

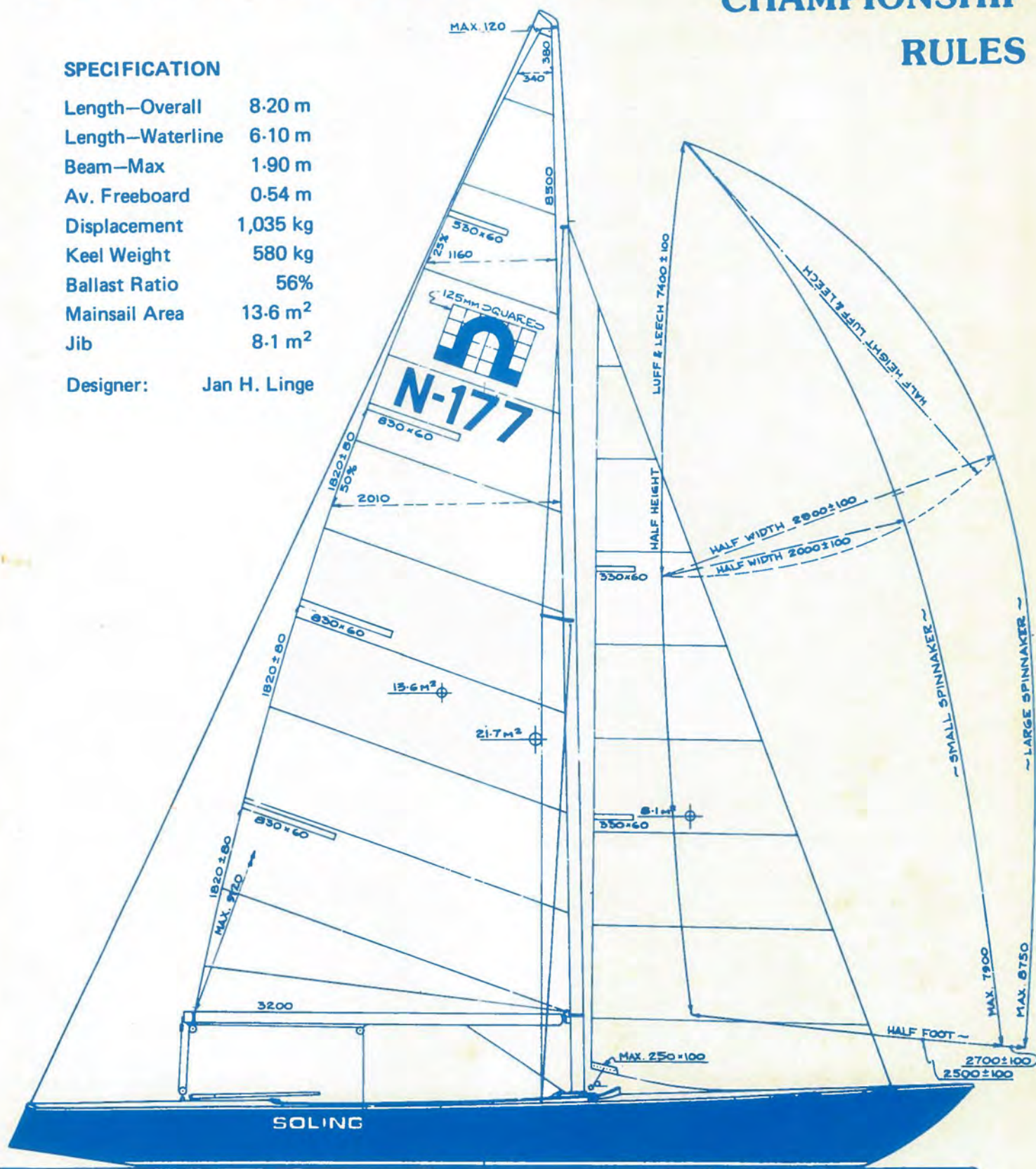
SOLING GUIDE 1978

CLASS AND CHAMPIONSHIP RULES

SPECIFICATION

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

Designer: Jan H. Linge



Jan H. Linge.

INTERNATIONAL SOLING ASSOCIATION

INTERNATIONAL SOLING CLASS-HISTORY IN SHORT

Designer: Jan Herman Linge.

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| <p>1964 SOLING Prototype tested and evaluated.</p> <p>1965 First SOLING mould for GRP-production.</p> <p>1966 Five SOLINGS from GRP-mould sailing trials.</p> <p>1966 Autumn: SOLING entered for the first Three-Man-Keel-Boat trials at Kiel.</p> <p>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.</p> <p>1968 First European Championship. About 300 SOLINGS built. November: The International Soling Class was adopted for the 1972-Olympics. 9 NSAs launched.</p> <p>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.</p> <p>1970 Second World-, third European- and second North American Championship. 1300 International Solings built. 24 NSAs in operation.</p> <p>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.</p> <p>1972 Three continental championships: European (D), North American (US) and South American (A). No World Championship in the Olympic year, where the SOLING class was represented from 26 Nations. The class rounded 2000 SOLINGS built with 40 countries affiliated to the ISA. At the November meeting in London the IYRU renewed the status of the SOLING for the 1976-Olympics in Canada.</p> <p>1973 Monaco (MO) entered the I.S.A., now 41 countries affiliated.</p> | <p>1974 5th Worlds at Sydney, Australia in February.</p> <p>7th Europeans at Glasgow, Scotland in September, and the Annual General Meeting in London held in conjunction with the I.Y.R.U.-session early November 1974. Start of Recommended Events in Europe, and SOLING SAILING.</p> <p>1975 About 100 SOLINGS competed in Easter Regattas including the first Recommended Event of the year at Palma de Mallorca. 6th World Championship at Chicago in August, had 63 entries, and the 8th Europeans at Alassio, Italy, 62. At the end of the year the provisional ranking list (Villenia Cup): 1. Kuhweide, G. 2. Forbes, KA, 3. Buchan, US. ISA received the Finnish Cup for I.R.E.E. and the Alpen Cup, a Trophy for a series in Mid-Europe. Three meetings of Members: Palma, Alassio and Chicago. 2500 SOLINGS now built. The first year using the ISA-Sticker as a receipt for dues paid.</p> <p>1976 In January 1976, Mr. <i>Geert Bakker</i>, Holland, took over as President from Mr. <i>John H. Van Dyke</i>, U.S.A. The second Soling Olympic Year. 24 Soling Nations at Kingston, Canada. Europeans in May at Geneva, 53 Solings from 18 countries. Three Life Members appointed: <i>Eggert Benzoni</i>, <i>Finn Chr. Ferner</i> and <i>John H. Van Dyke</i>. Egypt started a Soling fleet. The Soling Action movie produced in 14 copies, a great success. Meeting of Members at Geneva, first race-series for Alpen Cup and Finnish Cup. At the meetings in London, November 1976, the Soling Class was re-elected to the Olympics in 1980 at Tallinn. A working group was established for making Standard Soling Sailing Instructions.</p> <p>1977 The activities — especially in launching new Solings — very good. This 10th anniversary of the International Soling Class was celebrated in Norway — the country of the designer — at the World Championship.</p> |
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INTERNATIONAL SOLING ASSOCIATION CONSTITUTION



1. **TITLE.**
The full title of the Association shall be the **International Soling Association, ISA.**
2. **OBJECT.**
The object of the ISA is to promote and coordinate International Soling competition throughout the world under uniform rules in cooperation with the **International Yacht Racing Union ("IYRU")** and the **National Soling Associations.**
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 **ISA-Committee** shall mean the governing 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 built in accordance with his drawing and specifications amended as may be by the **IYRU** and known under the name **International Soling.**
 - 3.6 The **Measurement Rules** shall mean the rules relating to measurement, construction and racing conditions of a Soling. Effective 1st March 1975 the **Measurement Rules** as published by the **IYRU** are entitled "**International Soling Class Rules and Measurement Diagram.**"
 - 3.7 **ISA Procedure** shall mean the procedures if issued as guidance to **Licensed Builders, Yacht Owners, National Authorities and NSAs.**
 - 3.8 The **IYRU** shall mean the International Yacht Racing Union.
 - 3.9 The **Copyright Holder** shall mean IYRU Holdings Limited.
 - 3.10 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.
 - 3.11 The **Measurement Form** shall mean the official Measurement Form.
 - 3.12 The **Sail Measurement Form** shall mean the official Sail Measurement Form.
 - 3.13 The **Hull Numbers** shall mean: (1): The Serial no. issued by **IYRU** on the Plaque, (2): The **Licensed Builder's Code** and Hull number, Mould and Plug numbers issued by the **Licensed Builder** on the same plaque.
 - 3.14 The **Sail Numbers** shall mean the National Letters and Distinguishing Numbers allocated by the **National Authority** or the **NSA.**
 - 3.15 The **ISA Class Register** shall mean the Register of International Solings and their owners and associated members to be kept as hereinafter provided.
 - 3.16 **Paid-up Yacht** shall mean a yacht whose owner has complied with all the requirements of Rule 4 and dues for which have been received by the **ISA.**
 - 3.17 **Licensed Builder** shall mean the person, persons or corporation holding a license to build the **International Soling.**
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 building licenses 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 and if evidence of adequate financial capability is furnished, the **ISA-Committee** can recommend to the **Copyright Holder** that a license be issued.
 - 4.2 No yacht shall be entered in 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 in accordance with the **Measurement Rules.**
 - 4.3 The **ISA** shall keep a **Class Register, a NSA Register** and a **Register of Licensed Builders.**
 - 4.4 The **NSAs** shall in co-operation with the National Authorities be responsible for the appointment of official class measurers and for the distribution of Measurement Forms obtainable from the **IYRU** provided that no responsibility shall rest with the **NSAs** or the National Authorities in respect of errors made by measurers. Names and address of such appointed measurers shall be reported to the **ISA** annually.
 - 4.5 A **Certificate** shall be obtainable from the **NSA** or National Authority upon production of the official **Measurement Form** properly completed by the officially appointed measurer showing the yacht to be within the requirements of the **Measurement Rules** and building fee paid. A copy of the **Certificates** shall in each case be forwarded to the **ISA.**
 - 4.6 **Certificates** shall remain valid only as long as the yacht complies with the **Measurement Rules** and the annual dues are paid by the owner to his **NSA**, or if there is none for the member's country, to the **ISA.**
 - 4.7 The **Copyright Holder** shall hold the **Licensed Builder** responsible for delivering yachts within the **Measurement Rules** and specifications. The **Licensed Builder** must correct any yacht not approved for a certificate by a measurer at the Licensed Builder's expense. Failure to do so shall be valid cause for cancellation of his license. The responsibility for ensuring the continued validity of the yacht after it has been first certified shall rest with the current owner.
 - 4.8 Change of ownership of a yacht shall invalidate the **Certificate.** It shall be the responsibility of the new owner to obtain a new **Certificate** from his **NSA** or **National Authority.**
 - 4.9 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 **ISA-Committee** in any matter pertaining to the **ISA Constitution or Rules.**
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 dues of a **NSA**, be open to any Full Member of a **NSA** or **NA** 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. If there is no **NSA** or **NA** for the owner's country, payment shall be made by the owner directly to the **ISA**.
- 5.3 **Associate Membership** shall, upon payment of the prescribed dues, be open to all individuals or clubs interested in the **International Soling Class**.
- 5.4 **Honorary Membership** can be awarded by the **ISA-Committee**.
- 5.5 **Life Membership**. The **ISA-Committee** can elect to Life Membership any present or former **Full Member** or **Associate Member** who in the sole opinion of the Committee has contributed especially praiseworthy effort to the betterment of the Class. Election to Life Membership requires a 3/4 favorable vote of the **ISA-Committee**. A Life Member shall pay no dues and shall receive gratis whatever mailings are sent to Full Members.
- 5.6 Each Full Member shall be entitled to attend and speak at a General Meeting of the **ISA**, to vote in a postal ballot on questions submitted to Full Members, and to serve in any **ISA** office. Associates or Honorary Members shall be entitled to attend and speak at any General Meeting but not to vote nor to serve as a member of the **ISA-Committee**.
6. **ANNUAL CONTRIBUTIONS FROM NSA 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 **ISA-Committee**. Dues shall be paid annually to the **NSA** or **NA**, or if there is none for the members country, to the **ISA**. Membership cards shall be issued to all eligible members by the **NSAs** or **NAs** as a receipt of dues for that year.
- 6.21 Dues for each calendar year are due on January 1st. Any yacht for which dues have not been paid in the current year cannot be entered for racing until such dues are paid.
- 6.22 Conclusion dates for count of Paid-up Yachts for the purpose of:
- NSAs** appointment of appointed **ISA-Members** shall be eight weeks before the date of the **AGM**.
 - Votes by **NSAs** at the **AGM** and by postal ballot shall be eight weeks before the date of the **AGM** or postal ballot.
- 6.23 Any **NSA** which has not remitted to **ISA** all **ISA** dues collected during the previous two months may cease to be officially recognized by 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.
7. **MANAGEMENT OF ISA.**
- 7.11 Subject to the provisions of this **Constitution**, the affairs of the **ISA** shall be managed by the **ISA-Committee**. The **ISA-Committee** shall be the only body in the **ISA** with power to recommend changes in the **Measurement Rules** and in the **ISA Constitution**. Any such changes shall be promptly submitted to the **IYRU** for its approval and notice of the changes shall be promptly provided to the **NSAs**. The **ISA-Committee** is empowered without recourse to any other authority to make whatever changes it may consider advisable from time to time in the Championship Rules of the **Class**. The **ISA-Committee** shall have power to appoint any person to assist it, whether a Full Member of the **ISA** or not, but such member shall have no vote on the **ISA-Committee**.
- 7.12 The **ISA-Committee** is responsible for selection and establishing the dates for the World and European Championships each year.
- 7.2 **Elected and Appointed Members of the ISA-Committee.**
- 7.21 The **ISA-Committee** shall consist of Elected Members and Appointed Members.
- 7.22 **Elected Members**. There shall be nine Elected Members, three of whom are elected each year for terms of three years. An Elected Member may be re-elected twice; after the third term he shall retire but shall be eligible for re-election after an interval of one year. Only one Elected Member may be elected from any one country.
- 7.23 **Appointed Members**. Each **NSA** with 50 or more Paid-up Yachts at the date specified in Rule 6.22 (a) shall be entitled to appoint one Appointed Member for a term of one year beginning the next January 1st. An Appointed Member may be re-appointed each year. Each **NSA** with more than 200 Paid-up Yachts shall be entitled to appoint a second Appointed Member. Appointed Members shall have the same authority and responsibility as Elected Members.
- 7.24 In the case of the retirement of an Elected or Appointed Member, or a vacancy in such office for any reason the **NSA** of the former Elected or Appointed Member may appoint a substitute to complete his term. If the substitute Elected or Appointed Member is not appointed by the **NSA** within 60 days of the retirement or vacancy, the **ISA-Committee** may appoint a substitute to complete the term. The **ISA-Committee** need not fill any such vacancy among the Appointed Members, but in the case of Elected Members must do so when the total number of Elected Members falls below six.
- 7.25 If an Elected or Appointed Member of the **ISA-Committee** should be unable to attend a meeting of the **ISA-Committee** or a General Meeting, his **NSA** may appoint a substitute for that meeting only. Designation of such substitute shall be in writing and received by the **ISA** Secretary at least one week prior to the date of the meeting. If the **NSA** cannot or does not designate a substitute, the **ISA-Committee** member should give a written power of attorney to one of the **ISA-Committee** members to vote on his behalf.
- 7.3 **Nomination and Election of Elected Members of ISA-Committee**
- 7.31 At Annual General Meetings the Elected Members shall be elected by **NSA's** under the following procedures:
- 7.32 Nominations of candidates can be made by **NSA's** and the **ISA-Committee** only. Nominations shall be filed with the Secretary not later than eight weeks prior to the date of the Annual General Meeting. The Secretary shall not later than six weeks prior to the date of the Annual General Meeting mail to all **NSAs** a ballot listing all nominations received.
- 7.33 Each **NSA** having at least one Paid-up Yacht at the date specified in Rule 6.22 (b) shall have one vote plus one additional vote for every complete multiple of 20 Paid-up Yachts. (Examples: 1 yacht = 1 vote; 19 yachts = 1 vote; 20 yachts = 2 votes; 39 yachts = 2 votes; 40 yachts = 3 votes, etc.) No nation shall, including any powers of attorney from other **NSAs**, cast more than one less than half of the total number of votes to be cast by all nations represented at the meeting, fractions being reduced to the preceding lower number.
- 7.34 The proposed candidates shall be elected in one ballot in which a **NSA** can vote for one person with all its votes, or the **NSA** can split its total number of votes for two or more candidates.
- 7.35 The candidate with the highest number of votes shall be elected. In case of a tie between two or more candidates a new poll shall take place between these candidates.
- 7.36 The Secretary shall certify at the Annual General Meeting the count by **NSA** or **Paid-up Yachts** under Rule 6.22.
- 7.37 A **NSA** which is not present at The Annual General Meeting shall be entitled to give a written power of attorney to any **NSA** present at the Annual General Meeting to vote on its behalf.
- 7.4 **Terms of Office.**
- 7.41 The terms of office for all **ISA-Committee** Members, elected and appointed officers and officials, shall begin

January 1st of the year following their election or appointment; terms of office of one or more years shall mean the calendar year, January 1st to December 31st. The President can be re-elected once for one further term of two years. After the second term the President shall retire and shall not be eligible for re-election to any office for a period of two years.

Any other elected or appointed officer may be re-elected to the same office for a maximum of 3 consecutive terms of one year.

Thereafter he shall not be eligible for re-election to the same office for a period of one year.

7.5 **Officers and Committees.**

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

7.51 In odd numbered years, elect one of its members as President of the **ISA** for a term of two years, the first term to begin January 1st, 1974.

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

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

7.54 Appoint a **Treasurer** who shall have charge of the funds of the **ISA**, make such disbursements as the **ISA-Committee** shall direct, keep an accurate record of the financial affairs of the **ISA**, and present a financial statement at each Annual General Meeting. The Secretary may also be appointed Treasurer. 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 **ISA-Committee** and payment or receipts of money exceeding the sum of US \$750 require the signature of the President or the Vice-President.

7.55 Appoint an independent, qualified auditor who shall examine the correctness of the accounts and certify the annual financial statement of **ISA**.

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

7.562. Elect one of its members as Chairman of the Events Committee for a term of one year.

7.563 Elect one of its members as Editor for a term of one year.

7.57 Elect three or more of its members as an **Executive Committee** for a term of one year. The President shall always be one of the three or more members of this Committee. The Executive Committee shall be responsible for making decisions on urgent matters arising between meetings of the **ISA-Committee**. Decisions made by the Executive Committee will be reported to the **ISA Committee** at its next meeting and to the members at the next General Meeting.

7.58 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 **Vacancies**

7.61 The **ISA-Committee** shall fill vacancies in the office of President, Vice President, Secretary, Treasurer, Chairman of the Technical Committee, Events Committee, the Editor, or member of the Executive Committee. A person elected to fill a vacancy shall serve until January 1st of the year following the next Annual General Meeting, except that a person elected to fill a vacancy in the office of President, Vice President or Chairman of the Technical Committee shall complete the term of his predecessor.

8. **NOTICES, QUORUMS, OTHER PROCEDURES AND FUNCTIONS.**

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

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

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

8.4 Motions for any General Meeting properly proposed and seconded must be in the hands of the Secretary at the latest eight weeks before the date of the General Meeting in question.

9. **ANNUAL GENERAL MEETING OF THE ISA.**

9.1 The purpose of the Annual General Meeting shall be the election of three members of the **ISA-Committee**; the vote by **NSAs** on questions submitted to them; for a report on any postal ballot submitted to Full Members; for the reports of the officers, and for recommendations to the **ISA-Committee** from **NSAs** and Full Members, including recommendations on any of the Rules or procedures and on matters to be submitted on postal ballot to Full Members.

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

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

9.4 **NSAs** may vote by authorized representatives. Five **NSAs** present by authorized representatives shall constitute a quorum.

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

10. **MEETINGS OF MEMBERS.**

10.1 In conjunction with the World and the European Championship, whenever possible the **ISA-Committee** will arrange with the organizers of the event a meeting of members. At these meetings one or more of the **ISA** officers will be present to answer questions of members present, to receive suggestions for guidance of the **ISA-Committee** and to report any developments of interest to the membership.

The **ISA-Committee** will assist the organizers of any Continental Championship if requested to do so, in arranging and/or participating in a similar meeting of members.

11. **ACCOUNTS.**

11.1 The **ISA-Committee** shall cause true accounts to be kept giving full particulars of:

11.11 All amounts of money, assets and liabilities of the **ISA**.

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

11.13 All sales and purchases of goods by the **ISA**.

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

11.3 Any copy of the annual financial statement, duly audited, which is to be laid before the members at the Annual General Meeting shall be included with the minutes of the meetings sent to every **NSA** and **NA** of whose address the Secretary is aware.

INTERNATIONAL SOLING CHAMPIONS

Olympic Games:

- 1972: Kiel, Germany
Gold: Harry Melges, Jr. (US 600)
 William Bentsen
 William Allen
Silver: Stig Wennerstrom (S 100)
 Lennart R. Roslund
 Bo Knape
 Stefan Krook
Bronze: David Miller (KC 97)
 John Ekels
 Paul Cote
- 1976: Kingston, Canada
Gold: Poul Richard Hoj Jensen (D 67)
 Valdemar Bandolowski
 Erik Hansen
Silver: John Kolius (US 655)
 Richard Hoepfner
 Walter Glasgow
Bronze: Dieter Below (GO 5)
 Olaf Engelhardt
 Michael Zachries

World Champions:

- 1969 Skovshoved, Denmark: Paul Elvstrom (D 29)
 1970 Poole, U.D.: Stig Wennerstrom (S 65)
 1971 Oyster Bay, U.S.A.: R. Mosbacher (US 504)
 1972 No World Championship in the Olympic year
 1973 Quiberon, France: Ib Ussing Andersen (D 50)
 1974 Sydney, Australia: Paul Elvstrom (D 61)
 1975 Lake Michigan, U.S.A.: Bill Buchan (US 593)
 1976 No World Championship in the Olympic year
 1977 Hanko, Norway: Glen Dexter (KC 132)

European Champions:

- 1968 Skovshoved, Denmark: Per Spilling (N 7)
 1969 Sandhamn, Sweden: A. von Gruenewaldt (S 21)
 1970 Hanko, Norway: Paul Elvstrom (D 34)
 1971 Travemunde, Germany W: Paul Elvstrom (D 42)
 1972 Skovshoved, Denmark: C. Schwarz (GO 6)
 1973 Medemblik, Holland: Dieter Below (GO 8)
 1974 Clyde, Scotland: Willi Kuhweide (G 135)
 1975 Alassio, Italy: Stig Wennerstrom (S 111)
 1976 Geneva, Switzerland, Dieter Below (GO 5)
 1977 Pireaus, Greece: Fritz Geis (G 192)

North American Champions:

- 1969 John Dane III, New Orleans (US 95)
 1970 David Curtis, Marblehead, Mass. (US 437)
 1971 R. Mosbacher, Texas (US 504)
 1972 David Curtis, Marblehead, Mass. (US 575)
 1973 Sid Dakin, Ontario (KC 84)
 1974 John Kolius, Houston (US 576)
 1975 Dave Forbes, Rochester (KA 128)
 1976 Carl Buchan, Seattle (US 593)
 1977 Hans Fogh, Ontario (KC 151)

South American Champions:

- 1971 Horacio A. Campi, Buenos Aires (A 16)
 1972 Gastao Brun, Rio de Janeiro (BL 15)
 1973 Richardo Boneo, Buenos Aires (A 15)
 1974 Gastao Brun, Rio de Janeiro (BL 15)
 1975 Richardo Boneo, Mar del Plata (A 15)
 1976 Gastao Brun, Rio de Janeiro (BL 15)
 1977 Augusto Barrozo, Rio de Janeiro (BL 20)

African Champion:

- 1973 D. Ord, Durban (SA 16)
 1974 D. Ord, Durban (SA 16)

ISA FORMS, DRAWINGS, RULES, BADGES ETC



ISA BLAZER BADGE

white, navyblue
and black with
a golden ring
and »ISA» in
gold.



Sail Label

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

From IYRU:

- Year Book £ 3.—
 Racing Rules £ 3.—
 Measurement Manual . . . £ 5.—
 Complete set of Plans . . . £ 10.—
 Class Rules + Diagram . . £ 0.50
 Measurement Form £ 0.40
 Sail Measurement Form . . £ 0.25
 Plaque (Builders) US \$ 150.—
 Templates £ 352.—

From ISA-Office:

- Sail Label US \$ 6.—
 Soling Tie US \$ 8.—
 Blazer Badge US \$ 3.—
 Anniversary Badge:
 Silver US \$ 3.—
 Gold US \$ 5.—

Forms: Register, Certificate, Race Log, Regatta Report, all free of charge.

All prices surface post free.
 NSAs are asked to keep a stock of ISA-materials. *Please forward your payment together with your order.*

RULES FOR THE EVENTS COMMITTEE



First edition approved by the Executive Committee 1974.

1. Purpose

Purpose of the Events Committee is the stimulation of international participation and competition in regattas of the Class.

For this purpose the Events Committee will:

- Each year make a list of 'Recommended International Events' for every Continent where this is feasible, in which list both the annual World Championship as well as the annual European Championship will be included.
- Investigate the facilities and capabilities of Host Clubs proposing to organise these Championships and Recommended International Events in order to ensure as far as possible that these events will be well-organised.
- Assist the organising Host Clubs with guidelines and recommendations for the organisation of these events.

2. Composition

The Events Committee will be composed of one member for every continent for which the activities described above can serve a practical goal. For 1974:

- one member for North America
- one member for South America
- one member for Australia
- one member for Europe

In future members for Africa and Asia may be added.

The members of the Events Committee will be appointed by the Executive Committee; one of the members will act as Chairman and will be appointed in this position yearly for a term for one year by the ISA-Committee

3. Authority

The Events Committee will make recommendations to the ISA-Committee with regard to the dates and locations of Worlds' and European Championships; the final decisions for these events will be taken by the ISA-Committee at least one year in advance of the dates for these events.

The Events Committee will have authority to recommend a change of dates and/or location for other Continental Championships and Recommended International Events to provide that the calendar for these events will not create a conflict of interests with both Championships mentioned above.

4. Communications

The Events Committee will report regularly to the Secretary of the ISA and through him will keep the members of the ISA-Committee informed about their activities. Moreover the Chairman of the Events Committee will keep in touch with members of the Executive Committee in order to ensure a practical collaboration.

The members of the Events Committee will communicate direct with NSAs and host clubs about possible future international events and will inform both NSAs and host clubs about the decisions made by the Events Committee directly after this decision has been made. Copies of all written communications of a decisive nature will be sent to the ISA Secretary.

All further correspondence about Worlds and European Championships will be channeled through the ISA Secretariat; for other events the responsibility for communications in writing and oral will be left either with the ISA Secretary or with one of the members of the Events Committee. This will be decided by the Events Committee in consultation with the ISA Secretary. In both cases copies of all correspondence shall be sent to each other.

Communications of the Events Committee with ISA members will be made only by means of the ISA news letter *Soling Sailing*. The Events Committee will send information concerning their decisions about future events direct to the Editor of this newsletter and will also ensure that the results of each event with a report will be sent to the Editor for publication.

SOLING LICENSED BUILDERS:

PRESENT LICENSED BUILDERS:

Country	Builders name and address	Code	Plug	Mould
Canada	Abbott Boats Ltd., 1458 London Road Sarnia 519, Ontario	KC	10	5 or 6
Denmark	Elvstrøm Boats A/S Ved Klædebo 12 2970 Hørsholm	D	3 13	I or II III or IV
Hungary	The Hungarian Shipyard & Crane Works, P.O.Box 280, Budapest 62	M	3	9
Italy	Bianchi & Cecchi Via S. Lorenzo, 23-9 Genova	IA	3	8
Japan	Ishihara Dockyard Co. Ltd. No. 1471-1 Mukojima-cho, Takasago-cho Takasago-city, Hyogo	J	3	4
New Zealand	Jim MacKay Boats Ltd., 150 Sunnybroe Road Takapuna, Auckland	KZ	9	1 or 2
Norway	Ingeniør Jan Herman Linge Tordenskjoldsgate 1 Oslo 1	NA	3	3
Switzerland	Polyform SA, Usine d'Ussières 1099, Ropraz VD	Z	5	1

CHAMPIONSHIP RULES



INTRODUCTION

In this chapter we will deal with the event rules as revised November 1975. 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.

These variations concern the following rules: 1.1*, 4.1*, 4.3* and 13.1* last sentence only*. In the World Championship Rules these rule-numbers are marked with an asterisk as shown above.

With reference to IYRU-Racing Rule 25.1(d)(iii) and (iv) it is decided that national letters and distinguishing numbers shall be placed on spinnakers at all racing events.

The ISA-Sticker for dues paid shall be placed on the centreline deck between rudder-head and aft end of cockpit. This informs competitors and Race Committees that the annual subscription is paid. A SOLING showing this ISA-Sticker is allowed to race.

WORLD CHAMPIONSHIP RULES

A World Championship shall be held each year unless for good cause the ISA-Committee shall decide otherwise.

Definitions of Terms and Abbreviations.

The abbreviation **IYRU** shall mean the International Yacht Racing Union.

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

The abbreviation **N.A.** shall mean the National Authority of the country concerned which is affiliated to the **IYRU**.

The abbreviation **NSA** shall mean the National Soling Association of the country concerned. When the abbreviation **NSA** is followed by "(or N.A.)" the National Authority shall be substituted for the **NSA** in countries without a **NSA**.

The term **Host Club** shall mean a Yacht Club or other organization affiliated to and recognized by its **N.A.** It may also mean any organization, or association of two or more yacht clubs which may have been designated by the **NSA** (or **N.A.**) of the Host Country as the body responsible for the execution of the Championship.

Basic Quota shall mean the number of final entries to which a country is entitled on the basis of 60-65 total applications (see table in rule 4.22).

1.0 Trophy and Prizes.

- 1.1* The World Championship Perpetual Trophy is the property of the ISA who upon its satisfaction that the event has been completed in accordance with the following rules will award it to the winner of the World Championship.
- 1.2 The winning yacht's helmsman and crew members shall receive replicas of the trophy which shall be donated by the

Host Club. These replicas shall be purchased through the ISA.

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

Any perpetual trophy other than that which is described in rule 1.1 of the Worlds — and the Continental Championship rules are prohibited.

No other prizes may be presented.

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

2.0 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 by the ISA.
- 2.3 The trophy shall be retained by the winner until two months before the next Championship takes place. The winner shall then return the trophy to the ISA which will retain the trophy until it is awarded to the next winner of the Championship.
- 2.4 In case of no Championship being completed, the trophy shall be retained by the ISA.

3.0 Location.

- 3.1 Applications for holding the following Championship must be received by the ISA not later than four months before the start of the Championship for the current year.
- 3.2 Before awarding the site of the Championship the ISA shall:
- 3.21 ensure that the Host Club has a copy of the current ISA rules governing the Championship.
- 3.22 require the Host Club to state in writing that it will comply with all the provisions therein;
- 3.23 ascertain that the Host Club has suitable shore and water facilities at the proposed location of the Championship including
- 3.231 two hoists,
- 3.232 dry storage, rigging, measuring and parking areas,
- 3.233 adjacent docking or mooring for at least 60 Solings,
- 3.234 clubhouse and attendant facilities,
- 3.235 sufficient and suitable boats to perform all race functions including committee boat, mark boats, patrol, towing and spectator boats,
- 3.236 sufficient open water to lay a two mile circle no point on which is closer than one mile to any substantial body of land if possible;
- 3.24 ascertain that the Host Club has the written approval of the **NSA** and **NA** of its country to apply for the Championship, and to hold it at the intended location.

- 3.25 approve the dates proposed by the Host Club.
- 3.31 The ISA shall not later than the end of the Championship series announce the location and dates of the next Championship.
- 3.32 At the same time the ISA shall advise the Host Club the name(s) who will serve as liason between the Host Club and the ISA in all matters relating to the organization of the Championship.
- 4.0 **Eligibility.**
- 4.1 * Entries for the Championship shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its paid-up yachts (as defined in ISA Constitution Rule 3.16) in that Country.
- 4.2 Notwithstanding the provisions of Rule 4.1., the ISA shall limit the total number of entries to approximately 60 boats.
- 4.21 If the total valid applications for entries, as laid down in Rule 6.1 are less than 60, the Executive Committee may allow entries in excess of their **Basic Quota** to those NSAs or NAs who have so requested. Such extra entries will be allocated to each country in proportion to its **Basic Quota**, except that no country's extra entries shall exceed 20% of the difference between the total number of valid applications and 60.
- 4.22 If the total applications for entries received — as laid down in rule 6.1 — exceed 59, the final entries allowed to each nation shall be in accordance with the following table:

Number of Entries Allowed per Country for
WORLD Championship and for EUROPEAN Championship

Nos. of Paid-up Yachts WORLDS	Basic Quota							Nos. of Paid-up Yachts EUROPEANS
	60-65 appl.	66-70 appl.	71-75 appl.	76-80 appl.	81-85 appl.	86-90 appl.	91-100 appl.	
1	1	1	1	1	1	1	1	1 - 3
2 - 7	2	2	2	2	2	2	2	4 - 8
8 - 26	3	3	3	3	3	3	3	9 - 15
27 - 49	4	4	4	4	4	4	4	16 - 24
50 - 63	5	5	5	5	5	5	5	25 - 35
64 - 99	6	6	6	6	6	6	6	36 - 48
100 - 124	7	7	7	7	7	7	7	49 - 63
125 - 149	8	8	8	8	8	8	8	64 - 80
150 - 199	9	9	9	9	9	9	9	81 - 99
200 - 215	10	10	10	10	10	10	10	100 - 120
216 - 249	11	11	11	11	11	11	11	121 - 143
250 - 299	12	12	12	12	12	12	12	144 - 168
300 - 342	13	13	13	13	13	13	13	169 - 195
343 - 349	14	14	14	14	14	14	14	196 - 224
350 - 399	15	15	15	15	15	15	15	225 - 255
400 - 449	16	16	16	16	16	16	16	256 - 288
450 - 499	17	17	17	17	17	17	17	289 - 323
500 - 511	18	18	18	18	18	18	18	324 - 360
512 - 549	19	19	19	19	19	19	19	361 - 399
550 - 599	20	20	20	20	20	20	20	400 - 440
600 - 649	21	21	21	21	21	21	21	441 - 483
650 - 699	22	22	22	22	22	22	22	484 - 528
700 - 728	23	23	23	23	23	23	23	529 - 575

- 4.3* Notwithstanding the provisions of Rules 4.1 and 4.2 the current Champion shall always have the right to defend his title without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter. In the first World Championship following an Olympic event, the Olympic Gold Medallist shall also be allowed to enter without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.
- 4.4 Every helmsman so indicated on the entry form must have been a resident of the country under whose quota he enters for the six months preceding the first race. He must also be a full member of the ISA and if he competes in a chartered Soling this shall be a paid-up yacht. In this case the helmsman must present two valid certificates, (a) that of

his own Soling and (b) that of the chartered Soling. His sail number shall be that of his own Soling.

5.0 **Advance Notice**

- 5.1 The Host Club not later than six months before the first race shall submit a draft of the Advance Notice to the ISA-Secretariat for its approval and printing. It shall include:
- 5.11 A statement as to the locations and all-inclusive dates of the Championship.
- 5.12 Brief description of the city or area and marine and weather conditions to be anticipated; storage, launching, and mooring facilities; types, approximate prices, and proximity of accomodation available, and
- 5.13 Schedule of events, listing:
- 5.131 The dates for measurement and the latest date by which all yachts shall be available for measurement.
- 5.132 The dates of the spare days scheduled pursuant to Rule 8.3, special attention being drawn to the fact that if necessary these days will be used for racing in accordance with the provisions of Rules 8.3 and 8.5.
- 5.133 The date and scheduled starting time of each race.
- 5.134 Details of any social activities prior to or during the Championship.
- 5.135 A statement specifying which year's Soling Guide contains the Championships Rules that the ISA has determined to be effective.
- 5.2 The ISA-Secretariat shall not later than 4 months before the first race in the series send via airmail an appropriate number of Advance Notices in English to every NSA (or NA). It shall at the same time send to every NSA (or NA) one ISA "Application for Entries" form in duplicate for use as specified in Rule 6.1.
- 5.3 A summary of the pertinent facts set forth in the Advance Notice shall be published by the ISA in an appropriate manner.
- 5.4 The entry fee per boat shall be at the discretion of the Host Club, but shall not exceed US \$ 75. — Out of the entry fee US \$ 10 will be retained by the ISA.
- 6.0 **Entries**
- 6.1 Each NSA (or NA) wishing to enter boats for Championship shall complete in the manner prescribed, the "Application for Entries" form referenced in rule 5.2. This form accompanied by the entry fees for these applications shall be sent airmail to the ISA-Secretariat postmarked no later than ten weeks before the first race of the series. Applications for entries not accompanied by entry fees or mailed later than prescribed shall not count as valid applications.
- 6.21 Not later than 8 weeks before the first race in the series, the ISA shall inform the Host Club and each NSA (or NA) applying for entries, how many entries — in accordance with Rule 4.2 — can be accepted, including additional entries requested as proved for in Rule 4.21.
- 6.22 The ISA-Secretariat at the same time shall send the appropriate number of final entry forms to each NSA (or NA).
- 6.23 The ISA-Secretariat shall four weeks before the first race return any Entry Fees for applications which could not be accepted due to the limitation of Rule 4.2.
- 6.24 Not later than 4 weeks before the first race the ISA shall remit to the Host Club the amount of the entry fees to which it is entitled as prescribed in Rule 5.4.
- 6.3 The Host Club is authorized to accept only final entry forms which are:
- certified by the NSA or NA of the yachts concerned.
 - received by the Host Club not later than 20 days before the first race.
 - accompanied by a copy of the valid Certificate as specified in Rule 4.4

- 6.4 Should any nation fail to provide the number of final entries for which applications have been accepted, then the fees in respect of the difference shall not be returnable.
- 7.0 **Measuring.**
- 7.1 Not later than 6 months before the first race in the series the ISA shall provide the Host Club with the Measurement Procedure which is to be followed. However the Host Club may not later than 4 months before the first race of the series submit to the ISA for approval any amendments which it may consider advisable.
- 7.2 Not later than three months before the first race of the series the Host Club shall submit the name of the proposed Chief Measurer to the ISA which reserves the right of veto. Should no subsequent proposal of the Host Club be acceptable to the ISA then the ISA not later than two months before the first race of the series shall appoint the Chief Measurer.
- 7.3 The Chief Measurer shall report direct to the Jury which has the final decision concerning interpretations of the Measurement Rules.
- 7.4 Only ISA-approved Measurement Forms shall be used. For each measured yacht any deviation from the dimensions or from the tolerances stated in the Measurement Rules shall be reported to the Jury and the owner.
- 7.5 Only the crew of the yacht being measured are allowed to be present together with the measurer.
- 7.6 After the sails are measured they may not be altered during the series. Repairs shall only be undertaken with written permission of the Jury. If a sail requires major repair the Jury may order the sail to be re-measured. Only sails that have been measured (or re-measured) and stamped may be used during the Championship. In the event of accidental damage which, in the opinion of the Jury, cannot be suitably repaired, the Jury may authorize a spare sail to be measured, stamped, and used for the remaining races of the Championship. The damaged sail shall then be deposited with the Race Committee for the duration of the Championship.
- 8.0 **Sailing Instructions and Racing Conditions.**
- 8.1 All races shall be conducted under the Racing Rules of the IYRU and the Sailing Instructions laid down by the Host Club.
- 8.2 Three months prior to the first race the Host Club shall submit a copy of the Sailing Instructions complete in all details and in English to the ISA for approval.
The Sailing Instructions shall state the following:
- 8.21 That there shall be no shortening of course.
- 8.22 That there shall be no alternative penalties for infringement of a rule of part IV of the 1973 Yacht Racing Rules of the IYRU.
- 8.23 That the Round The Ends Rule (IYRU Racing Rule 51.1 (c)) may be applied to starts only after one general recall and the One Minute Rule may be applied only after two general recalls. (Appropriate signals — International Code flags and sound signals — to indicate and separate each of these rules shall be clearly stated in the sailing instructions and given prior to each start when used after any general recall).
- 8.24 Any prescriptions of the N.A. of the Host Country which are to apply.
- 8.3 The Host Club shall schedule two spare days, one following the fourth or the fifth scheduled race, and one following the last scheduled race. Any spare day shall be used to sail a race previously not completed.
- 8.4 In no event shall racing continue after the last race day.
- 8.5 More than one race on the same day shall not be scheduled but may be sailed at the discretion of the Race Committee. In exercising this discretion the Race Committee shall make every effort to avoid sailing more than one race on the same day.
The Race Committee shall be bound to use the spare day/days for racing in preference to holding more than one race on any day unless there are compelling reasons beyond its control against doing so.
Such reasons shall not include interference with any social or prize-giving programme.
In no event shall more than two races on the same day be sailed.
- 8.6 The Championship shall if possible consist of seven races of which the best six for each yacht shall count. However, if only six races can be completed the best five shall count, if only five races can be completed all shall count. If it is not possible to complete five races then the event shall not be considered a Championship and the trophy shall be retained by the ISA.
- 9.0 **Courses.**
- 9.1 All starts shall be to windward.
- 9.2 Courses shall be as close as possible to 10.8 nautical miles in length and shall be of the Olympic type with a diameter of approximately two nautical miles.
- 9.3 No mark shall be laid closer to the land than approximately one mile if at all possible.
- 9.4 The length of the starting line in meters shall be approximately 12 times the number of yachts.
- 9.5 The course used for the Championship shall not be used at the same time for any other event, nor shall the Host Club organize any non-Soling event concurrently with the Championship.
- 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 finish within one hour after the expiry of the time limit shall be scored. Yachts not so finishing shall receive points equivalent to one-half the sum of (a) points for one place after the last yacht to finish, plus (b) points for a last place, with fractions rounded to the nearest whole number.
Example: 60 yachts started, three finished within one hour after the expiry of the time limit. Fourth place (a) = 8 points, plus last place (b) at 66 points = $74:2 = 37$ points for "each yacht not so finishing".
- 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 registers the wind to be under one meter per second the race may be abandoned.
- 11.0 **Scoring Systems.**
- 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 trophy for an equal part of the following year, the exact dates being decided by the jury.
- 12.0 **Protests.**
- 12.1 Protests must be lodged in writing with the Jury as laid down in the Yacht Racing Rules of the IYRU.
- 12.2 The Host Club shall provide IYRU Protest Forms.
- 13.0 **Jury.**
- 13.1* The Jury shall consist of five members of which one shall be the President and one the Vice-President. In addition the

Jury shall have a secretary without vote. All members shall be chosen from among yachtsmen who have an intimate knowledge and experience of the IYRU-Racing Rules and of the English language. At least three members including the President and Vice-President shall not be nationals of the Host Country nor members of the Host Club.

- 13.2 All decisions of the Jury shall be final in accordance with the current Yacht Racing Rules of the IYRU, Rule 77.5 (b). The Host Club shall be required to obtain the approval of its N.A. for a dispensation in regard to appeals.
- 13.3 Not later than three months before the first race of the Championship, the Host Club shall submit to the ISA Secretary the names of the proposed President and two other foreign members of the Jury. The ISA reserve the right to veto the proposal in whole or in part.
- Should no subsequent proposal of the Host Club be acceptable to the ISA, then the ISA not later than two months before the first race of the Championship, shall appoint the President of the Jury and one or both foreign members of the Jury.
- 13.4 The Host Club in consultation with the NSA (or N.A.) of the

Host Country, shall be responsible for appointing the other two members of the Jury.

- 13.5 The ISA-Executive Committee is authorized to approve travel expenses for one or more Jury members to be paid by the ISA.
- 13.6 The responsibility and authority of the Race Committee and Jury shall be as prescribed in the Yacht Racing Rules of the IYRU.
- 13.7 No member of the Jury shall take part in the event as a competitor or perform any other organizational or administrative function in connection with the Championship.
- 14.0 **Race Report**
- 14.1 Not later than one month after the event a Race Report including any Jury decision, the Chief Measurer's Report to the Jury, the results and any other information of interest shall be forwarded to the ISA by the Host Club.
- 15.0 **Alterations.**
- 15.1 Alterations to these rules shall be made only by the ISA Committee.

EUROPEAN CHAMPIONSHIP RULES

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

- 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 various nationalities as possible for yacht racing in a friendly spirit. When the European Championship takes place in Denmark, the races shall be held by the Royal Danish Yacht Club.
- 4.1 Entries for a European Championship shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its paid-up yachts (as defined in ISA Constitution Rule 3.16) in that Country, in accordance with the table following Rule 4.22 in the World Championship Rules.

- 4.3 Notwithstanding the provisions of Rules 4.1 and 4.2 the current Champion shall always have the right to defend his title without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.
- 13.1 The Jury shall consist of five members of which one shall be the President and one the Vice-President. In addition the Jury shall have a secretary without vote. All members shall be chosen from among yachtsmen who have an intimate knowledge and experience of the IYRU-Racing Rules and of the English language. At least two members including the President and Vice-President shall not be nationals of the Host Country nor members of the Host Club.

INTERNATIONAL CUP-RULES

Rules for the Finnish Soling Cup:

1. This Cup is donated for competition every year.
2. The competition is individual and open to all paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules and the Olympic Scoring System shall be used.
4. This Cup shall be awarded every year to the best Soling in the ISA-series of Recommended International European Events. The Soling with the lowest total score of the above mentioned events will be the winner.
5. The helmsman of the winning boat shall hold the Cup for one year. If the same helmsman has won the Cup three times the Cup shall be awarded as the property of such winner.
6. The winner of any year shall engrave the Cup: Year, Name of Soling and Name of Winner.
7. If necessary the International Soling Association can alter these rules at any time.

Rules for the International Alpen Cup (Alpenpokal)

1. This cup is donated by Mr. **Carl Auteried** for competition to be arranged every year at regattas in countries surrounding the Alps.
2. The competition is individual and open to all ISA paid-up Solings.
3. All competition shall be arranged in accordance with the IYRU Racing Rules, and the Olympic Scoring System with the amendments stated in rule 5-7 below.
4. Every year four series of racing shall be arranged in West Germany, Italy, Switzerland and Austria.
5. The cup will be awarded only when at least two series of the four arranged are completed.
6. When four series are completed the best three shall be counted.
7. In any series at least three races must be completed. When more than three races are completed in the same series three shall be counted.
8. The winner of any year shall engrave the Cup Year, Name of Soling and Name of Winner.
9. If necessary the International Soling Association can in concert with the NSAs of the countries stated in rule 4 above alter these rules at any time.

RACE COMMITTEES AND ORGANIZERS

RACE RESULTS – Race Log

DATE _____ REGATTA _____
 RACE _____ START TIME _____
 NO STARTERS _____ FINISH TIME _____
 NO FINISHERS _____ CLASS _____

Course _____
 A B C
 Wind _____
 Current _____

Weather
 Sunshine
 Clear
 Haze
 Overcast
 Fog
 Rain
 Thunder

Yachts disq. (spec. year)

Yachts dis

Yachts dis

Yachts flying
 Protest flag

Other Observ

O.O.D. – signature _____


Place	Letter	No.	Points	Place	Letter	No.	Points
1			0	36			42
2			3	37			43
3			5	38			44
4			8	39			45
5			10	40			46
6			11	41			47
7			13	42			48
8			14	43			49
9			15	44			50
10			16	45			51
11			17	46			52
12			18	47			53
13			19	48			54
14			20	49			55
15			21	50			56
16			22	51			57
17			23	52			58
18			24	53			59
19			25	54			60
20			26	55			61
21			27	56			62
22			28	57			63
23			29	58			64
24			30	59			65
25			31	60			66
26			32	61			67
27			33	62			68
28			34	63			69
29			35	64			70
30			36	65			71
31			37	66			72
32			38	67			73
33			39	68			74
34			40	69			75
35			41	70			76

fig. 1

At any race in the Soling Class it is both practical and useful to have a log of the race. The Race Log form shown in fig. 1 is produced by the ISA, and here printed in half size. The full size form will fit any standard A4 binder. Used on board the Committee Vessel all details of importance from the race are in the same sheet of paper, and from this the information of the race can easily be transferred to the Race Report shown in fig. 2.

Summary of EVENT – REGATTA Report

INTERNATIONAL SOLING ASSOCIATION
 18, Østergade, 1100 Copenhagen

Regatta Report 

Regatta Report to be sent under the above mentioned address as soon as possible after the conclusion of the regatta.

INTERNAT. REGATTA _____
 Date _____ Organizing Club _____
 Organizing Association _____

Weather conditions in general:

Race by Race	Wind dir from	Streight in knot	Current against kn.	Sunshine	Overcast	Rain	Course
NO: 1	Date						
2							
3							
4							
5							
6							
7							

Results on an average score for the first ten Solings
 Number to finish in races:

NO:	SOLING Sail No.	PLACEMENT IN RACE NUMBER							Total Score	Deduction	Final Score
1		1	2	3	4	5	6	7			
2											
3											
4											
5											
6											
7											
8											
9											
10											

Supplementary report of international interest:

Enclosed: Programme and Sailing Instructions.

fig. 2.

In several circulars from the ISA the National Soling Associations have received the Race Report shown in fig. 2 (half size). The Secretariat has asked organizers to use this form to report their race results etc. by filling in the columns. By introducing these two forms we hope to have reduced the trouble to a minimum, and look forward to receive more reports – please. Both forms are by request available from the Secretariat. Copies of the filled in forms together with list of competitors and programme (Sailing Instructions) should be air-mailed to ISA-Office as soon as possible.

MEASUREMENT

Responsibility of Measurers

The measurer must be impartial to the builder and the owner and examine the yacht, spars, sails and its equipment to check that they comply with all the requirements of the current class rules and the relevant Yacht Racing Rules. His findings are to be recorded on the measurement form. He must be fully familiar with the drawings and class rules because all the points that need to be checked are not necessarily shown on the measurement form.

The method of measurement shall be such that dimensions are taken as accurately as possible.

If the measurer is in any doubt on the application of a rule or measurement instruction he shall refer the matter to the authority which issues the certificate.

The measurer may check minor repairs, new parts, spars, sails or equipment completing a measurement form but any alterations or replacements shall comply with the current class rules and Yacht Racing Rules.

It is recommended that the measurer keeps a record of all the measurements that he takes including details of the yacht's sail number, builder, mould number etc.

The measurement of a class yacht is an important and responsible procedure and a measurer is entitled and recommended to charge a measurement fee as laid down by his National Authority.

Responsibility of Owner

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

- (i) Comply with the class rules and relevant Yacht Racing Rules at all times and that alterations, replacements or repairs to the yacht, spars, sails or equipment do not invalidate the certificate. The measurer should draw the owner's attention to this.
- (ii) Where appropriate, are ready for measurement since it is not the measurer's task to paint measurement bands, add weight correctors, etc.

CERTIFICATION AND REGISTRATION



SOLING

Designer: Jan H. Linge

MOULD			PLUG
BUILDER			HULL

Serial No: _____

IYRU ROYALTY PAID

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.

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 1179 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 1700 as per 1, January 1977.



SOLING

DESIGN JAN H. LINGE

MOULD			PLUG
BUILDER			HULL

SERIAL No — _____

IYRU LICENCE FEE PAID


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

The receipt issued by ISA for Building Fee paid for Solings finished until March 1970.

TYPE OR BLOCKLETTERS ONLY REGISTER FORM								ATTENTION: Carbonized NCR-paper					
IYRU Plaque Serial Number:						Sail letter: _____		Sail Number: _____					
Builder's code: _____		Hull no: _____		Mould no: _____		Plug no: _____		Built before March the 1st 1970 _____					
Measurement Form dated: _____						From Date: _____		To Date: _____		Certificate issued Date: _____		Initials: _____	
Owner: _____													
Owner: _____													
Owner: _____													
Owner: _____													
Owner: _____													
Owner: _____													
Registered fee (Dues) paid:								Former Sail Number:					
1970	1971	1972	1973	1974	1975	1976	1978	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-1-3-75-2500 wet								Signature: _____					

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.

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 _____

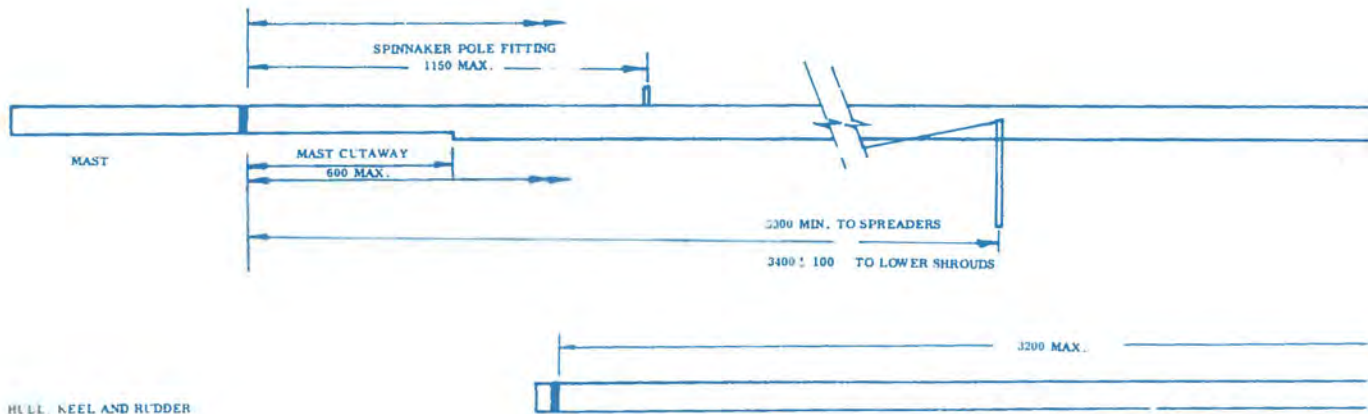
_____ Place _____ Date _____ Signature _____

Original Certificate issued by:

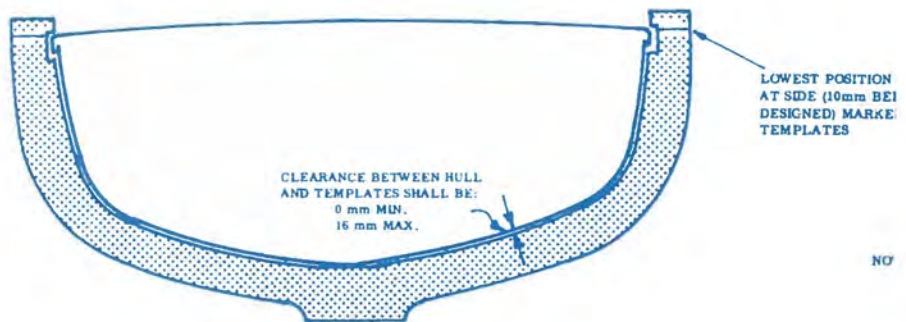
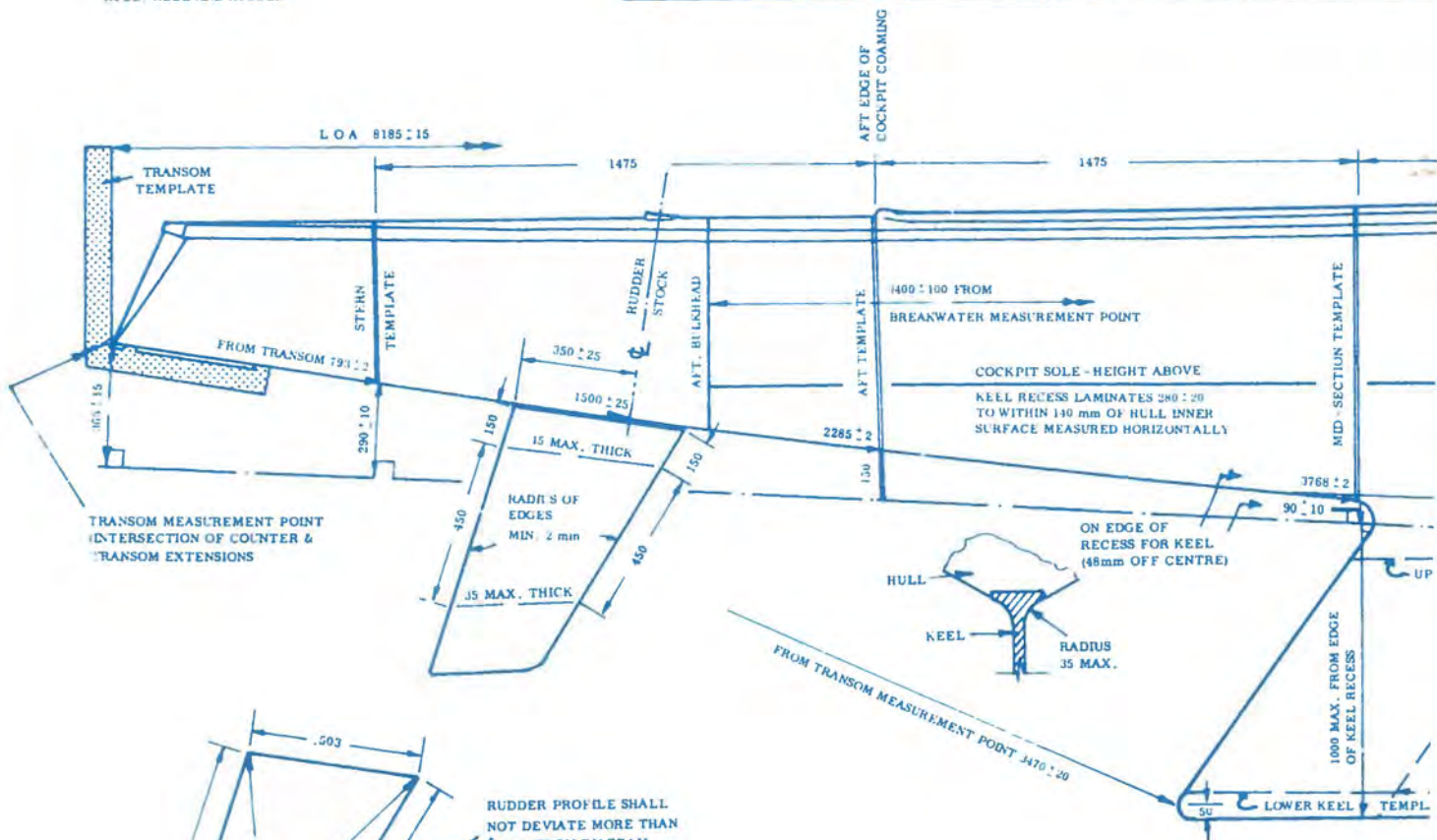
_____ Authority _____ Date _____ Sail no. _____

* Only for Solings built on or after March the 1st 1970
ISA-2-3-76-2500 wet

The Soling Certificate shall be duly filled in on the basis of either the official Measurement Form or the former Certificate of the Soling in question. The Certificate is valid only when all requirements of Class Rule 16 are satisfied.

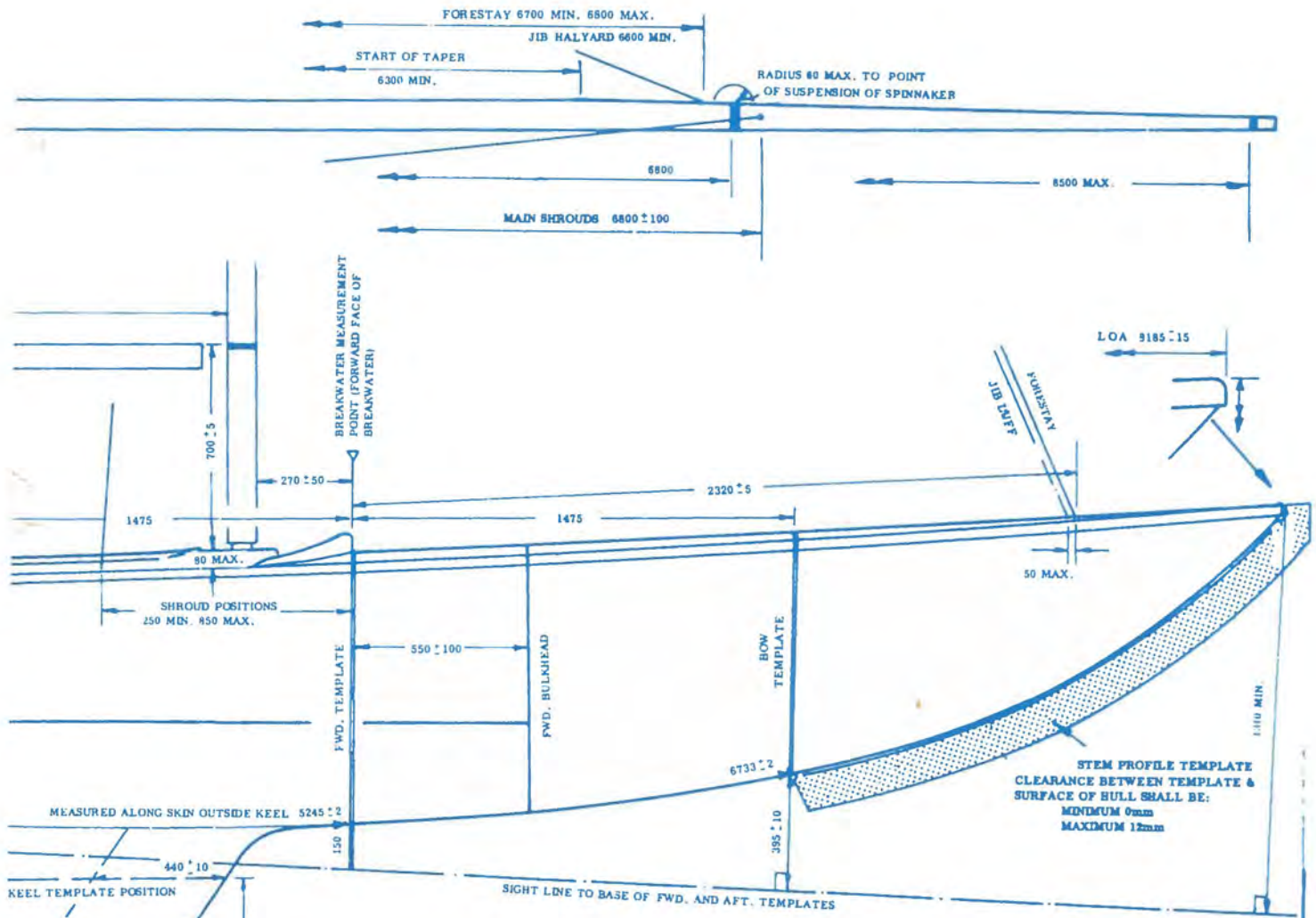


HULL, KEEL AND RUDDER

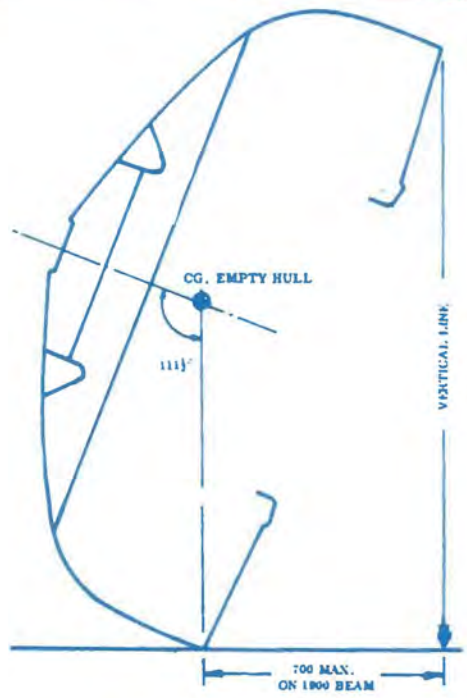


HULL TEMPLATE APPLICATION

SOLING CLASS MEASUREMENT DIAGRAM



CLEARANCE BETWEEN KEEL TEMPLATES AND KEEL SHALL BE:
 0mm MIN.
 7 mm MAX.



METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

ALL MEASUREMENT STATIONS SHALL BE PERMANENTLY MARKED EXTERNALLY ON HULL NEAR CENTRELINE AND ON DECK NEAR SHEERLINE

1978 International SOLING Class Rules and Measurement Diagram

Authority: INTERNATIONAL YACHT RACING UNION, 60 Knightsbridge, London, SW1X 7JX, England

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" replaces 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 the 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., Victoria Way, Woking, Surrey GU21 1EQ, England, 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. The use of fibres other than glass is prohibited in the construction of the hull, deck or rudder. The builder shall construct the hull by installing the backbone, stringers, bulkheads and floor before it leaves the mould. The hull and the deck shall be assembled with the deck in the approved mould or in a jig approved by a Measurer appointed by the National Authority.* In either case the necessary support shall be given so that the sheerline is as shown on the plans. Such support shall be approved by a Measurer approved by the National Authority.*

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

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

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. Licenses shall be issued after consultation with the I.S.A.

3. HULL AND DECKING

3.1 The hull and decking 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, 1 stem profile template and 1 transom 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 aluminum 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 not be 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) shall be attached to the keel bolts. Such lifting eye(s)/strap(s) including any permanent slings as permitted in Rule 12.6 shall weigh not more than a total of 3 kg.
- 4.5 The keel may be galvanized and/or covered by any synthetic material.
- 4.6 The radius of leading and trailing edges keel shall be not less than 2 mm.
- 4.7 The athwartships radius in way of the keel-hull joint shall not exceed 35 mm.

5. RUDDER

- 5.1 The rudder shall be of GRP, and shall be made only from a mould made from the one current 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, trailing and bottom edges shall be not less than 2 mm. On the section between points 150 mm down the leading and trailing edges of the rudder from the uppermost corners the thickness shall not exceed 45 mm. On the section between points 600 mm down the leading and trailing edges of the rudder from the uppermost corners the thickness shall not exceed 35 mm. In determining the uppermost corners the leading and trailing edges of the rudder shall be projected to intersect a projection of the top edge.
- 5.5 The rudder stock shall be located at 1500mm ± 25mm from the Transon 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 at 270 mm ± 50 mm aft of the Breakwater Measurement Point (see also Rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at 550 mm ± 300 mm aft of the Breakwater Measurement Point, and not more than 100 mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at 2320 mm ± 5 mm forward of the Breakwater Measurement Point.
- 6.4 The mast shall be of an alloy extrusion with a minimum 90 per cent aluminum content with a continuous fixed groove (except as permitted under Rule 6.52) which may or may not be integral with the spar section but shall be of the same material.
- 6.51 Except as permitted in Rule 6.52, below a point 6300 mm above the band defined in Rule 6.91 the mast shall be of constant section whose dimensions shall be 80 mm ± 10 mm athwartships and 120 mm ± 10 mm fore and aft including the luff groove. The mast shall be deemed to be of constant section provided that no variation in fore and aft or athwartships dimension between any two points exceeds 3 mm. The sectional weight including the luff groove shall be not less than 2.20 kg/m.
- 6.52 Below a point 600 mm above the top of the band defined in Rule 6.91 the luff groove may be cut away or otherwise modified.
- 6.53 Above a point 6300 mm above the band defined in Rule 6.91 the mast may be tapered to a minimum of 40 mm athwartships and 55 mm fore and aft including the luff groove at the topmost band.
- 6.531 Tapering shall be achieved only by making a cut or cuts down the section, closing them, and making continuously welded joints.
- 6.532 No such cut shall extend below the point defined in Rules 6.51 and 6.52.
- 6.533 The finished taper shall not be concave except that hollows not exceeding 3 mm and optional fairing within 75 mm of the backstay crane shall be permitted.
- 6.534 The sectional weight may be varied only by the removal of material due to the taper.
- 6.6 The mast complete with all standing and running rigging and supported at the band defined in Rule 6.91 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 fully hoisted 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 Holes may be made in the mast only for fittings and rigging.
- 6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50 mm between upper and lower bands shall be permitted.
- 6.9 Bands of contrasting colours shall be painted on the mast as follows:
 - 6.91 with its upper edge 700 mm ± 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 3.8 mm dia. attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 6800 ± 100 mm above the band defined by Rule 6.91.
 - 7.12 Two lower shrouds of not less than 3.8 mm dia. attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at 3400 ± 100 mm above the band defined by Rule 6.92 and a point 100 mm below it.
 - 7.13 One permanent forestay of not less than 3.8 mm dia. attached to the mast in such a way that the point of intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located between the lower edge of the band defined by Rule 6.92 and a point 100 mm below it.
 - 7.14 One adjustable backstay of not less than 3 mm dia. 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.
- 7.5 The jib halliard shall meet the mast at a point not more than 200 mm below the lower edge of the band defined in Rule 6.92.
- 7.6 All halliards, or their extensions, when hoisted, shall intersect the deck not more than 75 mm from the mast.

8. MAIN BOOM

- 8.1 The main boom shall be of a light alloy extrusion with a fixed groove for the mainsail footrope.
- 8.2 Sectional dimensions shall be 65 mm ± 5 mm in width and 80 mm ± 5 mm in height including the groove except that for a distance not exceeding 600 mm from the aft edge of the mast the groove may be cut away or otherwise modified. 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 3200mm 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 to 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 Measurements 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 Not more than two mainsails, two jibs, two large spinnakers and one small spinnaker shall be carried on board when racing. At an event where sails are to be measured, only the above sails shall be presented for measurement and no other sails shall be used in that event except by express permission of the race committee.

- 10.3 Except for bolt ropes, reinforcement, head and clew boards, cringles, jib hanks and transparent panels as specified below, sails shall be constructed only of woven fibres. Fibres other than those of polyester and non-aromatic polyamide are prohibited. Either one or two unwoven transparent panels, the total area of which shall not exceed 0.28 m², are permitted in any sail, and shall be not less than 150 mm from any edge of the sail.

- 10.4 For mainsails and jibs the minimum weight of material shall be 200 g/m². For spinnakers the minimum weight of material shall be 38 g/m² and the maximum weight shall be 76 g/m².

- 10.5 The sail number, letter(s) and class emblem shall be placed as laid down in the I.Y.R.U. Yacht Racing Rule 25 as amended by Soling class rule 10.81.

- 10.51 Letters and numbers shall be of the following minimum dimensions:

- 10.52 Height: 350 mm.

- 10.53 Thickness: 50 mm.

- 10.54 Width: 230 mm (excluding number one and letter I).

- 10.55 Space between adjoining letters and numbers: 70 mm.

- 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 9170 mm. Reefing cringles shall be optional.

- 10.62 Only four battens shall be permitted. The inside length of the three lower batten pockets shall not exceed 830 mm and the inside length of the top batten pocket shall not exceed 530 mm. The inside width, excluding local widening for purposes of batten insertion, shall not exceed 60 mm. The batten pockets shall divide the leech into five parts of 1820 mm ± 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, including luff rope, at half and three-quarter height shall not exceed 2010 mm and 1160 mm respectively. These measurements shall be taken from the half and three-quarter points on the leech to the nearest point on the luff. Hollows in the leech in the way of measured points shall be bridged.

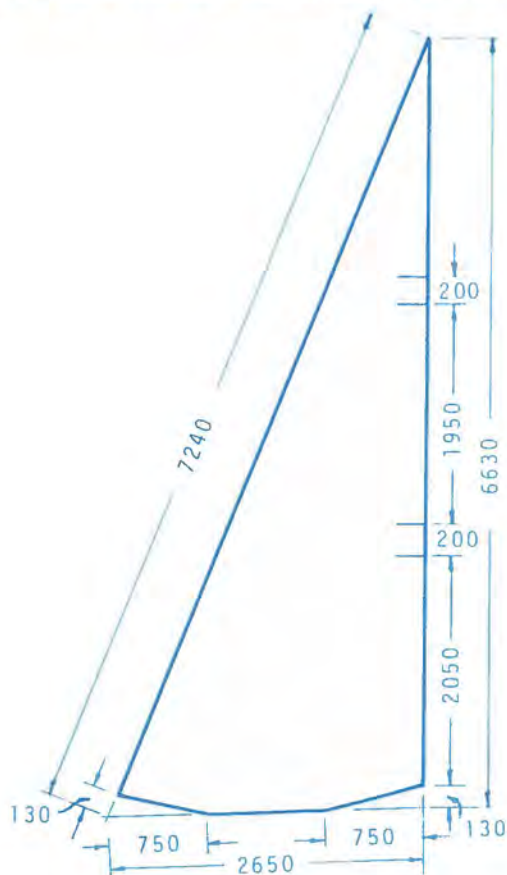
- 10.65 At a point 380 mm below the highest point of the headboard the width of the sail, measured at right-angles to the luff, shall not exceed 340 mm including the luff rope.

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

- 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.



JIB DIAGRAM
Dimensions are in Millimeters

- 10.73 Only two battens shall be permitted. The inside length of the batten pockets shall not exceed 330 mm and the inside width, excluding local widening for purposes of batten insertion, shall not exceed 60 mm. With the jib totally within the profile of the diagram, the lower edges of the battan pockets shall fall within the limits given by the diagram.
- 10.74 The forestay shall not be detached for the attachment of the jib. The fore edge of the jib luff, or its extension when hoisted, shall intersect the deck aft of, and not more than 50 mm from, the forestay.
- 10.75 Double jibs are prohibited.
- 10.76 Not more than 20 fasteners each of 40 mm maximum dimension measured along the luff shall be permitted.
- 10.77 A clewboard, capable of fitting within a rectangle 250 mm x 100 mm, is permitted in the jib.
- 10.8 *Spinnakers:*
- 10.81 The National letter(s) and distinguishing number shall be shown on spinnakers at all times. Minimum sizes shall be those laid down in Rule 10.5.
- 10.82 The spinnakers shall be symmetrical about their vertical centre lines and shall not embody any device capable of altering their shapes.
- 10.83 Large 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 2700 ± 100 mm.
- 10.833 The half width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between those two points of intersection shall be 2900 ± 100 mm.
- 10.834 The total distance from the head to the centre of the foot shall not exceed 8750 mm. This measurement shall be taken with the sail opened out, laid on a flat surface and with sufficient tension applied at the head and centre of the foot just to remove the wrinkles across the line of measurement.
- 10.84 Small spinnaker:
- 10.841 The length of luff and leech shall be 7400 ± 100 mm.
- 10.842 The width of half the foot, when folded tack to clew, shall be 2500 ± 100 mm.
- 10.843 The half-width shall be measured with the spinnaker folded in half, tack to clew. An arc whose centre is the head of the sail and whose radius is equal to half the actual luff length shall be made to intersect the luffs and the centre fold. The distance between these two points of intersection shall be $2000 \text{ mm} \pm 100$ mm.
- 10.844 The total distance from the head to the centre of the foot shall not exceed 7900 mm. This measurement shall be taken with the sail opened out, laid on a flat surface and with sufficient tension applied at the head and the centre of the foot just to remove the wrinkles across the line of measurement.

11. WEIGHT

- 11.1 The dry weight of the complete boat as raced, including one set of sheets only but, excluding only the equipment listed below, shall be not less than 1035 kg. The only equipment to be excluded when weighing is as follows: sails and battens, paddle, life jackets, hand pump, hand bailers, anchor and anchor rope, mooring line, fenders, lifting slings, tool kit and personal effects.
- 11.2 Corrector weights, totalling not more than 7 kg, shall be fastened to the underside of the deck with two-thirds of the total weight forward and one-third aft of the cockpit. Any additional corrector weights required shall be permanently fastened to the underside of the deck. Two-thirds of these shall be not less than 700 mm forward of, and one-third not less than 4000 mm aft of, the breakwater measuring point. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.
- 11.3 From 1st March, 1971, all existing boats shall comply with Rule 11.1. Boats built prior to 1st March, 1970, without a cockpit sole shall, before applying the provisions of Rule 11.2, be permitted to have up to 15 kg of corrector weights, located below the floorboards. Approximately 50% of any such corrector weights shall be permanently fastened to the foremost floor-member and approximately 50% to the aftermost floor-member. Permanently fastened means screwed or bolted and covered with one layer of glass cloth and resin for the life of the boat.

12. MISCELLANEOUS

- 12.11 Bulkheads with watertight inspection covers similar to those shown on the arrangement plan shall be compulsory.
- 12.12 The bulkheads shall be located $550 \text{ mm} \pm 100$ mm forward and $3400 \text{ mm} \pm 100$ mm aft of the Breakwater Measurement Point.
- 12.13 Watertight inspection covers for bulkheads and floor shall be positively locked in their proper position when racing.
- 12.14 Holes in 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 remaining after the installation of any fittings, but before the installation of any rope or wire, shall not exceed 10 cm² in each bulkhead.
- 12.16 Drain holes in the bulkheads are prohibited.
- 12.2 Holes in the deck for the installation of equipment shall be permitted subject to the following restrictions:
- 12.21 No hole in the deck shall be more than 120 mm in any direction.
- 12.221 The total area of holes in the deck forward of the forward bulkhead shall not exceed 5 sq. cm after the installation of any fittings but before the installation of any rope or wire.
- 12.222 The total area of holes in the deck aft of the aft bulkhead shall not exceed 5 sq. cm after the installation of any fittings but before the installation of any rope or wire.
- 12.3 Four self-bailers are permitted.
- 12.4 A furling device for the jib shall be permitted.
- 12.5 A cockpit sole shall be fitted as shown on the plans such that its height at any point is $280 \text{ mm} \pm 20$ mm from the inner surface of the hull above the keel flange. It shall extend 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 not exceed 20 mm. (This shall be compulsory for all boats certified from 1st March, 1970.)
- 12.6 Lifting sling(s) may be permanently fastened on to the eye(s)/strap(s) specified in Rule 4.4. In this case the sling(s) shall consist of stainless steel wire rope. Where one sling is used its diameter shall be not less than 9 mm. Where two slings are used the diameter of each shall not be less than 7 mm. Where four slings are used the diameter of each shall be not less than 4.75 mm.

13. RESTRICTIONS

- 13.1 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 aids to support the crew outboard are permitted except for:
- (i) handles on deck which if of rigid material shall not extend outboard of the sheerline and shall not exceed 75 mm in height above deck.
 - (ii) five hand-holes of maximum length 120 mm and maximum width 35 mm through each side deck.
 - (iii) foot straps which shall be fastened inside the cockpit and shall not be able to extend outboard of the sheerline.
 - (iv) body straps which shall not be attached to, or led through, any point more than 75 mm above the sheerline and which shall not be used as footstraps.
- Such body straps shall not be used without at the same time using the foot straps specified in Rule 13.3 (iii), nor shall they be used to enable a different position to be adopted than would be possible in their absence.
- 13.31 No hiking aid shall prevent its user from instantly releasing himself from the boat and any part of the aid which remains attached to the user after such release shall have:
- (i) positive buoyancy
 - (ii) a wet-weight not more than 2.5 kg.
- The wet weight shall be determined after saturation in water followed by free draining for one minute after which the weight shall be recorded.
- 13.4 The fore and aft position of the mast at deck level shall not be altered and no equipment shall be permitted for the purpose of moving the heel of the mast, while racing.
- 13.5 Adjustment of shroud length shall be made only by threaded screw fittings, and fore and aft movements of the shroud fittings shall not be regarded as altering the shroud length.
- 13.6 The method of adjusting forestay and backstay tension shall be optional.
- 13.7 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.
- 13.10 Sanding and/or the application of paint coatings is permitted provided that no part of the yacht is thereby caused to lie outside the measurement tolerances specified in these rules, the official measurement diagram and the official plans.

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 three hand bailers, the total weight of which shall not exceed 4 kg. The capacity of each hand bailer shall be at least 4 litres and while racing the hand pump and three hand bailers shall be attached to the boat and stored in the cockpit.
- 14.15 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. OWNER'S RESPONSIBILITY AND MEASUREMENT CERTIFICATE

- 16.1 The owner shall be obliged to satisfy himself that the one-design principle has not been violated and to do nothing during the course of his ownership to cause this principle to be violated.
- 16.2 No boat shall be entitled to race as a bona-fide Soling unless:
- (i) the owner holds a valid certificate in his own name.
 - (ii) the annual dues have been paid to his National Soling Association or if there is none for the owner's country to the I.S.A.
 - (iii) an I.S.A. Sticker for the current year is affixed to the centreline of the deck between the rudder post and aft edge of the cockpit.
- 16.3 The certificate shall be obtainable from the National Authority* in the following way:
- (i) 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*
 - (ii) in the case of change of ownership by sending the invalid certificate to the National Authority*.
- 16.4 In each case a copy of the certificate shall be forwarded to the I.S.A.

17. RE-MEASUREMENT

- 17.1 All certified boats shall be liable to re-measurement at any time on protest or at the discretion of the I.Y.R.U., the National Authority, I.S.A., National Soling Association or Race Committee.
- 17.2 If a builder is found to have signed a measurement form for a boat that did not measure correctly, he shall be liable to rectify the error, and may have his licence as builder withdrawn.
- 17.3 Any re-measurement shall be in accordance with the current Class Rules except for the following Rules: 5.3, 6.521, 6.522, 6.523, 6.524, 12.11, 12.12, and 12.5. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current class rules or the rules in force at the time the replacement is made.
- 17.4 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current rules.

18. TRANSLATION OF RULES

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

International SOLING Class Measurement Form

Authority: International Yacht Racing Union, 60 Knightsbridge, London, SW1X 7JX, England
Date of International Status: May 1968

IN ORDER TO OBTAIN A CERTIFICATE

- The licensed builder shall obtain a Building Fee Plaque from I.Y.R.U. Holdings Ltd., Victoria Way, Woking, Surrey GU21 1EQ, England, for each boat built. This acts as a numbered Building Fee Receipt. (Rule 2.1 and 3.5.)
- 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.
- 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.
- Items numbered 1-38 inclusive shall be measured and the details noted on the measurement form before the yacht leaves the licensed builder's premises.
- All measurements are in millimetres and kilograms unless otherwise stated.
- 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		580
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	3.4	Length overall - Transom template to stern	8170		8200
	12.12	Bulkhead positions - distance from Breakwater Measurement Point			
7*		Fwd. Bulkhead	450		650
8*		Aft Bulkhead	3300		3500
9	12.5	Thickness of the keel laminate			20
10*	12.5	Cockpit sole height above keel laminate at flange	280		300
11*	12.5	Cockpit sole horizontal distance from hull to edge of sole			140
12	3.6	Foredeck height at mast step above sheerline			80
13	3.4	Bow template	0		16
14	3.4	Forward template	0		16
*See also Rule 17.3					
15	3.4	Mid section template	0		16
16	3.4	Stern template	0		16
17	3.4	Aft template	0		16
18	3.4	Stem template	0		12
19	3.4	Are the sheerlines at correct height at each template?			YES/NO
	3.4	Template sight line (bases of forward and aft templates) to Transom Measurement Point			
20		Hull centreline at	350		380
21		Stern template position	280		300
22		Mid section template position	80		100
23		Bow template position	385		405
24		Sheerline at stem	1310		
25	3.4	Keel aft edge 50 mm above heel to Transom Measurement Point	3450		3490
26	4.7	Radius at keel-hull joint			35
27	4.1	Lower keel template	0		7
28	4.1	Upper keel template	0		7
29	4.1	Max. section keel template	0		7
30	3.4	Depth of keel from edge of recess at 3768 ± 2 from Transom Measurement Point			1000
31	4.6	Keel radius of edges	2		
32	4.3	Keel bolts as on plan No. 67-5			YES/NO
33	5.5	Rudder stock centreline to Transom Measurement Point	1475		1525
34*	5.3	Rudder stock diameter	28		

Item	Rule	Measurement	Minimum	Actual	Maximum
35*	5.3	Rudder stock solid end of correct material			YES/NO
36	5.1	Rudder profile as on Measurement Diagram			YES/NO
37	5.1	Thickness of rudder as on Measurement Diagram			YES/NO
38	5.2	Centre of Rudder Stock to upper aft corner of rudder	325		375
39	5.4	Rudder - radius of edges	2		
FINISHED HULL MEASUREMENTS					
40	6.1	Mast position - fore side from Breakwater Measurement Point	220		320
41	6.2	Shroud position from Breakwater Measurement Point	250		650
42	6.2	Shroud positions from outer edge of deck			100
43	13.5	Adjustment of shroud tension by threaded screw fittings			YES/NO
44	6.3	Forestay position from Breakwater Measurement Point	2315		2325
45	12.13	Positive fastening device for watertight inspection covers			YES/NO
46	12.14	Location of holes in each bulkhead below deck			150
47	12.15	Total area of holes in forward bulkhead			10 cm ²
48	12.15	Total area of holes in aft bulkhead			10 cm ²
49	12.221 12.222	Total area of holes in each specified area of deck (after installation of fittings)			5 cm ²
50	12.16	Are there any drain holes in between watertight compartments and the cockpit			YES/NO

*See also Rule 17.3

Item	Rule	Measurement	Minimum	Actual	Maximum
51	12.21	Dimension in any direction of holes in deck			120
52	12.3	Numbers of self-bailers			4
53	13.3	Dee foot straps conform with the requirements of Rule 13.3?			YES/NO
54	13.3	Handles on deck - height of (shall not extend outboard)			75
55	13.3	Number of handholes through each side deck			5
56	13.3	Length of each handhole			120
57	13.3	Width of each handhole			35
58	12.4	Do lifting slings comply with rule 12.4?			YES/NO
SPAR MEASUREMENTS					
59	6.51 6.52	Is mast of constant section in accordance with rules 6.51 and 6.52			YES/NO
60	6.51	Mast section (a) fore and aft including groove (b) athwartships	110 70		130 90
61*	6.53	Mast taper (a) lowest point distance above lower band (b) Does taper comply with rules 6.521, 6.522 and 6.523?	6300		YES/NO
62	6.53	Mast fore and aft at topmost band	55		
63	6.53	Mast athwartship at topmost band	40		
64	6.8	Longitudinal set due to bending between lower and topmost bands			50
65					
66					
67	6.6	Mast tip weight (with rigging) when supported at lower band	11		
68	6.91	Lower band - upper edge above deck	695		705
69	6.92	Forestay band - lower edge above lower band			6800
70	6.93	Topmost band - lower edge above lower band			8500
71	7.11	Main shroud attachment above lower band	6700		6900
72	7.12	Lower shroud attachment above lower band	3300		3500
73	7.13	Forestay attachment below forestay band			100
74	7.5	Jib halldard below forestay band			200
75	7.2	Spinnaker suspension point distance (radius) from lower edge of forestay band			60
76	7.3	Spreaders - extension of bearing point from side of mast	640		
77	7.3	Spreaders attached above lower shrouds			YES/NO
78	7.11	Diameter of forestay, upper and lower shrouds	4		
79	7.14	Diameter of backstay	3		
80	7.4	Main boom downhaul stop fitted			YES/NO
81	8.2	Main boom section - height including groove	75		85
82	8.2	Main boom section - width	60		70
83	8.3	Vertical set of boom due to bending between band and mast			25

*See also Rule 17.3

Item	Rule	Measurement	Minimum	Actual	Maximum
84	8.4	Inner edge of band and aft side of the mast (extended if necessary)			3200
85	9.1	Spinnaker boom including fittings—extending from mast			2640
86	9.2	Spinnaker boom—attachment to forward face of mast above lower band			1150
87	10.74	Does fore edge of jib luff or its extension intersect deck aft and within 50 mm of forestay?			YES/NO
88	7.6	Do halliards or their extensions meet deck within 75 mm of mast?			YES/NO
		ALL UP WEIGHT			
89	11.1	Dryweight of complete boat	1035		
90	11.2	Corrector weights totalling not more than 7 kg located under deck:			
91		2/3 fwd. of cockpit: Actual weight			
		1/3 aft of cockpit: Actual weight			
92	11.2	Additional correctors located:			
93		2/3 not less than 700 mm fwd. of Breakwater Measuring Point: Actual weight			
94		1/3 not less than 4000 mm aft of Breakwater Measuring point: Actual weight			
		Are additional correctors permanently fastened?			YES/NO
95	11.3	If boat built before March 1970, without a cockpit sole, do correctors comply with rule 11.3?			YES/NO

DECLARATIONS

- To be signed by the LICENSED BUILDER moulding and assembling the hull and keel
I certify that:
 - 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.
 - This yacht has been constructed according to the official plans and rules for the International Soling Class.
 - 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 _____

- 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 _____

- 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—39 inclusive.

Name of Measurer _____ Signature of Measurer _____
Date _____
Measurer's Comments: _____

- (c) Hull Items 40-58 inclusive.

Name of Measurer _____ Signature of Measurer _____
Date _____
Measurer's Comments: _____

- (d) Spars Items 59—88 inclusive.

Name of Measurer _____ Signature of Measurer _____
Date _____
Measurer's Comments: _____

- (e) Weight Items 89—95 inclusive.

Name of Measurer _____ Signature of Measurer _____
Date _____
Measurer's Comments: _____

INTERNATIONAL SOLING CLASS SAIL MEASUREMENT FORM

Authority: INTERNATIONAL YACHT RACING UNION, 80 KNIGHTSBRIDGE, LONDON, SW1X 7JX, ENGLAND

Sail Number: _____ Name of Yacht: _____
Name of Owner: _____ Name of Owner's Club: _____
Address: _____ Soling Association: _____

Procedure: All sails shall be measured in accordance with the I.Y.R.U. Sail Measurement Instructions, and the Measurement and Class Rules, on 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	Measurement	Minimum	Sail A	Sail B	Maximum
		MAINSAIL Sailmaker		a		
		Ref. Number		a		
		Year		a		
1	10.81	Length of leech				9170
2	10.86	Diameter of luff and foot ropes	8			
3	10.84	Width at half-height including luff rope				2010

4	10.84	Width at three-quarter height including luff rope	m			1160
5	10.85	Width 380 mm below highest point including luff rope	m			340
6	10.83	Headboard	m			120
7	10.62	Top batten pocket	✓			530 x 60
8	10.62	Three lower batten pockets	✓			830 x 60
9	10.62	Division of leech into five parts	✓	1740		1900
10	10.3	Transparent panels total area	✓			0.28 m ²
11	10.3	Transparent panels from edge	✓	150		
12	IYRU*	Stiffening of corners	✓			405
13	10.5	Size of emblem	✓	750 x 500 x 125		
14	10.5**	Size of letters & figures (excl. 1)	✓	350 x 230 x 50		
15	10.54**	Space between figures	✓	70		
16	10.1	Is a sail label fitted	a			YES/NO
		JIB Sailmaker	a			
		Ref. Number	a			
		Year	a			
17	10.71	Fit on diagram	a			YES/NO
18	10.73	Two batten pockets	✓			330 x 60
19	10.73	Division of leech into three parts	✓	2050		2250
20	10.3	Transparent panels total area	✓			0.28 m ²
21	10.3	Transparent panels from edge	✓	150		
22	IYRU*	Stiffening of corners	✓			363
23	10.76	Number of luff fasteners	✓			20
24	10.76	Max. size	✓			40
25	10.77	Will clew board fit within rectangle 250 x 100	a			YES/NO
26	10.1	Is a sail label fitted	a			YES/NO
		SPINNAKER LARGE Sailmaker	a			
		Ref. Number	a			
		Year	a			
27	10.831	Length of luff and leech	m	7300		7500
28	10.832	Width of half foot	m	2600		2800
29	10.833	Halfwidth at 0.5 luff from head	m	2800		3000
30	10.834	Length of centre fold	m			8750
31	IYRU*	Stiffening of corners	✓			372
32	10.81**	Sail letters and numbers correct	✓			
33	10.1	Is a sail label fitted	a			YES/NO
		SPINNAKER SMALL Sailmaker	a			
		Ref. Number	a			
		Year	a			
34	10.841	Length of luff and leech	m	7300		7500
35	10.842	Width of half foot	m	2400		2600
36	10.843	Halfwidth at 0.5 luff from head	m	1900		2100
37	10.844	Length of centre fold	m			7900
38	IYRU*	Stiffening of corners	✓			372
39	10.81**	Sail letters and numbers correct	✓			
40	10.1	Is a sail label fitted	a			YES/NO

*IYRU Sail Measurement Instructions.

**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:

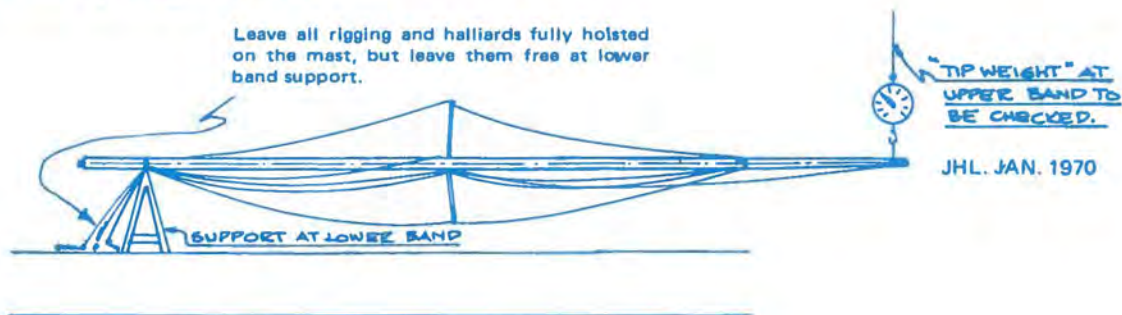
Date of Measuring

Measurer's signature

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Effective 1 March 1976.
Previous issues 1 March 1974.
1 March 1973.
1 March 1971.
1 March 1970.

Mast Tip Weight Control



RECORDS OF SOLING

NATION	Approximate total of Solings									
	April 70	June 71	Jan. 73	Jan. 75	Jan. 1977					
A	Argentina	12	22	28	26	26				
AR	Egypt	—	—	—	—	6				
B	Belgium	5	6	8	11	11				
BA	Bahamas	12	2	2	2	1				
BL	Brazil	11	25	29	34	36				
D	Denmark	36	42	56	66	72				
E	Spain	3	5	16	23	25				
F	France	92	96	110	122	138				
G	West Germany	54	73	128	150	185				
GO	D.D.R.	0	0	6	10	10				
GR	Greece	6	15	23	26	26				
H	Holland	9	11	12	16	18				
I	Italy	63	87	129	162	176				
IR	Eire	1	3	3	3	3				
J	Japan	2	2	5	17	25				
K	United Kingdom	68	85	101	115	124				
KA	Australia	85	111	118	142	146				
KB	Bermuda	15	20	21	22	22				
KC	Canada	115	100	116	126	145				
KJ	Jamaica	1	2	3	3	3				
KR	Rhodesia	0	0	1	1	1				
KZ	New Zealand	3	6	9	12	14				
L	Finland	10	24	30	37	40				
M	Hungaria	0	2	2	2	12				
Mo	Monaco	—	—	—	1	1				
MX	Mexico	3	6	6	6	10				
N	Norway	30	69	82	84	87				
OE	Austria	10	18	30	41	58				
P	Portugal	1	1	2	2	2				
PH	Philippines	0	0	1	1	1				
PK	Pakistan	0	2	2	2	2				
PR	Puerto Rico	0	2	1	1	5				
PZ	Poland	1	1	1	3	3				
S	Sweden	61	91	102	110	113				
SA	South Africa	9	13	16	16	16				
SR	U.S.S.R.	2	2	5	16	20				
TH	Thailand	0	2	2	2	2				
US	U.S.A.	394	521	604	650	673				
V	Venezuela	0	5	6	8	8				
VI	Virgin Islands	6	8	7	7	7				
Y	Yugoslavia	0	1	1	1	1				
Z	Switzerland	71	91	162	200	222				
IYRU-plaques issued to various Licensed Builders, Solings not yet registered						84	122	92		
Total						1191	1570	2070	2401	2589

PREVIOUS INFORMATION FROM IYRU



Interpretations - How to Use Templates and a Very Important Reminder Concerning Hatches

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 term 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.

Interpretations.

From the IYRU 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).
- (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).
- (vii) For existing Solings a topcoat is not obligatory but in future a topcoat shall be required. (Rule 2.2). (Item (iii) and (vi) omitted not being actual after rule changes).

From the IYRU Year Book 1973, page 69, we quote:

Interpretations

The following interpretations were confirmed:

- (i) **Rule 5 - Rudder**
The addition of material to the surface of the rudder in order to change its shape or thickness is prohibited.
- (ii) **Rule 7 - Mast Rigging**
The rigging described in rule 7 as being of a certain diameter shall be circular, i.e. streamlined rigging is prohibited.
- (iii) **Rule 10.63 - Mainsail Headboard**
The sail may extend aft of the headboard provided that the other requirements of the rules are met.

Dispensations

- (i) **Abbott**
The Abbott Solings built using mould number 4 were granted a permanent dispensation in respect of the stern, aft and midship templates clearances which are in excess of the maximum permitted.
- (ii) **Rudders Yachts**
The Rudders Yachts Solings built with keels which do not conform with the templates and/or incorporate a plug of material other than cast iron were granted a permanent dispensation. The owners of these boats may have the

keels corrected so that they comply with the class rules and specifications.

- (iii) Solings in the United States which had material added so that the hulls conformed with the templates were granted a dispensation to retain the material.
- (iv) It is the owner's responsibility to ensure that the dispensations granted above shall be endorsed on the yacht's certificate by the IYRU or a National Authority.
- (v) Builders shall be advised that no dispensations will be given for boats built after 21st November, 1972. They should check that the tooling in their possession will enable them to produce boats which comply in all respects with the class rules and specifications. If any builder considers that alterations to his tooling are required, to bring it closer to the mean of the permitted tolerances, the IYRU may authorise such alterations. Any alterations so authorised, shall be checked by a measurer appointed by the IYRU.

Future Supply of Official Tooling

The present procedure whereby licensed builders are supplied with a plug produced from the official master mould shall be retained. The official tooling shall be checked by the Chief Measurer before it is dispatched from the authorised supplier (the amendment to class rule 2.3 refers).

The official templates may be amended, in accordance with instructions to be supplied by the IYRU, so that they may be applied to the plug as well as to the finished hull.

And from the Year Book 1975, page 94 we quote:

- (ii) **Holes in Mast**
Lightening holes in masts are not permitted and any such holes shall be plated over with materials similar to that used for the mast. Plates are to be welded or fixed by an equivalent method to the mast. Holes of less than 6 mm diameter may be closed with other materials.

Alspar Masts Contravening Rule 6.522 (effective 1.3.75)

Such masts - provided they form part of the equipment of a Soling certificated before 1st March 1975 are now deemed by Rule 17.3 (effective 1.3.75) to be legal. The following boats are known to fall within Rule 17.3:

A 25, A 26, BL 30, BL 33, F 110, GR 18, GR 24, KA 121, KA 125, KA 131, KA 132, KA 135, KC 126, SR 7, US 512, US 547, US 565, US 572, US 579, US 593, US 600, US 601, US 604, US 606, US 607, US 608, US 609, US 610, US 613, US 614, US 616, US 625, Z 171, Z 180.

The above list is not necessarily complete.

Soling Class (IYRU Year Book 1976, page 85)

- (ii) Licensed builders are permitted to fill the spinnaker boom recess in the breakwater on the deck plug. (Item (i) omitted not being actual after rule changes (10.834 and 10.844).

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 coming events 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 ISA Secretariat proposed in the summer of 1971 to IYRU to give further advise in using templates. In January 1972 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 stern 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 field.

Tolerances in the shape of the hull are permitted to allow for normal variations in the construction of the boat. The permitted tolerance on a cross section is a clearance, hull to template, of 0 mm to 16 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 template for checking the shape of the keel are made with different clearances from 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.

IYRU January 19, 1972.

SAFETY

The ISA has been conducting research into the circumstances surrounding the few Solings which have sunk.

On the evidence which we have been able to collect, it appears that in these sinkings, one or more of the hatches, (either into one of the bulkheads or into the floor) was not properly locked in place.

Your attention is drawn to Class Rule 12.13 which says: "Water-tight bulkhead inspection covers shall be on board and positively locked in their proper position when racing."

Note also that class rule 12.16 prohibits drain holes in bulkheads. This rule applies to all Solings.

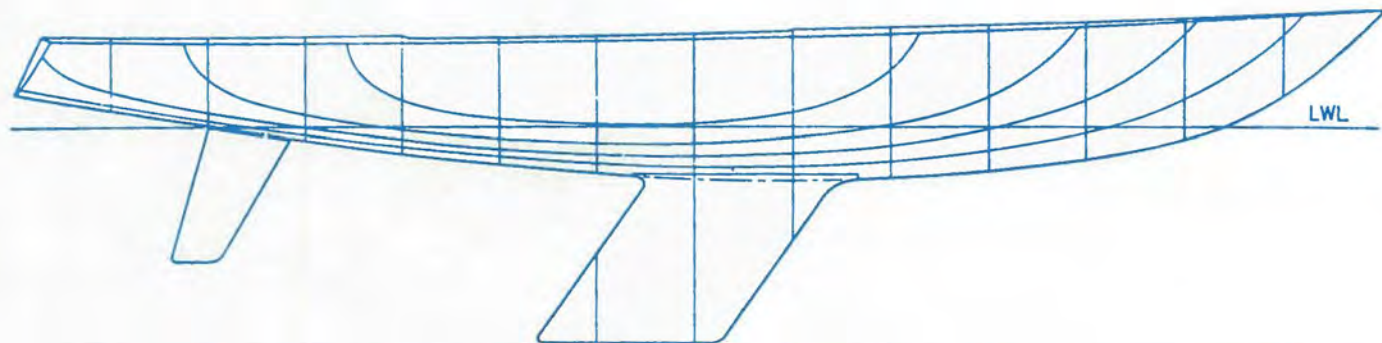
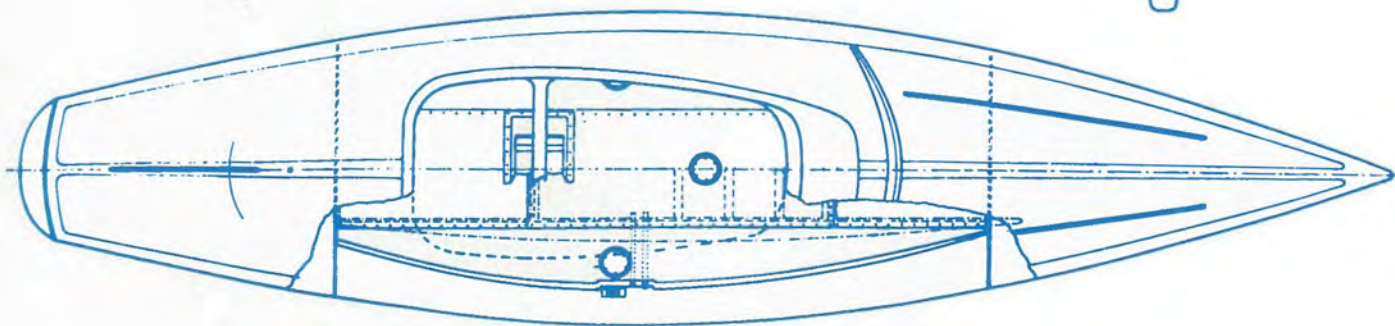
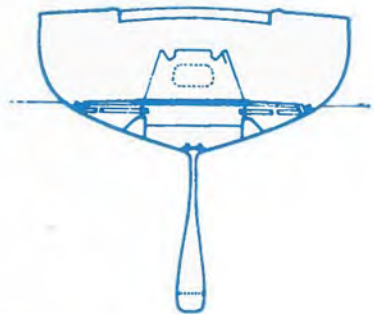
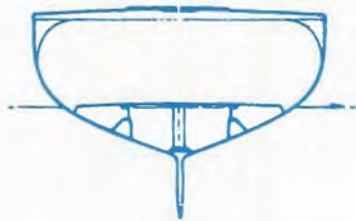
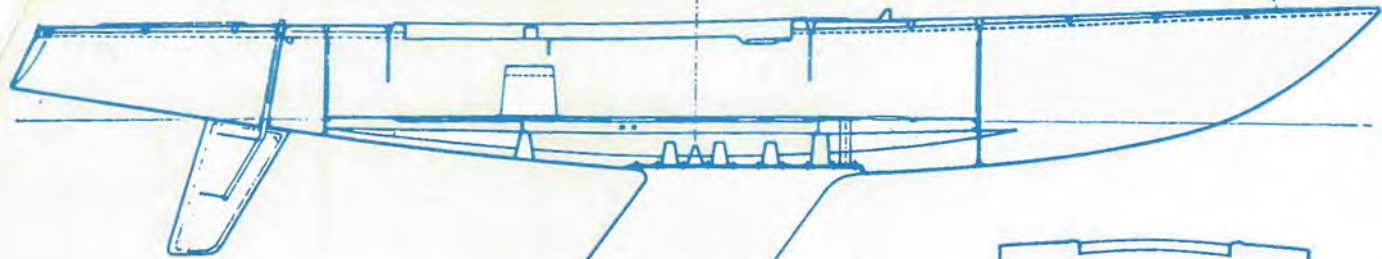
It is thus not only in your own interests to see that these rules are observed, but if you do not observe them, you are racing in an illegal condition.

So please be sure that you do not overlook this point.

ISA-Memberships

ADVANTAGES OF FULL MEMBERSHIP

1. Receipt of the SOLING GUIDE, with full information on the class, and all technical details — together with the ISA news letter entitled *SOLING SAILING* containing all the international SOLING news on a regular basis.
2. Participation in electing and appointing Representatives to the ISA Committee. **NB. Only paid-up full members may do this.**
3. Validation of SOLING certificate — only paid-up full members may take part in regatta racing, national and international events which require the production of a valid SOLING certificate.
4. Entries for European and World Championships. By ISA rules, the number of entries which each country may make is governed by a formula related to its paid-up membership. Therefore **every additional full membership** may well have the effect of increasing the total entry from his country for these events and actually increase your chance of representing your country, or the chance of a fellow club member.



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