

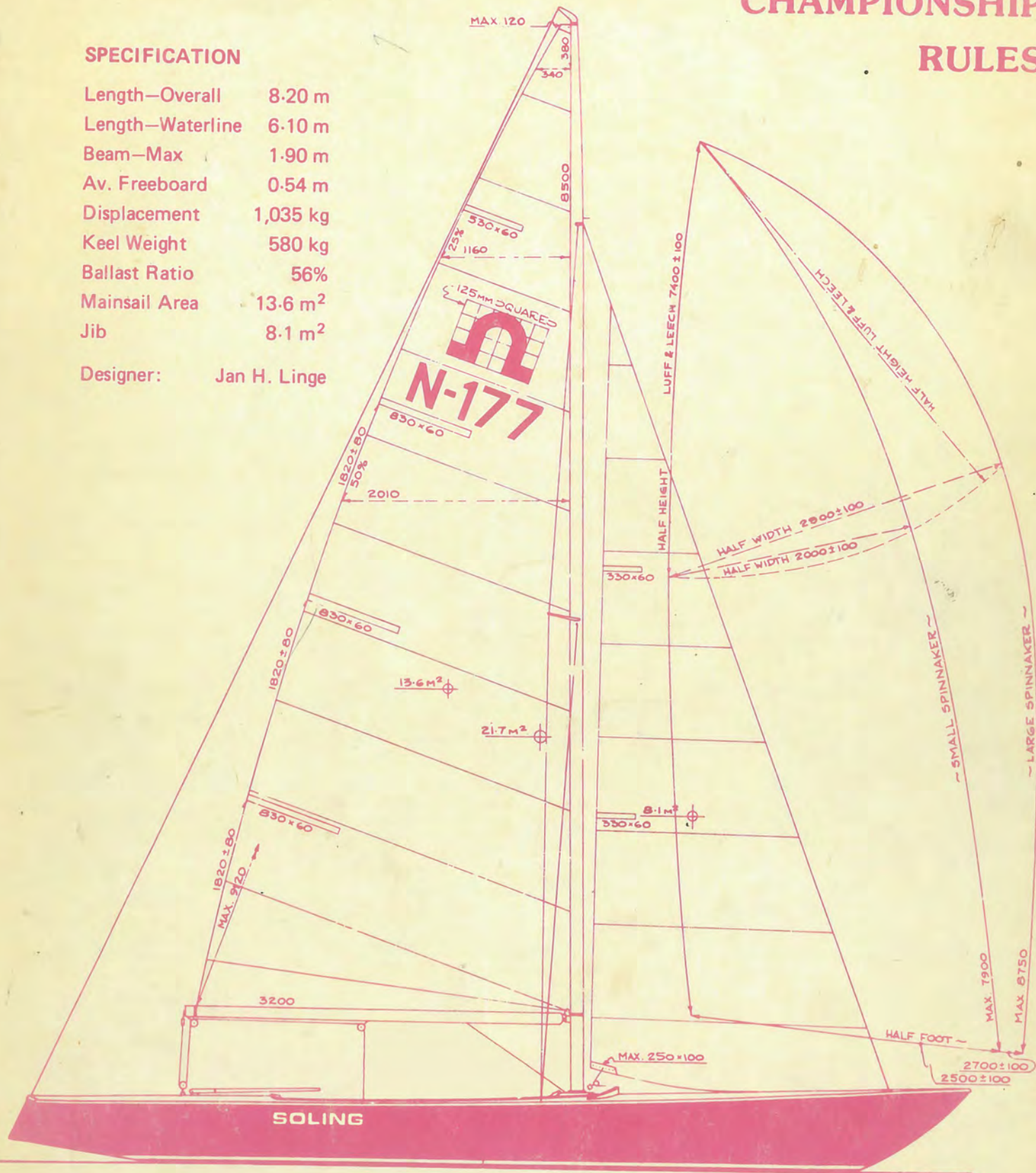
SOLING GUIDE 1981

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.

1964 - SOLING Prototype tested and evaluated.

1965 - First SOLING mould for GRP-production.

1966 - Five SOLINGs from GRP-mould sailing trials.

1966 - Autumn: SOLING entered for the first Three-Man-Keel-Boat trials at Kiel.

1967 - 60 SOLINGs built. Racing in Scandinavia and U.S.A. First international regatta July 1967 (6 races) at Copenhagen (17 competed). First National Soling Association (NSA) and International Soling Association (ISA) launched. Second trials in Germany. - November 9th: The SOLING received international status.

1968 - First European Championship. About 300 SOLINGs built. November: The International Soling Class was adopted for the 1972-Olympics. 9 NSAs launched.

1969 - First World-, second European- and first North American Championship. 20 NSAs in operation. About 600 International Solings built. An eliminating rule for entries at W.C. and E.C. adopted.

1970 - Second World-, third European- and second North American Championship. 1300 International Solings built. 24 NSAs in operation.

1971 - Third World-, fourth European-, third North American and first South American Championship. 1600 International Solings built. 32 NSAs or NAs in operation for the SOLING Class.

1972 - 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.

1973 - Monaco (MO) entered the I.S.A., now 41 countries affiliated. 4th Worlds at Quiberon, France, and the 6th Europeans at Medemblik, Holland, both counting close to 60 competitors, and at these events Meeting of Members. In September two Committee Meetings and Annual General Meeting at Helsingor Denmark (in office).

1974 - 5th Worlds at Sydney, Australia in February. 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.

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 ISA-Stickers as a receipt for dues paid.

1976 - In January 1976, Mr. *Geert Bakker*, Holland, took over as President from Mr. *John H. Van Dyke*, 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: *Eggert Benzon*, *Finn Chr. Ferner* and *John H. Van Dyke*. 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.

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.

1978 - The class suffered a very sad loss in the death of EYVIN SCHIOTTZ, who had been secretary since the Soling became an International class. At short notice, Arnold van Altena of Holland kindly took over on a temporary basis until the new Secretary - Christian Meinich of Oslo - was appointed. (Very sadly, Arnold van Altena himself died suddenly only two years later.)

Gastao Brun of Brazil won the World Championship in Rio de Janeiro in his 8 year old boat - BL15.

ISA membership for both skippers and crews sailing in international regattas became compulsory, and the membership dues were increased to US \$15.00 and US \$7.50 respectively.

1979 - Geert Bakker retired as President and was created a Life Member in recognition of his valuable service to the Class.

Ken Berkeley of Australia became the new President, and presented a trophy for a match racing series, hopefully to be sailed annually before the World Championships.

Stuart Walker took over as Editor of 'Soling Sailing', and a new system of direct mailings to members was adopted.

Robbie Haines of the USA became the new World Champion at Visby in Sweden. The European Championships, held at La Rochelle in France, and won by Eduardo Ramos of Brazil, unfortunately clashed with the Tallinn pre-Olympic regatta - the latter won by Willie Kuhweide of West Germany.

The use of Mylar in sail cloth was prohibited.

1980 - Puerto Rico hosted the World Championships - the first time a Worlds had been held in an Olympic Year - and Glen Dexter of Canada became the new Champion.

Christian Meinich resigned as Secretary, much to the regret of the class who expressed their gratitude to Christian and his staff for all their hard work. The Secretariat moved to England.

At the European Championships held in June in Helsinki, there were 40 entries from 13 different countries. The winner was Boris Budnikov of the USSR. Due to many countries boycotting the Olympic Games, only 9 nations were represented at the Olympic Regatta in July, held at Tallinn, USSR: Brazil, Denmark, East Germany, Greece, Holland, Poland, Sweden, USSR, Switzerland.

Poul Jensen of Denmark repeated his 1976 success and won the Gold medal, with Boris Budnikov of the USSR winning the Silver, and Anastassios Boudouris of Greece taking the Bronze.

George Andreadis, a member of the Executive Committee, represented ISA at the first Olympic Congress, held in Tallinn during the period of the Olympic Games.

In November, at the IYRU meetings in London, the class was re-elected for the 1984 Olympic Regatta.

INTERNATIONAL SOLING ASSOCIATION 1981

HONORARY PRESIDENT - H.M. King Olav V of Norway
 HONORARY MEMBER OF THE COMMITTEE - H.M. King Constantine XIII of the Hellenes

LIFE MEMBERS

Eggert Benzon, Denmark
 Finn Chr. Ferner, Norway
 John H. Van Dyke, U.S.A.
 Geert Bakker, Holland

ELECTED COMMITTEE MEMBERS

Geert Bakker, Holland
 Valdemar Bandolowski, Denmark
 Luigi Balestra, Switzerland } Present term of office expires December 1981

Ken Berkeley, Australia
 Sam Merrick, U.S.A.
 Augusto Barrozo, Brazil } Present term of office expires December 1982

George Andreadis, Greece
 Duncan Simonds, U.K.
 Karsten Meyer, F.D.R. } Present term of office expires December 1983

Tony Clare
- Norway, an Sec.
- Scotland
George Thorne

3rd term
1st term
2nd term
1st term
2nd term
3rd term
1st term
2nd term
3rd term

COMMITTEE MEMBERS APPOINTED FOR 1981

Philippe Chevrier, France
 Karl Haist, F.D.R.
 Guiseppe Milone, Italy
 Jack van Dyke, U.S.A.
 Bruce MacLeod, U.S.A.
 Jean-Pierre Marmier, Switzerland

Mark Hart

THE EXECUTIVE COMMITTEE APPOINTED FOR 1981

Ken Berkeley, Australia - President
 Duncan Simonds, U.K. - Vice-President
 George Andreadis, Greece
 Sam Merrick, U.S.A.

THE TECHNICAL COMMITTEE APPOINTED FOR 1981

Tony Clare, U.K. - Chairman
 Jean-Pierre Marmier, Switzerland
 Gordon Britton, U.S.A.
 Consultant to the Technical Committee:
 Bill Abbott, Canada

THE EVENTS COMMITTEE APPOINTED FOR 1981

Luigi Balestra, Switzerland - Chairman
 Duncan Simonds, U.K.

EDITOR

Dr. Stuart Walker, U.S.A.
 Mercy Hospital Inc.,
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 U.S.A.

Appointed Secretary/Treasurer: Dinny Symes

ISA OFFICE:
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 CANADA.

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 April 1980 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**.) *as provided for in Const. Rule 5.2.*

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**. *(S)*

4.8 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:

5.1.1 Full membership.

5.1.2 Associate membership.

5.1.3 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**, *or shall be obligatory for all crews taking part in net open champs &/or int. events.*

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 \$1,000 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

*1981 Harsee, Austria: Michael Fathhofer COE
1982 Drøge, Denmark: Hans Fogh (KC)*

Olympic Games:

- 1972: Kiel, Germany
 Gold: Harry Melges, Jr. (US 600)
 William Bentsen
 William Allen
 Silver: Stig Wennerstrom (S 100)
 Lennart R. Roslund
 Bo Knappe
 Stefan Krook
 Bronze: David Miller (KC 97)
 John Ekels
 Paul Cote
 1976: Kingston, Canada
 Gold: Poul Richard Hoj Jensen (D 67)
 Valdemar Bandolowski
 Erik Hansen
 Silver: John Kolius (US 655)
 Richard Hoepfner
 Walter Glasgow
 Bronze: Dieter Below (GO 5)
 Olaf Engelhardt
 Michael Zachries
 1980: Tallinn, USSR
 Gold: Poul Richard Hoj Jensen (D 80)
 Valdemar Bandolowski
 Erik Hansen
 Silver: Boris Budnikov (SR 27)
 Alexander Budnikov
 Nikolay Polyakov
 Bronze: Anastassios Boudouris (GR 29)
 Anastassios Gavrillis
 Aristidis Rapanakis

World Champions:

- 1969 Skovshoved, Denmark: Paul Elvstrom (D 29)
 1970 Poole, U.K.: 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)
 1978 Rio de Janeiro, Brazil: Gastao Brun (BL 15)
 1979 Visby, Sweden: Robbie Haines (US 707)
 1980 Ponce, Puerto Rico: Glen Dexter (KC 149)

1981 Anzio, Italy: ^{Vit} Gastao Brun (US)

1982 Perth, W.A. Mark Belkowitz (KA)

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, W. Germany: 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)
 1978 Kiel, W. Germany: Hans Fogh (KC 151)
 1979 La Rochelle, France: Eduardo Ramos (BL 35)
 1980 Helsinki, Finland: Boris Budnikov (SR 27)

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)
 1978 Robbie Haines, California (US 707)
 1979 Bill Abbott, Jr., Ontario (KC 1)
 1980 Bill Allen, Chicago (US 712)

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)
 1978 Fernando Nabuco, Sao Paulo (BL 32)
 1979 Vicente Brun, Rio de Janeiro (BL 59)
 1980 Jim Coggan, Buenos Aires (US 695)

African Champions:

- 1971 Midmar Dam: W. Hancock (SA 7)
 1972 Port Elizabeth: C.B. McCurrach (SA 1)
 1973 Durban: D. Ord (SA 16)
 1974 Vaaldam: D. Ord (SA 16)
 1975 Durban: D. Ord (SA 16)
 1976 Not sailed (fuel crisis)
 1977 Not sailed
 1978 Vaaldam: D. Haliburton (SA 9)
 1979 Not sailed
 1980 Vaaldam: S. Kuhn (SA 5)

Australian Champions:

- 1978 Sydney Harbour: Tony Manford
 1979 Port Lincoln: John Bertrand (KA 150)
 1980 Lake Macquarie, NSW: John Bertrand (KA 150)

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.

- 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 her 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.

ISA-Membership

FULL MEMBERSHIP COSTS US \$15.00 per year
ASSOCIATE MEMBERSHIP COSTS US \$7.50 per year

Your membership has the following very positive effects on the class:

1. It strengthens the representation of Soling sailors nationally and internationally;
2. It maintains the popularity of the class, which in turn increases the second-hand value of the boat, and your investment;
3. It helps to ensure the maintenance of the Soling as an Olympic class.

IN RETURN FOR YOUR MEMBERSHIP DUES YOU RECEIVE THE FOLLOWING ADVANTAGES:

Full Members: (~~any Soling owner or part owner is eligible~~)

1. Four copies of the class magazine "Soling Sailing" each year. This gives all the latest information on the class - rule changes, regatta results, fixtures, technical innovations, - and provides contact with Soling sailors worldwide.
2. The "Soling Guide", which is published in alternate years. This gives, in full, the class rules, championship rules, and constitution rules, plus information on the class officers, past records of the class, useful addresses, etc.
3. Membership card and "boat sticker", which prove that dues for the year have been paid, and thus entitle you to compete in international regattas.
4. The possibility of entering the World and European championships: according to ISA championship rules, the number of entries to which each NSA is entitled is governed by a formula related to the number of its paid-up full members. Therefore every additional member may have the effect of increasing the total number of entries from your country, and obviously increases your own chance of taking part in the championships.
5. The opportunity to take part in the election and appointment of ISA Committee members, to attend and speak at general meetings, to vote on questions submitted, and to serve in any ISA Office.

Associate Members: (open to any individual interested in the class, but all crews competing in international events must have associate membership)

1. "Soling Sailing"
2. The "Soling Guide"
3. Membership card
4. The opportunity to attend and speak at general meetings.

HOW TO JOIN ISA:

For further information, please contact your local NSA, or the ISA office. (Full details and addresses listed in this Guide).

Guide Lines of the ~~regatta~~ championship regatta & boat start procedures
The conduct of the regatta are shown at Appendices I & II respectively.

CHAMPIONSHIP RULES



Add note re
Guide-lines -

See EDS letter
wome in Champ. (General)
file

INTRODUCTION

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

These variations concern the following rules: 1.1*, 4.1*, 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.

to that the
certificate has been validated
for the year.

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

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

The abbreviation **NA** 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 NA" 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 organisation affiliated to and recognized by its NA. It may also mean any organisation, or association of two or more yacht clubs which may have been designated by the NSA (or NA) of the Host Country as the body responsible for the 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.

For the World Champ^s only the helmsman
& crew members of the winning yacht shall
receive replicas of the Trophy which shall be⁷ donated by the Host Club

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 liaison between the Host Club and the ISA in all matters relating to the organisation 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 by ISA Constitution Rule 3.16) in that country.

NSA's preceding the Champ. unless otherwise decided otherwise by the ISA Com. in the case of a particular regatta.

4.2 Notwithstanding the provisions of Rule 4.1, the ISA shall limit the total number of entries to approximately 60 boats.

4.2.1 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.

4.2.2 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:

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

per. paid-up

4.3* Notwithstanding the provisions of Rule 4.1 and 4.2 any past 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, or any Olympic Gold Medallist shall have the right to compete without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.

complete

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) of the chartered Soling. His sail number shall be that of his own Soling. He must be able to present the valid certificate of the boat in which he is competing.

to present

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:

5.1.1 A statement as to the locations and all inclusive dates of the Championship.

5.1.2 Brief description of the city or area and marine and weather conditions to be anticipated; storage, launch-

ing, and mooring facilities; types, approximate prices, and proximity of accommodation available, and

5.1.3 Schedule of events, listing:

5.1.3.1 The dates for measurement and the latest date by which all yachts shall be available for measurement;

5.1.3.2 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;

5.1.3.3 The date and scheduled starting time of each race;

5.1.3.4 Details of any social activities prior to or during the Championship;

5.1.3.5 A statement specifying which year's Soling Guide contains the Championship Rules that the ISA has determined to be effective.

5.1.4 Advance notice as to the last date for receiving final

5.2 When the 'Advance Notice' has been approved by ISA, the Host Club shall not later than 4 months before the first race in the series, send via airmail and in English the number of 'Advance Notices' to both NSAs and NAs according to a mailing list supplied from ISA. At the same time it is to be sent to every NSA and its NA one ISA 'Application for Entries' form in duplo 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.

completed entry forms, in accordance with rule 6.3. (The Host Club may)

5.4 The entry fee per boat shall be at the discretion of the Host Club, but shall not exceed US \$100. The NSA or NA shall send US \$10 per boat to ISA according to number of 'Application for Entries'.

6.0 Entries. be more than 10 days before race.

6.1 Each NSA (or NA) wishing to enter boats for championships, shall complete in the manner prescribed, the 'Application for Entries' form referred to in Rule 5.2. This form accompanied by a fee of US \$10 per boat shall be sent by air mail to the ISA Secretariat postmarked no later than ten weeks before the first race of the series. A copy of the application for entries is to be sent to the Host Club. 'Application for Entries' not accompanied by the ISA fee, or mailed later than prescribed, shall not be regarded as valid applications.

6.2.1 Not later than 9 weeks before the first race in the series, the ISA shall inform the Host Club and each NSA (or NA) applying for entries, how many entries — in accordance with Rule 4.2 — can be accepted, including additional entries requested as provided for in Rule 4.2.1.

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

6.2.3 The ISA Secretariat shall after the series return any ISA fee for application which could not be accepted due to the limitations of Rule 4.2 to the NSA (or NA).

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

- a) certified by the NSA or NA of the yachts concerned;
- b) received by the Host Club not later than 20 days before the first race, together with the entry fee;
- c) accompanied by a copy of the valid Certificate as specified in Rule 4.4.

5 stated in the regulations as to the date of public of the yacht concerned.

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 1977 Yacht Racing Rules of the IYRU. *1981-84*
- 8.23 ~~That the Round The Ends Rule (IYRU Racing Rule 61.1 (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 NA of the Host Country which are to apply.
- 8.3 The Host Club may 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; as an alternative to the normal line-start the gate start system may be used in accordance with rule 9.4.
- 9.2 Courses shall be chosen in consultation between the Host Club and the ISA to meet local conditions, and shall provide for a "normal" course to be sailed in normal conditions and a "short" course which may be sailed in light conditions.

The "Normal" course shall consist of:

- not less than 3 or more than 5 windward legs
- at least two reaching legs

The length of a windward leg will be at least 1.7 nautical miles; the length of the first windward leg may be longer than that of the others, up to a maximum of 3.5 nautical miles. The total length of all windward legs will be at least 6 nautical miles. The total length of the whole course shall be not less than 12 or more than 16 nautical miles.

The short course may omit the two reaching legs, but in other respects shall be governed by the same conditions as the "normal course". The total length of the whole course shall be not less than 9 miles.

- 9.3 No mark shall be laid closer to the land than approximately one mile if at all possible.
- 9.4 When the line-start is used the length of the starting-line in meters shall be approximately 12 times the number of yachts. The Race Committee may start a race using the alternative gate-start system if, in their opinion, a fair line-start is improbable, and provided that:
- 9.41 detailed rules for the gate-start system are specified in the Sailing Instructions of the championship as much as possible in accordance with the ISA guidelines; and,
- 9.42 prior to the practice race or the first race of the championship a sufficient number and at least 2 trial starts with the gate-start system have been made in order to familiarize both committee members and competitors with this system; and,
- 9.43 if the race started at the scheduled time, at least one line start has been attempted. If any race of the championship is started behind schedule a gate-start may be used for the first start.
- 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 organise any non-Soling event concurrently with the Championship.

10.0 Time Limit.

- 10.1 The time limit will be four 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 ~~with~~ Protest Forms *in accordance with Appendix F of the IYRU.*

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 77.6 (b). The Host Club shall be required to obtain the approval of its NA 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 NA) 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.~~ *Travel expenses for not more than one Jury member may be authorised 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. *ISA Com - to be paid from ISA funds*

- 13.7 No member of the Jury shall take part in the event as a competitor or perform any other organisational 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 open to all European Countries as well as to countries from other Continents. Entries from European countries shall be on a per-country basis and the number of entries to which each country shall be entitled shall be determined by the number of its paid-up yachts (as defined in ISA Constitution Rules 2.16 and 6.22(a)) in that country as mentioned in the right-hand column of the table shown Rule 4.22 and subject to the provisions of Rule 4.2.

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

- 4.3 Notwithstanding the provisions of Rules 4.1 and 4.2 ~~the~~ *any* current Champion shall always have the right to ~~defend his title~~ *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.

APPENDIX



GUIDE-LINES FOR GATE START PROCEDURE

1. The Starting Area will be on the starboard side of the Starting Vessel.
Starting Marks will be:
 - The Green Mark (buoy with a green flag on starboard side of the Starting Vessel).
 - **(Alternative for use in waters influenced by tides or currents:** a free floating green mark (buoy with a green flag) which will be released from the stern of the gate launch approximately 3 seconds before the starting signal is made.)
 - the Pathfinder (a participant who will be elected before each race) prior to his release.
 - the Gate Launch, flying code flag "G".
 - the Guard Boat, flying code flag "Z".
 2. The Starting Vessel will display the same flags as for a start across the Starting Line, but without code flag "I".
 3. Prior to the Preparatory Signal the Pathfinder and the Gate Launch will take a position near the starting vessel on its starboard side.
 4. As soon as practicable after the preparatory signal, all participants intending to start shall position themselves on the leeward side of an imaginary line, which would be the course of a yacht sailing from the Green Mark close hauled tacking on port tack. Any yacht not having correctly started which is on the port side of the Gate Launch as she opens the gate or returns across the starting line from the windward side, shall be disqualified unless she exonerates herself as described in 7. below before the gate is closed.
 5. Approximately 15 secs prior to the Starting Signal the Pathfinder will start sailing close-hauled on port tack from the Green Mark.
The Gate Launch will follow close-up.
In addition the Guard Boat, flying code flag "Z" may escort the Pathfinder to leeward.
 6. The Starting Line (except for the Pathfinder) will be between the Green Mark and the centre of the stern of the Gate Launch.
 7. After the Starting Signal yachts shall start by crossing this line on starboard tack.
A yacht crossing the line prior to the Starting Signal may exonerate herself by rounding the Green Mark, leaving it to port, and starting. Otherwise she will be disqualified.
 8. The Pathfinder will sail his close-hauled course until released by hail from the Gate Launch (about 3 mins after the Starting Signal), whereupon he may tack onto starboard or hold his course as he pleases.
 9. After the release of the Pathfinder the Gate Launch will continue its course and speed as long as the Race Committee deems it necessary (another 1 - 2 mins) for opening the Gate fully.
It will stop thereafter, make a long sound signal (5 sec) and remain on its position 1 minute more.
The closing of the gate will be signalled by lowering code flag "G" on board the Gate Launch and making a short sound signal.
Thereafter no yacht may start.
 10. After the Preparatory Signal no yacht may interfere with the Pathfinder, the Gate Launch or the Guard Boat by sailing too close to the imaginary line which is described under paragraph 4.
Any yacht who interferes with or passes between or attempts to pass between the Guard Boat, the Pathfinder and the Gate Launch, or who causes another boat to interfere with in any of these ways, will be disqualified unless the offending yacht can subsequently satisfy the Race Committee that her actions were caused either by another yacht not having right of way or by some other unavoidable circumstance.
 11. A yacht which cannot otherwise avoid fouling a starting mark may hail a right of way yacht for room and shall thereafter retire from the race immediately. Right of way yachts shall make every effort to respond to such a hail and should protest if necessary.
 12. The Pathfinder and a substitute for the first race (and for other races as deemed appropriate) will be elected by the Race Committee prior to the first race.
For the second and following races the 10th and 11th places in the previous races shall be the Pathfinder and his substitute.
The sail numbers of these yachts will be announced on the Notice Board.
The Pathfinder and his substitute shall report to the Gate Launch prior to the Preparatory Signal.
 13. In the event of an error in the starting procedure or for any other valid reason, the Race Officer may make a general recall signal at any time while the gate is open.
- A. RECOMMENDATIONS FOR EQUIPMENT TO BE USED**
- A.1 The Gate Launch shall be flexible in manoeuvring and be able to accelerate, decelerate and change course in the same way as a Soling yacht. It must accommodate 3 persons. Therefore a small motorboat of 5 - 6 meters in length with a weight of not more than 1,000 kgs would be most desirable.
 - A.2 The Gate Launch shall fly the "G" flag in a conspicuous way, and preferably near the stern, on the centreline, at least 3 meters above the surface of the water.
 - A.3 The Guard Boat shall also have sufficient flexibility, but must above all be sufficiently conspicuous and be able to accommodate 5 persons, and may therefore be of a more sturdy type than the Gate-Launch.
 - A.4 The Guard Boat must fly the "Z" flag in such a way that it is sufficiently conspicuous from a distance of 1,000 m; the "Z" flag shall be carried from a fairly tall mast (6-7 m above the water-surface) preferably in the forward half of the boat.
- B. RECOMMENDATIONS FOR CREW AND COMMITTEE MEMBERS**
- B.1 The skippers of both the Gate Launch and Guard Boat should have ample experience as such and preferably also have experience as helmsmen in Solings or similar yachts. During the gate-start operation they shall have no other obligations than keeping their boats as much as possible in the same position in relation to the Pathfinder: the stem of the Gate Launch 1 - 3 meters behind the stern of the Pathfinder, the Guard Boat approximately abreast of the Pathfinder and 4 - 10 meters to leeward in such a way that the bow-wave of the Guard Boat does not disturb the Pathfinder.
 - B.2 Two members of the Race Committee shall be stationed in the Gate Launch in order to watch the starting process to leeward and astern of the Gate Launch and to note any infringements against the racing-rules and the special gate start sailing instructions specified above.
 - B.3 Two members of the Race Committee shall be stationed in the Guard Boat in order to watch the starting process forward and to leeward of the Guard Boat and to note any infringements of the racing rules and the special gate start sailing instructions specified above.
 - B.4 One assistant to the skipper may be stationed in the Guard Boat in order to watch continuously the position of the Guard Boat in relation to the Pathfinder and to give relevant information to the skipper.
 - B.5 One or two additional member(s) of the Race Committee or International Jury may be stationed in the Guard Boat to observe the starting process to leeward and astern of the Guard Boat and to enable them to give evidence during any subsequent protest procedures.

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.

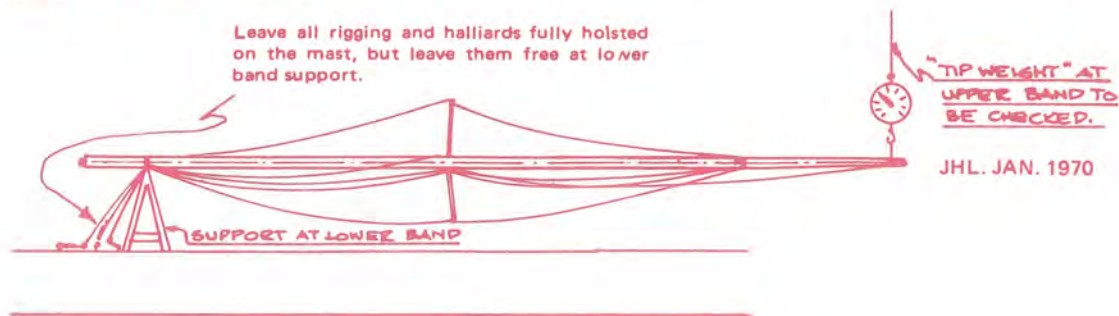
The measurement of a class yacht is an important and responsible procedure and a measurer is entitled and recommended to charge a measurement fee as laid down by his National Authority.

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.

Mast Tip Weight Control



LICENCED BUILDERS

Abbott Boats Limited
1458 London Road
Sarnia
Ontario
Canada

Hungarian Shipyards and Crane Works
P.O. Box 280
Budapest 62
Hungary

Cantieri Navale di Cogoletto
Bianchi and Cecchi
16123 Genoa
Via S. Lorenzo 23-9
Italy

~~Compagnia Imprese
Maritime
Via Marianna Dionigi 11
Rome
Italy~~

Ishihara Dockyard Co. Ltd.
Takasago Works
1474-1 Mukuojima
Takasago-Chi
Takasago City
Tyogo Prefecture
Japan

~~Jim Mackay Boats
1 Otaha Valley Road
Brownsbay
Auckland 10
New Zealand~~

Licencintorg
Kakhovka Street 31
Moscow 113461
U.S.S.R.

~~Fontaine-Pajot
Deriveur
ZI - 17290 Aigrefeuille
France~~

A/S Borresens Baadebyggeri
Dragevej
7100 Vejle
Denmark

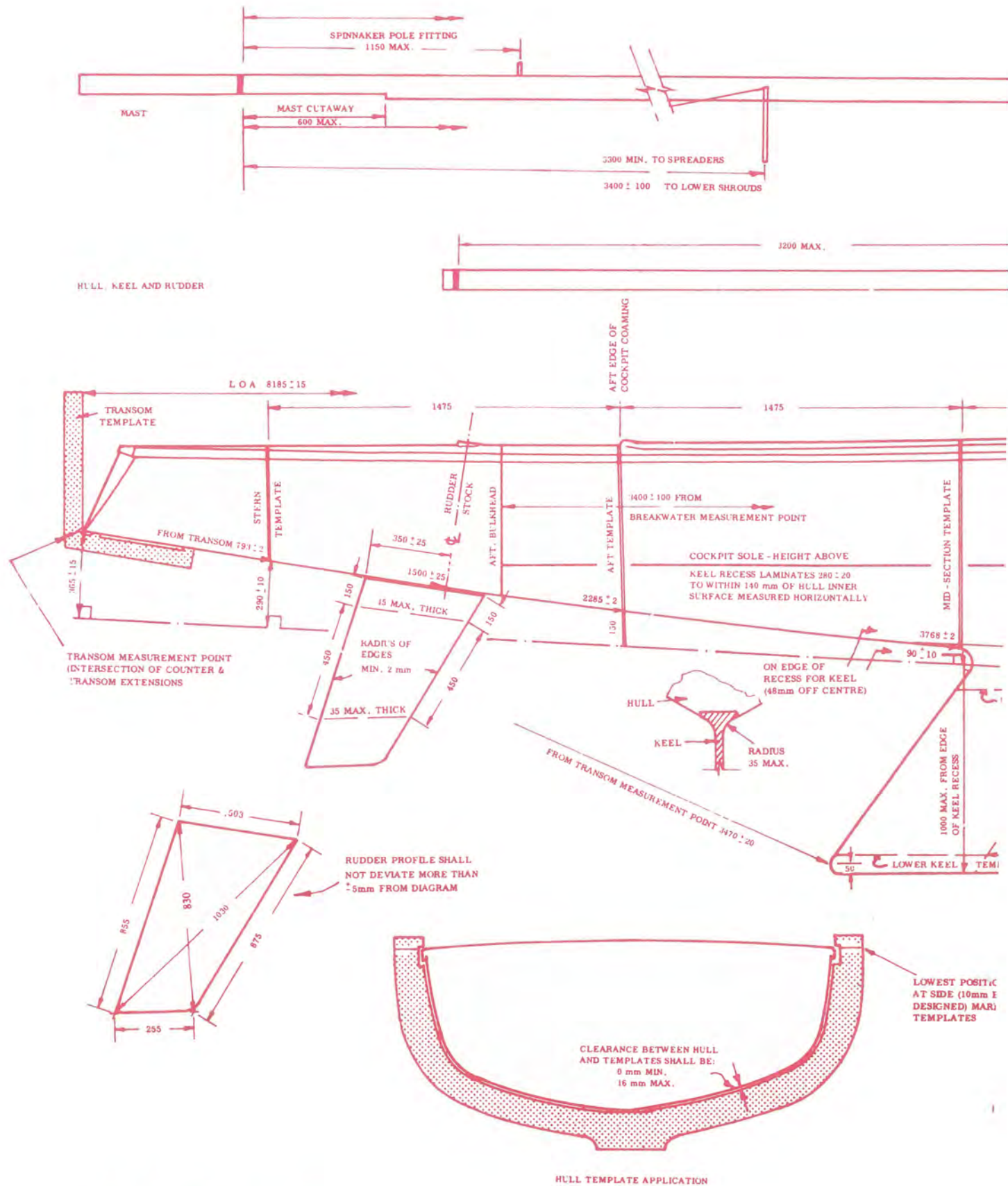
Pamcraft Pty. Limited
3 Tepko Road
Terrey Hills
N.S.W. 2084
Australia

Jan H. Linge,
Linge Yachts AS,
Frognerstranden 2,
Oslo 02,
Norway

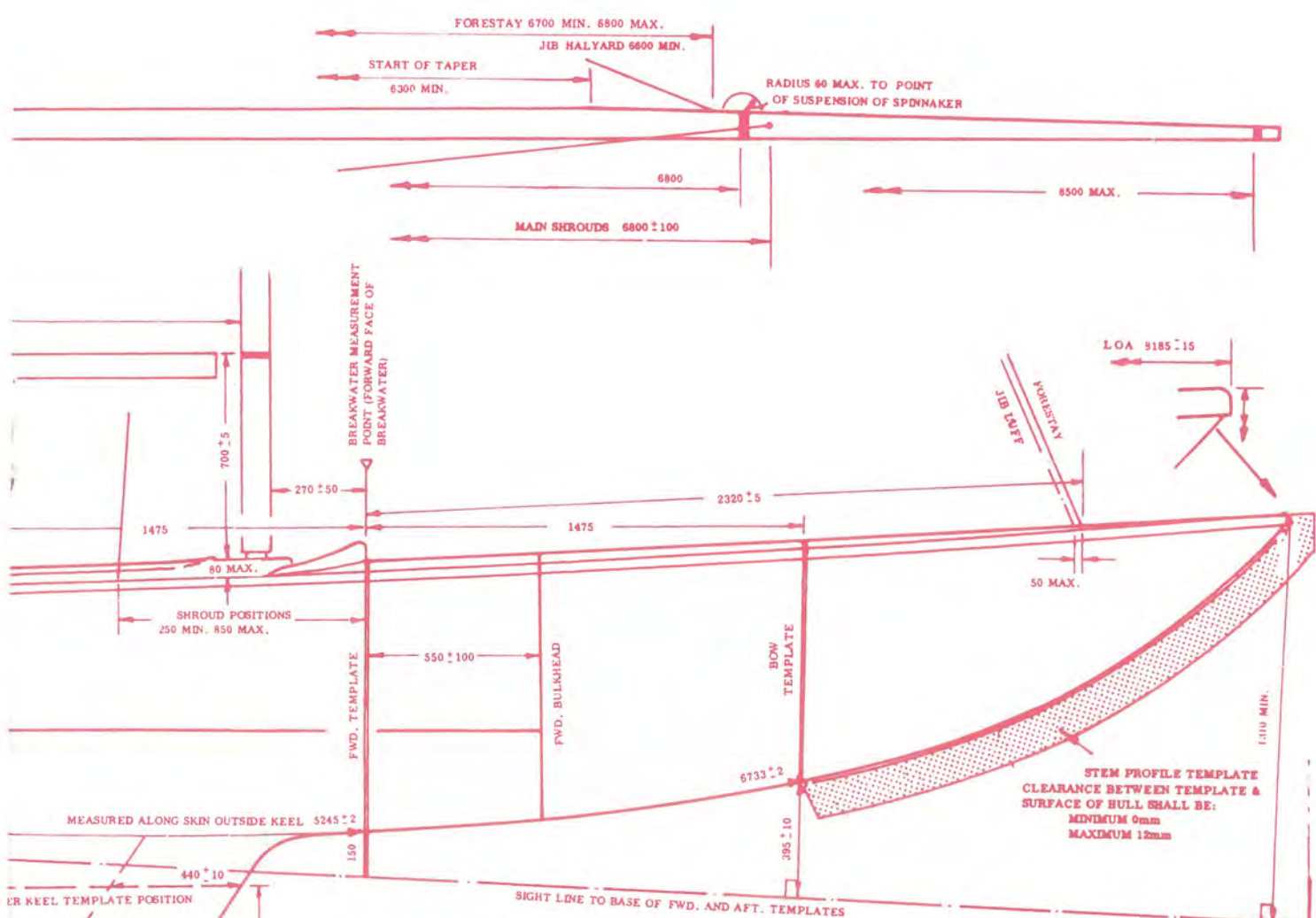
Bootswerft Leonhard Mader GbR,
D-8221 Fising,
Zum Seeteufel 6,
Federal Republic of Germany

55 p.
200

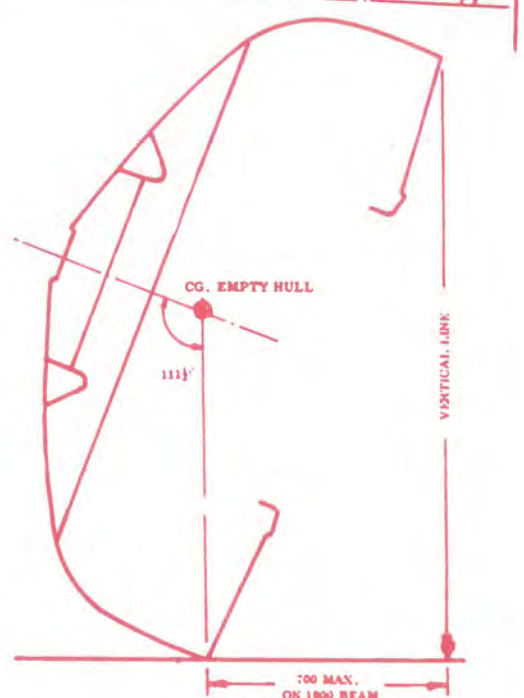
T. P. Cookson



SOLING CLASS MEASUREMENT DIAGRAM



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



METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

F DECK
 W
 ON

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

ISA BADGES, SCARVES, FORMS, DRAWINGS, RULES, ETC.

From ISA Office

US \$10.00

- Sail Label ~~US \$6.00~~
- Silk Scarf..... US \$15.00
- Blazer Badge US \$3.00
- Tie Pin:
 - Gold..... US \$5.00
 - Silver..... US \$3.00

All forms from the ISA office are free of charge: Register, Certificate, Race Log, Regatta Report.

From IYRU Office (60 Knightsbridge, London, SW1X 7JX)

- IYRU Year Book £ 5.00 ✓
- Racing Rules £ 4.00 ✓
- Measurement Manual ... £ 5.00 ✓ checking
- Complete set of plans ... £ 13.80 ✓ 12.00
- Class Rules + Diagram . £ 0.75p ✓
- Measurement Form..... £ 0.57p ✓ 50p
- Sail Measurement Form . £ 0.35p ✓ 30p
- Templates..... £ 650.00 ✓ 795
- Plaque (Builders) US \$200.00 ✓ 300

Surface post is free on all the above items.



Silk Scarf 800 x 300 mm.
Red, white & blue
US \$15.00



Sail Label
Actual size
~~US \$6.00~~ \$10.00



ISA BLAZER BADGE

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

Blazer Badge
Diameter 7 cms.
US \$3.00



\$ 5
each

\$ 3
each

Tie Pin
(Actual size)

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" replace the words "National Authority" wherever they occur.

1. OBJECT OF THE CLASS RULES

This is a One-Design Class. These rules and the official plans are intended to ensure that boats of this Class are as nearly alike as possible as regards shape and weight of hull and decking, shape and weight of keel, shape of rudder, shape and area of sail plan and in some other items which affect performance. All boats shall be built in accordance with the plans, with the exception of spars, standing and running rigging, sheeting arrangements, rudder stock with bearings, tiller and tiller extension, lifting eyes, cleats and fairleads. These items, and 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 builder shall purchase an I.Y.R.U. building fee plaque from I.Y.R.U. Holdings Ltd., Victoria Way, Woking, Surrey GU21 1EQ, England, when hull moulding commences (see Rule 3.5). This plaque serves as the Building Fee Receipt.
- 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 deck construction shall be in accordance with the official construction plans and specifications and except as shown on such plans any additional strengthening or support of the hull or decking is prohibited.
- 3.2 The weight of the bare assembled hull and deck, including cockpit sole with hatches fitted, watertight bulkheads with hatch-covers, mast support stanchion, forestay fittings, shroud fittings, backstay fitting and rudderstock bearings, but excluding all other fittings, shall be not less than 375kg.
- 3.3 The vertical centre of gravity in the condition specified in Rule 3.2 shall be not lower than that at which the hull would balance when resting on the 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 700mm when the boat is at its point of balance).
- 3.4 The hull dimensions and shape shall be within the limits shown on the measurement diagram and the GRP construction and lay up shall be as shown on the plans. The hull shape shall be controlled by 5 section templates, 1 stem profile template and 1 transom template.
- 3.41 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 80mm above the level of the deck at side (sheerline).

4. KEEL

- 4.1 The fin keel shall be of cast iron, and shall be cast only from an official 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 580kg \pm 10kg including coating and the distance of the centre of gravity from the top of flange shall not be more than 640mm.

- 4.3 The fin keel shall be fastened to the hull by ten 12mm 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 3kg.
- 4.5 The keel may be galvanized and/or covered by any synthetic material.
- 4.6 The radius of leading and trailing edges shall be not less than 2mm.
- 4.7 The athwartships radius in way of the keel-hull joint shall not exceed 35mm.

5. RUDDER

- 5.1 The rudder shall be of GRP, and shall be made only from an official 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 28mm min. dia. and shall be solid.
- 5.4 The rudder shape and thickness shall be controlled by two section templates. The measurement sections shall be between points 150mm and 600mm down the leading and trailing edges of the rudder from the uppermost corners. In determining the uppermost corners, the leading and trailing edges of the rudder shall be projected to intersect a projection of the top edge. The templates shall determine the maximum size of the sections. Except on the radius of the leading and trailing edges, the clearance between the templates and the rudder at any point shall not exceed 2mm. A straight edge placed on the surface of the rudder and extending from its top to its bottom at the point indicated on the measurement diagram shall not be more than 1mm from the surface of the rudder at any point. The radius of leading, trailing and bottom edges shall be not less than 2mm.
- 5.5 The rudder stock shall be located at $1500\text{mm} \pm 25\text{mm}$ from the Transom Measurement Point measured along the centreline of the counter.
- 5.6 The design of tiller and tiller extension shall be optional.

6. MAST

- 6.1 The mast shall be stepped on deck and on the centreline. The forward side of the mast shall be located at $270\text{mm} \pm 50\text{mm}$ aft of the Breakwater Measurement Point (see also Rule 13.4).
- 6.2 The upper and lower shrouds shall meet the deck at $550\text{mm} \pm 300\text{mm}$ aft of the Breakwater Measurement Point, and not more than 100mm from the outer edge of the deck.
- 6.3 The forestay shall meet the deck at $2320\text{mm} \pm 5\text{mm}$ 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 6300mm above the band defined in Rule 6.91 the mast shall be of constant section whose dimensions shall be $80\text{mm} \pm 10\text{mm}$ athwartships and $120\text{mm} \pm 10\text{mm}$ 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 3mm. The sectional weight including the luff groove shall be not less than 2.20kg/m.
- 6.52 Below a point 600mm 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 6300mm above the band defined in Rule 6.91 the mast may be tapered to a minimum of 40mm athwartships and 55mm 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 butt 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 3mm and optional fairing within 75mm 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 11kg 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 50mm between upper and lower bands shall be permitted.
- 6.9 Bands of contrasting colours shall be painted on the mast as follows:
- 6.91 with its upper edge $700\text{mm} \pm 5\text{mm}$ above the deck.
- 6.92 with its lower edge 6800mm above the upper edge of the band defined by Rule 6.91.
- 6.93 with its lower edge not more than 8500mm 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 3.8mm dia. attached to the mast in such a way that the point of inter-section of the outside of the mast and the centreline of the wire (extended if necessary) is located at $6800 \pm 100\text{mm}$ above the band defined by Rule 6.91.
- 7.12 Two lower shrouds of not less than 3.8mm dia. attached to the mast in such a way that the point of inter-section of the outside of the mast and the centreline of the wire (extended if necessary) is located at $3400 \pm 100\text{mm}$ above the band defined by Rule 6.92 and a point 100mm below it.
- 7.13 One permanent forestay of not less than 3.8mm 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 100mm below it.
- 7.14 One adjustable backstay of not less than 3mm dia. attached to the mast head.
- 7.2 The spinnaker shall be suspended from a point not more than 60mm from the lower edge of the band defined by Rule 6.92.
- 7.3 Spreaders for the main shrouds shall be of alloy containing not less than 90% aluminum or of steel or of wood. They may be of a swinging type and the bearing point to the main shrouds shall be not less than 640mm from the side of the mast. The spreaders 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 200mm 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 75mm from the mast.

8. MAIN BOOM

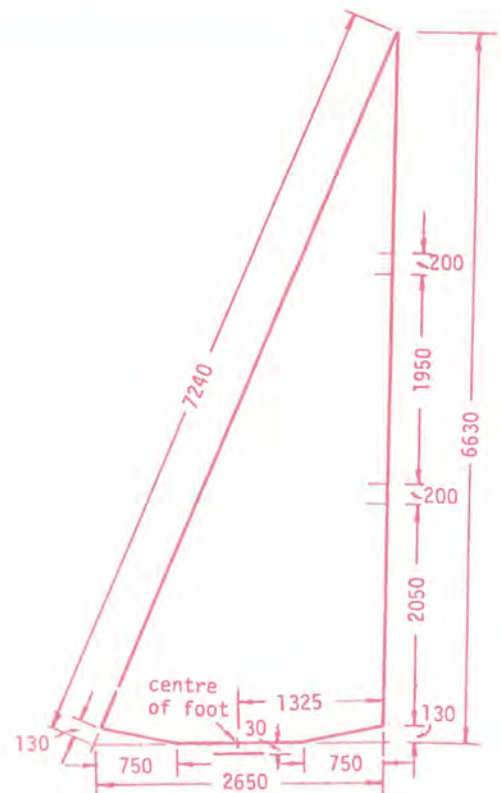
- 8.1 The main boom shall be of a light alloy extrusion with a fixed groove for the mainsail footrope.
- 8.2 Sectional dimensions shall be 65mm ± 5mm in width and 80mm ± 5mm in height including the groove except that for a distance not exceeding 600mm from the aft edge of the mast the groove may be cut away or otherwise modified. The sectional weight shall be not less than 1.25 kg/m.
- 8.3 Tapered or permanently bent booms shall be prohibited. *insert with* A set, due to distortion, of up to 25mm between band and mast shall be permitted. *Sketch*
- 8.4 A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200mm distant from the aft side of the mast, excluding any local curvature.

9. SPINNAKER BOOM

- 9.1 The spinnaker boom shall be made of alloy containing not less than 90% aluminum, or wood. Fittings may be of any material.
- 9.2 No part of the spinnaker boom including fittings shall be capable of extending more than 2640mm from the mast.
- 9.3 The point of attachment of the spinnaker boom shall be on the forward face of the mast and not more than 1150mm above the upper edge of the band defined by Rule 6.91.

10. SAILS

- 10.1 The sails shall be constructed and measured in accordance with the I.Y.R.U. Sail Measurement Instructions, where not otherwise specified. *Two ply, or multi-ply sails are permitted.* All new sails shall be supplied with I.S.A. labels. 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, and except as specified in rule 10.31, sails shall be constructed only of woven fibres. In addition to corner reinforcement not more than one reinforcement patch is permitted between the head and the upper batten pocket, between adjacent batten pockets, and between the clew and the lower batten pocket. The reinforcement on the leech having the effect of stiffening the sail. 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 150mm from any edge of the sail.
- 10.31 From 1st March 1981 the construction of one jib only may include the use of non-woven material and for this jib only there shall be no minimum cloth weight.
- 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: 350mm.
- 10.53 Thickness: 50mm.
- 10.54 Width: 230mm (excluding number one and letter I).
- 10.55 Space between adjoining letters and numbers: 70mm.
- 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 830mm and the inside length of the top batten pocket shall not exceed 530mm. The inside width, excluding local widening for purposes of batten insertion, shall not exceed 60mm. The batten pockets shall divide the leech into five parts of 1820mm ± 80mm measured to the lower edges of the pockets.
- 10.63 The headboard shall be not more than 120mm 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 2010mm and 1160mm respectively. These measurements shall be taken from the half and three-quarter points on the leech to the nearest point on the luff. Hollows in the leech in the way of measured points shall be bridged.
- 10.65 At a point 380mm below the highest point of the headboard the width of the sail, measured at right-angles to the luff, shall not exceed 340mm including the luff rope.
- 10.66 The diameter of the luff and foot ropes shall be not less than 8mm.
- 10.7 *Jib:*
- 10.711 The jib shall be constructed so that when held at the three



JIB DIAGRAM

Dimensions are in millimetres

- corners with tension at least sufficient to remove the wrinkles across the lines of the luff, leech and foot, the cloth lies totally within the profile of the diagram.
- 10.712 With the jib placed on the diagram as described in Rule 10.711, the centre of the foot shall be marked. With the head of the jib held in place the centre of the foot, when pulled downwards just sufficiently to remove the wrinkles, shall lie not more than 30mm below the centre of the foot marked on the diagram.
- 10.72 Check wires shall not be required.
- 10.73 Only two battens shall be permitted. The inside length of the batten pockets shall not exceed 330mm and the inside width, excluding local widening for purposes of batten insertion, shall not exceed 60mm. With the jib totally within the profile of the diagram, the lower edges of the batten 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 50mm from, the forestay.
- 10.75 Double luff jibs are prohibited.
- 10.76 Not more than 20 fasteners each of 40mm maximum dimension measured along the luff shall be permitted.
- 10.77 A clewboard, capable of fitting within a rectangle 250mm x 100mm, 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 8750mm. 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 ± 100 mm.
- 10.844 The total distance from the head to the centre of the foot shall not exceed 7900mm. 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 1035kg. The only equipment to be excluded when weighing is as follows: sails and battens, paddle, life jackets, hand pump, hand bailers, anchor and anchor rope, mooring line, fenders, lifting slings, tool kit and personal effects.
- 11.2 Corrector weights, totalling not more than 7kg, shall be fastened to the underside of the deck with two-thirds of the total weight forward and one-third aft of the cockpit. Any additional corrector weights required shall be permanently fastened to the underside of the deck. Two-thirds of these shall be not less than 700mm forward of, and one-third not less than 4000mm 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 15kg 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. Each inspection cover shall be fixed to the bulkhead by not less than 6 fastenings (which shall be so designed that the covers can be tightened to the bulkhead by means of a screw type thread) and shall have a gasket which makes it watertight when either the cockpit or the flotation tank is flooded. The inspection hatch in the cockpit sole shall be securely fastened and shall be watertight.
- 12.12 The bulkheads shall be located 550 ± 100 mm forward and 3400 ± 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. If it is established that this rule was infringed while racing the yacht shall be disqualified from the race and may, at the discretion of the jury, be disqualified from the whole of the regatta or series.
- 12.14 Holes in bulkheads for miscellaneous rigging and sail-control shall be not more than 150mm below the deck.
- 12.15 The total area of such holes remaining after the installation of any rope or wire, shall not exceed 7.5cm^2 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 120mm in any direction.
- 12.221 The total area of holes in the deck forward of the forward bulkhead shall not exceed 3cm^2 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 5sq. 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 ^{12.51} A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280mm ± 20mm from the inner surface of the hull above the keel flange. It shall extend to within 140mm 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 20mm. (This shall be compulsory for all boats certified from 1st March, 1970.) The space below the cockpit sole shall be constructed so as to form a watertight buoyancy compartment.
- 12.6 ^{12.52} Lifting sling(s) may be permanently fastened on to the eye(s)/strap(s) specified in Rule 4.4. In this case the sling(s) shall consist of stainless steel wire rope. Where one sling is used its diameter shall be not less than 9mm. Where two slings are used the diameter of each shall be not less than 7mm. Where four slings are used the diameter of each shall be not less than 4.75mm.

13. RESTRICTIONS

- 13.1 There shall be three persons on board when racing.
- 13.2 Inside ballast is prohibited.
- 13.21 With reference to Racing Rule 22.3(a) the total weight of clothing and equipment worn or carried by a competitor shall not be capable of exceeding 20 kg when weighed as provided in Appendix 10 of the Racing Rules. Weight jackets are 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 75mm in height above the deck.
 - (ii) five hand-holes of maximum length 120mm and maximum width 35mm 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 75mm above the sheerline and which shall not be used as footstraps.
- Such body straps shall not be used without at the same time using the foot straps specified in Rule 13.3 (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 2.5kg.
- 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. On the rudder and keel only the addition of fillers or other material is permitted after manufacture within the measurements of the templates.

14. EQUIPMENT

- 14.1 The following equipment shall be carried on board when racing in the cockpit above the cockpit sole.
- 14.12 Three life jackets or buoyancy vests.
- 14.13 One paddle not less than 1200mm in length.
- 14.14 At least one hand pump and three hand bailers, the total weight of which shall not exceed 4kg. The capacity of each hand bailer shall be at least 4 litres and while racing the hand pump and three hand bailers shall be attached to the boat and stored in the cockpit.
- 14.15 One anchor of 8kg ± 2kg 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.

5.3, 6.521, 6.522, 6.523, 6.524

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.

OFFICIAL PLANS

- No. 67-1 Lines plan (rev. date March 1969)
- No. 67-3 Sail plan (rev. date Dec. 1972)
- 67-4C* No. 67-4B Arrangement plan (rev. date April 1980)
- No. 67-5 Hull construction plan (rev. date Dec. 1972)
- No. 67-6 Deck construction plan (rev. date Dec. 1979)
- No. 67-7 (Cancelled)
- No. 67-8 Keel plan (rev. date April 1969)
- No. 67-9 Full size sections (rev. date April 1969) (For National Authorities, builders and measurers only.)
- No. 67-10 Alternative backbone (date Dec. 1972)

OFFICIAL TEMPLATES

- 5 Hull section templates
- 1 Stem template
- 1 Transom template
- 3 Keel templates
- 2 Rudder templates*

Effective: 1 March 1981

1984?

RECORDS OF PAID-UP SOLINGS

		1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980
A	Argentina			22	24	24	24	25	17	25	17	18	12
AR	Egypt										6		5
B	Belgium		4	4	4	9	9	9	3	3		1	1
BA	Bahamas	2	2	2	2	2	2	1	1	1		1	
BL	Brazil			21	21	18	30	30	33	29	27	22	17
D	Denmark	22	25	25	17	29	25	26	10	15	13	12	14
E	Spain			1	12	13	12	20	13			6	5
F	France	31	51	63	68	42	59	60	52	52	51	50	50
G	West Germany	20	38	46	62	74	69	68	73	64	68	88	84
GO	East Germany			1	3	4	4	5	6	6	9	10	10
GR	Greece			14	16	12	13	23	23	25	25	25	27
H	Holland	1	11	10	9	9	10	10	9	11	9	12	10
I	Italy	42	51	75	112	115	124	124	123	120	65	84	125
IR	Eire								1				
J	Japan					12	12	23	25	23	21	19	14
K	United Kingdom	30	64	50	60	52	65	65	60	50	54	49	27
KA	Australia	50	58	89	90	111	101	101	96	84	75	53	46
KB	Bermuda			15	18	18	15	15	15	10	5	9	5
KC	Canada	28	35	65	79	83	55	71	61	51	35	52	40
KZ	New Zealand			9	10	10	12	12	8	9	9	10	10
L	Finland			20	23	17	16	27	27	27	27	27	16
M	Hungary											2	2
MO	Monaco					1	1	1	1	1			
MX	Mexico				4	1			9			3	3
N	Norway	26	36	40	36	32	21	21	15	27	27	15	13
OE	Austria			1	16	12	13	24	34	31	33	18	19
P	Portugal								1				
PH	Philippines				1	1	1	1	1				
PK	Pakistan				2	2							
PR	Puerto Rico				1							8	8
PZ	Poland				1			2	2			2	2
S	Sweden	20	64	64	69	40	37	37	42	52	59	51	45
SA	South Africa	9	9	12	16	16	16	16	16	16	15	15	15
SR	U.S.S.R.			5	5	5	5	5	5	12	10	10	25
TH	Thailand			2	2	2	2	2					
US	U.S.A.	163	238	362	376	323	271	262	281	270	268	251	237
V	Venezuela				6	6	6	6	8	6			
VI	Virgin Islands				2	6	6	6	6	6			
Y	Yugoslavia								1	1	2	1	1
Z	Switzerland		50	64	110	100	110	102	105	96	96	81	60
	<i>Uruguay</i>	444	736	1064	1264	1200	1147	1191	1194	1136	1023	1004	948

*** SECRETARY'S NOTE**

Despite much research through old files, it has been impossible to find reliable records of numbers of full members for the years 1977 and 1978. Any NSA with more accurate information than that shown above is asked to advise the Secretariat accordingly.

International SOLING Class Measurement Form

Authority International Yacht Racing Union, 60 Knightsbridge, London, SW1X 7JX, England
Date of International Status: May 1988

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
35*	5.3	Rudder stock solid and of correct material			YES/NO
36 37	5.1	Rudder profile as on Measurement Diagram Thickness of rudder as on Measurement Diagram			YES/NO 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		850
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	Do 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	56		
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 halliard 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
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
7*	12.12	Bulkhead positions: distance from Breakwater Measurement Point			
8*		Fwd. Bulkhead	450		650
		Aft Bulkhead	3300		3500
9	12.5	Thickness of the keel laminate			20
10*	12.5	Cockpit sole height above keel laminate at flange	290		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	Stern template	0		12
19	3.4	Are the sheerlines at correct height at each template?			YES/NO
20	3.4	Template sight line (bases of forward and aft templates) to: Transom Measurement Point Hull centreline at Stern template position	350 290		380 300
21		Mid. section template position	80		100
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 376B + 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
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:			
		2/3 not less than 700 mm fwd. of Breakwater Measuring Point: Actual weight			
93		1/3 not less than 4000 mm aft of Breakwater Measuring point: Actual weight			
94		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

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

I certify that:

(a) This yacht has been built in moulds derived directly from officially registered plugs and pattern obtained from the source approved by I. Y. R. U. Holdings Ltd.

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

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

Name of Builder (Block capitals)

Signature of Builder Date

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

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

Name of Builder (Block capitals)

Signature of Builder Date

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

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

(a) Keel Items 1 and 2.

Name of Measurer Signature of Measurer

Date

Measurer's Comments:

(b) Hull Items 3 – 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

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

Item	Rule	Measurement	Minimum	Sail A	Sail B	Maximum
		MAINSAIL Sailmaker		a		
		Ref. Number		a		
		Year		a		
1	10.61	Length of leech	m			9170
2	10.66	Diameter of luff and foot ropes	✓	B		
3	10.64	Width at half-height including luff rope	m			2010

4	10.64	Width at three-quarter height including luff rope	m			1160
5	10.65	Width 380 mm below highest point including luff rope	m			340
6	10.63	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		2800
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 1975
Previous issues 1 March 1974
1 March 1973
1 March 1971
1 March 1970

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 7 - Mast Rigging**
The rigging described in rule 7 as being of a certain diameter shall be circular, i.e. streamlined rigging is prohibited.
- (ii) **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 conducts continuous 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:

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

If the rules concerning the buoyancy compartments are observed, a Soling will remain afloat with the cockpit flooded for a considerable period of time.

Failure to observe these rules is prejudicial to the safety of helmsman and crew, and in the absence of special circumstances should be penalised in accordance with rule 12.13.

ACTIVE NSA's - ADDRESSES AND CONTACTS

ARGENTINA

Agrupacion Argentinian de Soling,
CC 4499 Correo Central,
Buenos Aires 1000, Argentina.

EGYPT

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Naggar Shipping Co.,
Consul A.K. Naggar & Co.,
23 Midan El Tahrir,
P.O. Box 91,
Alexandria, Egypt.

BELGIUM

Belgian Soling Association,
c/o Soling Club Nederland,
Mr. M. van Wagenberg (Secretary),
Marnixkade 70,
1015 xx Amsterdam, Holland.

BAHAMAS

Bahamas Soling Association,
Mr. Robert Symonette,
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Nassau, Bahamas.

BRAZIL

Associacao Brasileira de Soling,
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DENMARK

Danish International Soling Association,
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3000 Helsingør, Denmark.

SPAIN

Spanish Soling Association,
c/o Federacion Espanola de Vela,
Juan Vigon 23,
Madrid 3, Spain.

FRANCE

Association Francaise de la Classe Soling,
Monsieur Philippe Chevrier (Secretary),
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WEST GERMANY

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EAST GERMANY

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c/o Bund Deutscher Segler der DDR,
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GREECE

Hellenic Soling Association,
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HOLLAND

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ITALY

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JAPAN

Japan Soling Association,
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AUSTRALIA

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BERMUDA

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CANADA

Canadian International Soling Assoc.,
Mrs. Joanne Abbott (Treasurer),
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NEW ZEALAND

New Zealand Soling Association,
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FINLAND

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0043 Helsinki 43, Finland.

HUNGARY

Hungarian Soling Association,
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Hungarian Shipyards & Crane Factory,
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H-1904, Budapest, Hungary.

MEXICO

Association Soling de Mexico,
Mr. Jorge A. Escalante (Secretary),
Culiacan 123 Floor 14th,
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NORWAY

Norsk Soling Klubb,
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AUSTRIA

Österreichische Soling Klassenvereinigung,
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South African Soling Association,
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USSR

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c/o USSR Yachting Federation,
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USA

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470 W. Willow,
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YUGOSLAVIA

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Mr. David Antoncic (Secretary),
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SWITZERLAND

Aspro Soling Suisse,
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(ISA appointed representative)
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