benefit of Norwegian Industry".

Member of

The Keelboat Technical Committee of the IYRU. The Technical Committee of the Scandinavian Yacht Union. Adviser to ISA Technical Committee. Member of the ICOMIA (International Council of Boat Building) and national committees in Norway. Adviser and reserve on the Norwegian teams at the Olympics in Finland 1952, Italy 1960, Japan 1964 and Mexico 1968.

Constructions:

In the early stages: 5.5 metres like "Perhaps", "Jane",

"Sorry", "Unique" etc. Ocean Racers and cruising boats like 46 ft "Falken", 36 ft "Hankøcruiser", 24 ft "Honeymoon" etc.

Further several fast power boats and patrol boats in the small and medium size range.

In the intermediate period:

5.5 metres like "Kirribilly", "Struten I" and "Struten II", ocean racing and cruising boats in the 35 to 45 ft range and furthermore fast power yachts and patrol boats. He attached the greatest importance to developing the 80 ft fast naval patrol boat "Nasty" (6300 Horsepower) adopted by the navies of several NATO countries - also built on license in U.S.A.

And lately:

Power boats like Fjordling 17', Fjord Olympic 21', Fjord Diplomat 30', Windy 22', Windy 24', Sportling 20' (Draco), Sagaling 30', Tromling 17', Wesling 16', Mekling 27' and sailing and racing boats like Soling (Olympic Class in 1972), Yngling (Prize-rewarded 1972), Firling 24' and Gambling 34'.

New "... ling" projects are on the table.



Jan Herman Linge, Norway

INTERNATIONAL SOLING CLASS REGISTRATION PROCEDURES

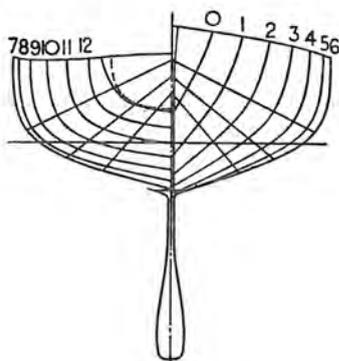
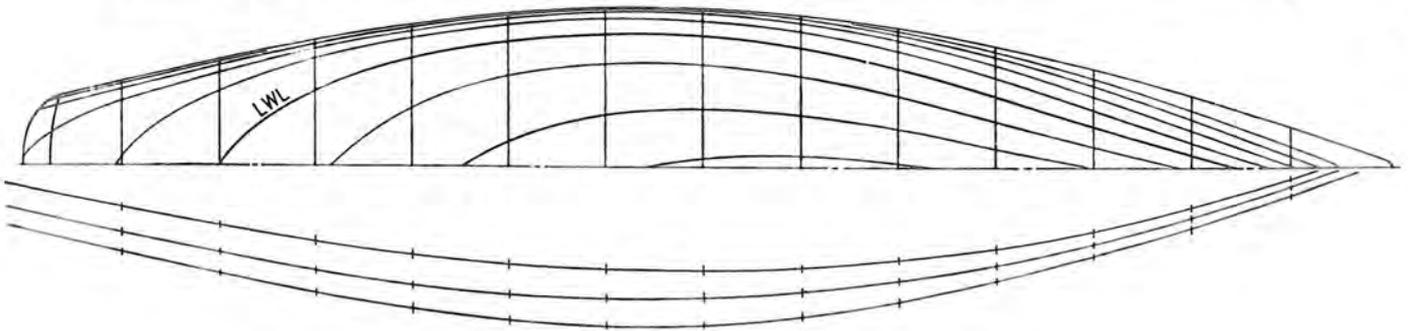
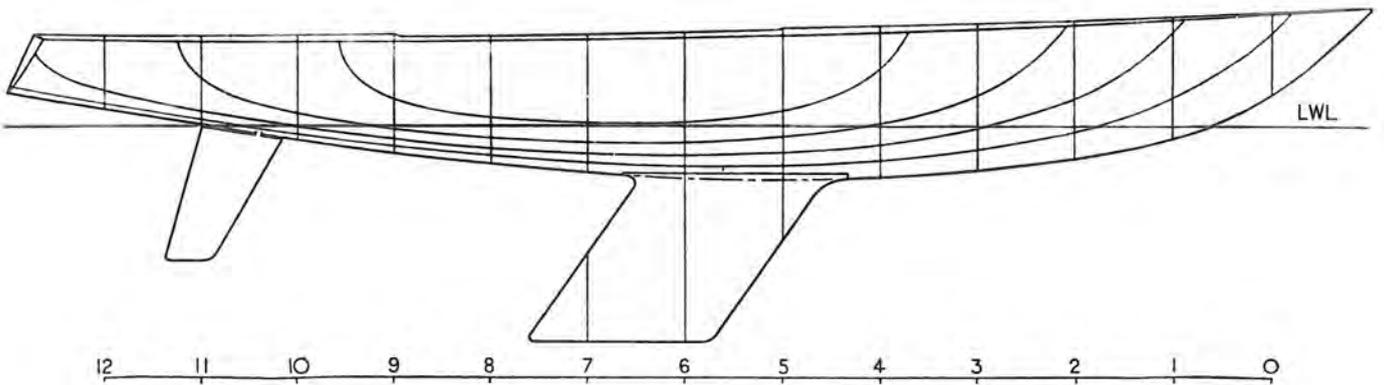
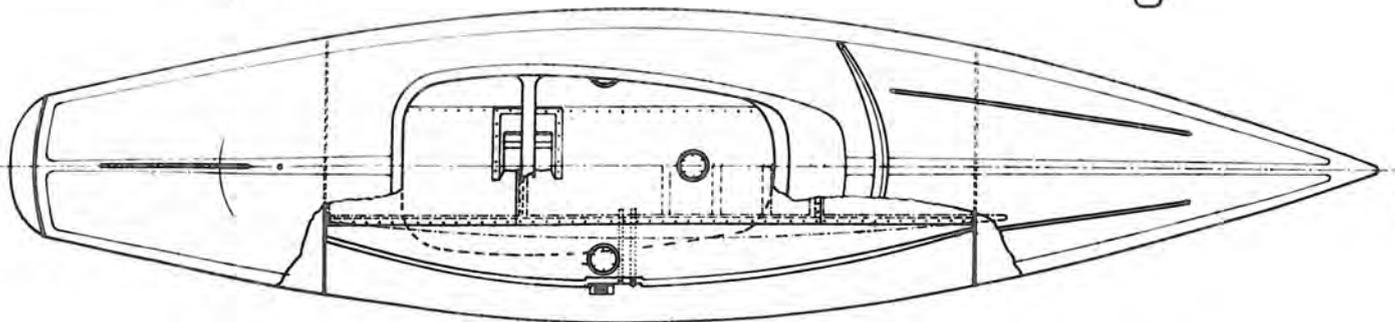
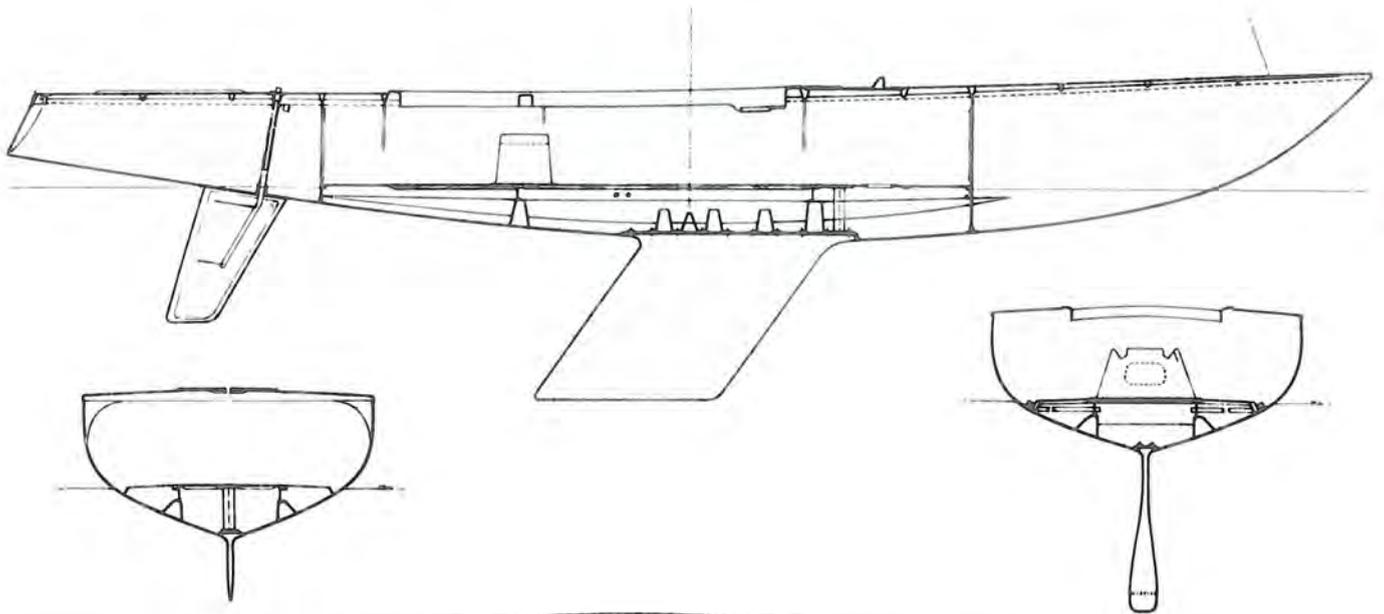
Abbreviations and Explanations

- 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 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.
- CC** **Certificate.** See MR 2.5, 16.1 and 17.3 and further ISA-rules 3.8, 4.2, 4.4, 4.5, 4.7 and 6.1. The CC (with two copies) is shown on page 77. The CC and a vinyl-envelope is obtainable from ISA-office free of charge.
- CS** **Certificated Soling.** A Soling for which the owner holds a valid Certificate.
- DEM** **District and Event Measurer.** The NSA or NA can appoint District and Event Measurers as it deems necessary. The DEM's main function will be to check on minor details of the Solings that have already been certificated. This might include bands on spars, sail measurements, mast position, overall weights etc. For matters beyond routine, contact shall be made to the NSA.
- IYRU** **International Yacht Racing Union.** The IYRU assisted by its Keelboat Technical Committee has the sole right to interpret the Measurement Rules.
- LB** **Licensed 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 according to the prescriptions on the form. For part assembled Solings see PAS.
- MR** **Measurement Rules.** The complete title is: International Soling Measurement and Class Rules, see page 35.
- NA** **The National Authority,** see ISA-Rule 3.3, in countries with no NSA.
- NSA** **The NSA is the National Soling Association** recognized by ISA according to ISA-Rule 3.4.
- PAS** **Part Assembled Solings.** In the case of part assembled Solings the ultimate finisher or the owner is responsible for having the MF completed by an AM according to the introduction and declarations on the MF.
- RF** **Register Form.** This is a form with a copy used by NAs or NSAs and the ISA for the registration of International Solings re: ISA-Rule 3.14. The RF is obtainable from ISA-office free of charge, see page 77.
- RS** **Registered Soling.** A Soling for which a completed MF as well as a sail letter and number of its country has been issued, and the Soling is registered with its NSA or NA and with ISA by a RF.

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.

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 2.1.
3. The plaque shall be issued and placed on the boat according to the Measurement Rule 3.5.
4. The MF shall after it has been properly completed and signed be sent to the NSA or NA by the LB or the owner.
5. When the MF is checked and found properly completed and signed the Soling is assigned with the first free national sail number (MR-rule 15.1).
6. For any Soling built the Registration Form is filled in. The NSA or NA files this form under the assigned sail number. The RF-copy (yellow) is sent to the ISA for international registration.
7. When the owner has paid his due a Certificate can be issued. This is then valid for the current year, and must be renewed every following year by paying the annual dues to the NSA. The original of the CC (white) is for the owner, the yellow copy for ISA, and the green copy is for the NSA or NA.
8. The annual payment shall be recorded in the relevant column of the RF by the NSA or NA and by ISA. By this all recording of the Solings can be up to date.
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 immediately 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.
 - 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 former owner informs his NSA or NA of the country where the new owner is domiciled. He delivers the Soling to the new owner with the CC.
 - 10.2 The new owner shall apply immediately to his NSA or NA for a new registration. The Soling is now assigned with the first free national sail number in the new country, and the above mentioned procedures (item 9.2 and 9.3) are followed.
11. All records at the ISA and the NSA or 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 AND CERTIFICATE



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-2-3-70-2600 int			

CERTIFICATE

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 accompanied 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.

The Forms are printed in approximately half size.

TYPE- OR BLOCKLETTERS ONLY	ATTENTION Carbonized NCR-paper
REGISTER FORM	
IYRU Plaque Serial Number:	Sail letter: _____
Builder's code: _____	Hull no: _____
Mould no: _____	Plug no: _____
Measurement Form dated:	From Date: _____
Owner: _____	To Date: _____
Owner: _____	Certificate issued Date: _____
Owner: _____	Initials: _____
Owner: _____	
Registration fee (Dues) paid:	Former Sail Number:
1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981	
Remarks:	Issued by:
*When a Soling is built before March 1970 and have no IYRU Plaque Number then tick off here.	Stamp:
ISA-1-3-70-2600 int	Signature:

REGISTER FORM

REGISTER FORM. For any Soling built this form shall be used and duly filled in when a Soling Sail Number is allotted for the first time. The original is for the records of the National Authority or the National Association while the copy shall be forwarded to the ISA for international registration.

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.

When an owner pays his annual subscription it is recorded in the relevant column both by the NSA and the ISA. Remember please to state sailnumbers and names of all the owners when you forward your payment.

YNGLING



L.O.A.: 6,35 – BEAM: 1,73 – SAIL AREA: 14 m² – DISPLACEMENT: 600 kg.

BORGE BRINGSVÆRD'S VERFT A/S
DRØBAK – NORWAY

Represented by:

Holland: Jachtbouw Peulen ■ Germany: Ad Meins KG, North Service-Schneider, Bierschenk Yacht-agentur ■ Austria: Hans u. Ernst Frauscher ■ Schweiz: YAK, Serge Graz – Ph. Divorve, Jachtwerft Portier ■ Denmark: Preben Barner ■ Sweden: Clas Laurin ■ England: Hugh D. Coryn ■

INTERNATIONAL SOLING – ALTERATION TO STEM TEMPLATE

STEM TEMPLATE

After having printed most of this Guide the Secretariat received June 29, a copy of a message from IYRU Chief-Measurer, A. E. Watts, to all licensed builders who have got Templates.

As this is of importance to NSAs having Templates we quote the message inclusive the drawing received from IYRU.

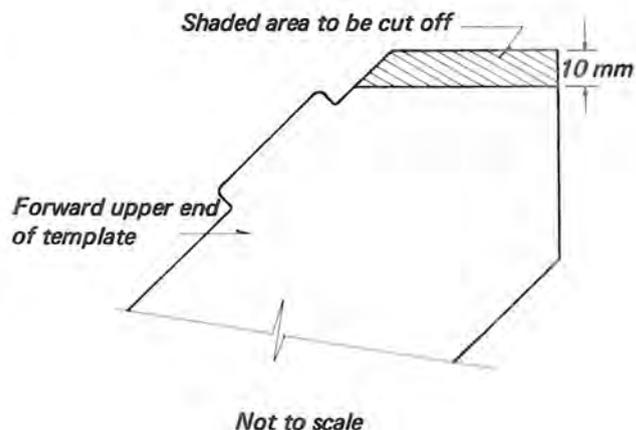
Dear Sirs,

International Soling Class Templates

In order that the stem template may be applied properly to all boats it is necessary that the alteration shown on the attached sketch be made to the forward upper end. This alteration will allow the template to clear the deck overlap at the stem.

Yours faithfully,

A. E. Watts
Chief Measurer



I.Y.R.U.
London

June 1972

TO OBTAIN SOLING CERTIFICATE

If you know of a Soling owner who wants to get his Soling certificated the form overleaf can be used. It is easy to take this part of the page out. When the form is filled in and mailed under the address of your NSA (see register) with the relevant papers enclosed the NSA will take care of the certification.

The new member will receive the certificate from his NSA, and then the Soling is allowed to race (ISA-rule 6.21).

On receipt of the certificate the Soling Guide 1972 will promptly be mailed to the new member direct from ISA-office.

Footnote to National Soling Associations:

Remember please to forward an address-label together with your copy of certificates for all new members.

Re Soling Guide 1972

Register of International Soling Class Yachts

For my Soling: Sail Letter(s): Sail number:

please state the following (if not in the register fill in all columns in BLOCKLETTERS please):

Name of Soling	Name of Owner	LB Code

My Soling is certificated, insert date of certificate: _____

Other information: _____

Place: _____ Date: _____

Signature: _____

Above noted by NSA: Date: _____ Initials: _____

Informed ISA, Copenh.: Date: _____ Initials: _____

Re: Membership

The undersigned:

Name: _____

Address: _____

Owner of Soling with Sail Letter(s): No.:

Name of Soling:

want my Soling certificated in accordance with the rules of the International Soling Association and the rules of the National Soling Association.

I enclose:

Measurement Form dated: _____

or

Former Certificate, dated: _____

issued by: _____

and

The annual contribution: _____

(A membership issued in the fourth quarter of a year is also valid for the following year, ISA-rule 6.23).

Place: _____ Date: _____

Signature: _____

Stamp
here

To The National Soling Association:

Name: _____

Address: _____

Town: _____



WORLD-WIDE
SPREAD OF
SOLINGS

 Countries
with Solings

Total on this half: 1200

 OLYMPICS 1972



SOLING

in the Rainbow's Glory

The international Soling is now the most popular, modern three-man-keelboat.

In three years as international One Design Class this fast and sporty yacht has increased in number, and more than 2000 have been built on five continents in 40 countries.

*The finest olympic class,
designed by
Jan H. Linge, Norway*

