

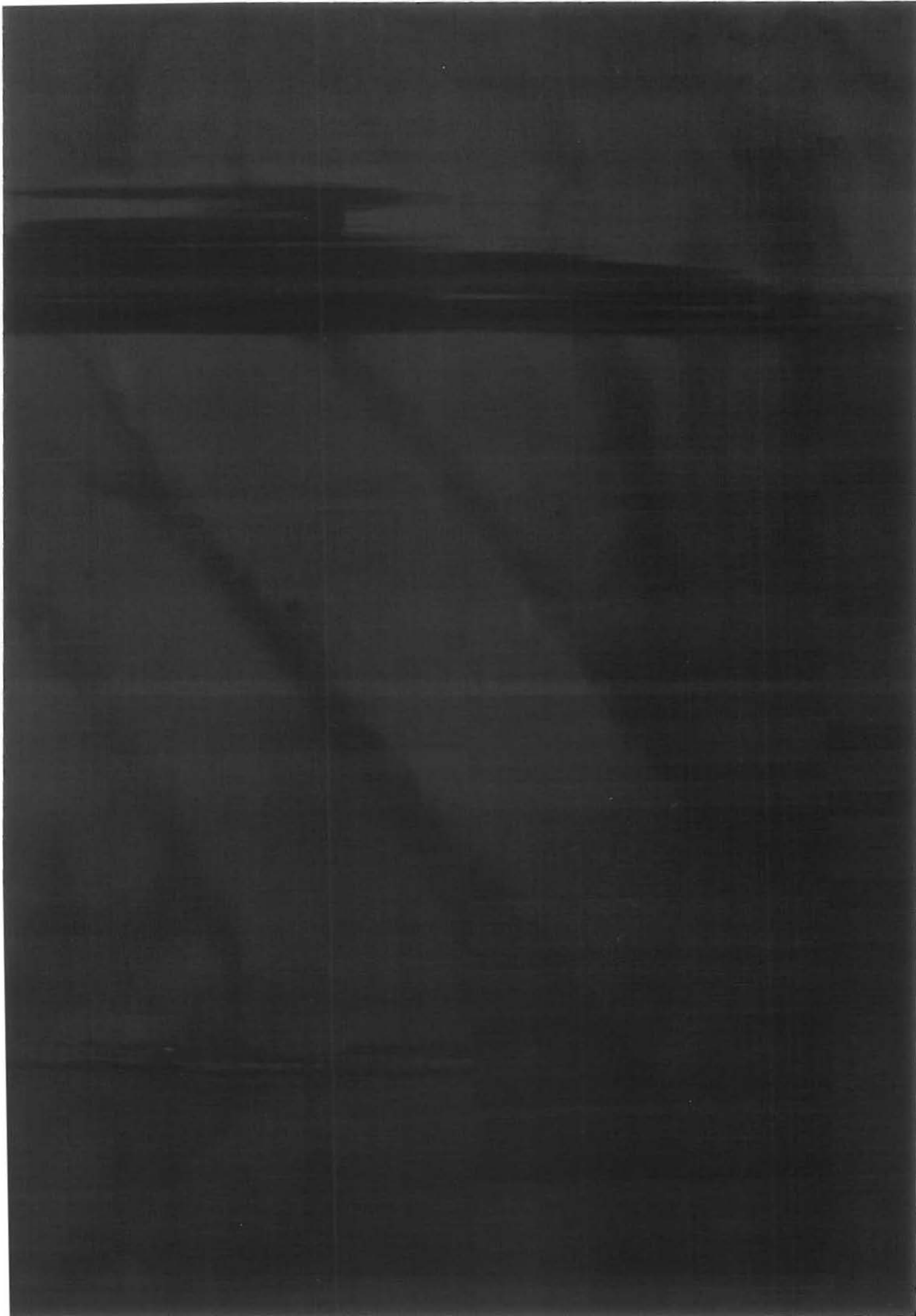
INTERNATIONAL • SOLING •



Soling Guide
1984-1987



Class and Championship Rules



International Soling Association

Soling Guide



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XIV WORLD SOLING CHAMPIONSHIP

Introduction



Dear Soling Sailors,

Our new Soling Guide is presented in a different manner from previous editions. We now include not only all the technical information, but we also cover the whole spectrum of the Class with historical notes, articles by Soling sailors on a variety of topics, and some excellent 'action' photographs.

The Guide is an essential companion for all Soling sailors attending Regattas. The high standards of the Class are ensured by maintaining precise and up-to-date rules; every ISA member will therefore be notified promptly of any necessary changes to the Class Rules, Championship Rules, Constitution, and any other material contained in the Guide. So make sure that you always keep your Guide at hand, and that you update it as soon as you receive any new information.

This Guide is also designed for the information and encouragement of people who are interested in joining the Class. Additional copies for this purpose can be obtained from your National Soling Association, or from the ISA office. Please make every effort to use the Guide to help promote this great Class.

I hope you enjoy reading the articles, and I offer my sincere thanks to the authors and to all who have helped in the production of this Soling Guide.

KARL HAIST
President

The Soling as a Club Boat

BY DON COHEN

A few years ago the Vineyard Haven Yacht Club of Martha's Vineyard, Massachusetts, U.S.A. extensively reviewed all of the boats that could qualify as a club boat. It finally selected the Soling because of the close racing, low maintenance, sparkling sailing ability, reasonable price and availability of good used boats, the ability to keep its value, the large number of good used sails available, and the ability to not only race in club racing but to also participate in major regattas. The great strength of construction was another important factor. A group of participants committed to the initial purchase and a few people agreed to purchase boats to have available for new people getting into the Class. This warehousing of boats not only enabled the group to buy several boats for a reasonable price, but meant that there was an availability of a boat immediately when someone wanted one.

After a few years there are now 18 Solings actively racing at the club and the boat has been responsible for a renewed interest in sailing, ranging from the older to the younger, men and women, experts and beginners. We have grandparents racing with grandchildren, husbands and wives, parents and children, beginners and experts. The emphasis is on broad participation. Some basic factors that we aim for to equalize the racing and made it more fun are:

1. No new boats may be brought into the fleet.
2. There is an emphasis on buying good used sails, although recently several owners got together and bought similar new sails.
3. Only one person may hike over the side.
4. We use the smaller chute more often in heavy air.
5. The better sailors have the responsibility to help train and teach the less experienced sailors and much time is spent helping the poorer sailors come along. The better sailors often crew for the poorer sailors. In several instances the skipper of a successful boat allowed a beginner to skipper their "hot" boat and crewed for them. This gave the less skilled a chance to steer a well setup boat and have the benefit of a good crew and coaching while racing.
6. There is effort to be sure that all boats use the same bottom paint, must be wet sailed, and can only be hauled out once a summer.
7. The boats are sailed in major regattas in a separate wet sailed division.
8. The fleet keeps a pool of gear, tools, and



supplies that are available to all members of the fleet, as well as a spare mast, boom, and spinnaker pole. An effort is made to rig the boats in a similar manner, using similar gear so that it is easy to stock replacement parts. It is also easier to train people to do their own maintenance work and to have a local person help repair the boats when all the gear is similar. Further, this approach keeps everyone's expenses much lower.

9. There is one skipper in the fleet aiming to make the Olympics in the Soling. He sails an older boat in the fleet, does not use new sails, and has agreed to sell any sail he uses to any member of the fleet that wants it at one-half the cost of a new sail. This helps to reduce the feeling that he does well because of a sail advantage. He and several other good sailors have made a very strong effort to share their knowledge and generally to "help out".
10. Periodically there is a fun course and picnic where the Soling members have a fine time with their friends and families





Above: Puddleduck in full flight.

Left: Irene taking things more serenely.

sailing the boat unrelated to racing. There is racing twice a week for the younger members and twice a week for all members. There is also an extensive teaching program in the Soling for juniors and seniors. Further, guest Soling experts are invited in to speak to the group and sail with them, as well as periodically put on a two-day seminar. We find that our young sailors of 13 years old are able to handle the boat in heavy air and they are encouraged to race in heavy air under close supervision. An interesting aspect is the wide range of people enjoying themselves sailing a Soling at our club. This ranges from an Olympic medal winner, several very experienced grandfathers, many competitive adults, several women who learned to sail on the Soling (and now are beating many of the men), all women crews, all young people crews, and people who have never sailed before they set foot on a Soling. We have the "unbelievable" — husbands and wives, parents and children racing together without bloodshed and very much enjoying it. This type of racing has brought many families together. The emphasis

is on having a great variety of people come and enjoy sailing the boat and there is a true spirit of cooperation and helpfulness.

The fleet offers a wide variety of prizes so that, hopefully, over the course of a summer's racing there is a little something for everybody. At the end of the summer there was a large turnout for the prize giving ceremonies, with much applause for many people with a wide variety of Soling sailing achievements.

Recently one of the serious sailors who had a large inventory of sails gave the fleet six mains, six jibs, and six spinnakers. The purpose was to encourage interclub racing to take place at our yacht club and yet not to jeopardize the sails that belong to the fleet members. Further, these sails are available for those not doing well during the season to try on their boat and to see if having better sails will make them go faster. If a club member intends to race in a major regatta, he also may borrow some of the better sails in order to improve his performance. The interclub racing is important to stimulate interest and once a year we hold a large invitational Soling regatta

where we invite sailors from other areas to come and race with us. This adds additional excitement to the season and it is done in a manner that enables all of the participants to have a good time, not only with good racing but with lots of good food and company.

There has also been experimentation with cutting down a mainsail so that there is smaller sail area for the youngsters and beginners. It was found that this was not necessary and is no longer done because the boat can be depowered fairly readily and this depowering experience and ability is important to learn early in order to make a beginner more secure.

In conclusion, the Soling undertaking has been very successful. It has revitalized racing at the yacht club, brought many new people into racing, enabled a wide variety of people to enjoy sailing and racing. It is rare that a boat can do as many good things as the Soling has done for the Vineyard Haven Yacht Club.

The Soling as an Olympic Boat

BY DAVE PERRY

Throughout my Olympic class racing involvement, I've always favoured the boats in which you could only win by successfully applying *all* the elements of racing. Several of the present classes put such a weighted emphasis on boat speed development, that poor tactics are easily covered up by exceptional speed. Other classes are so physically demanding that they overshadow tactics and good sailing techniques.

To me, the Soling is an ideal Olympic class as it favours no one element over the other; and at the top levels of Soling racing a weakness in one area cannot be overcome by strengths in another. The entire programme from preparation to speed to tactics to competitive maturity must be strong in order to win.

One of the great attractions of the Soling is that the speed differences between the boats, upwind and down, is very slight. And it is very easy for a good team to simply purchase the fast equipment and be right up to competitive speed almost immediately. Also, due to strict class rules and a history of the best sailors in the class, boat speed development is very minimal, therefore eliminating the high cost of experimentation. This combination makes the Soling by far the easiest Olympic class to "jump into" and be competitive almost immediately.

The Soling class rules also require a very sturdy and safe hull, and an exceptionally strong mast and rigging. Therefore the boat is very safe and raceable in high winds and waves. The sturdy hull construction gives the Soling hull the longest competitive lifetime of any of the Olympic class hulls, and recent

world champions have won in six and seven year old hulls. Also, the time and money for maintenance of the boat is minimal due to the small numbers of breakdowns. Because the overall weight of the boat is over 2000lbs, the all-up crew weight can range from 540 — 640lbs — a very wide range in Olympic boat standards.

In addition, all the controls can be made very easily controllable through purchase systems. Both crew hike in comfortable harnesses and the skipper need not have superior strength. As a result, the Soling attracts sailors of all ages and physical shapes and sizes.

As for sailing the Soling, it does not have the zip of a 470, but it does have an exceptional "feel" in the tiller upwind. And downwind in waves and breeze the boat will surf and plane like a dinghy. But to me, the most important ingredient to choosing a boat, after safety considerations, is the quality of the racing ... and the Soling provides superior racing. One reason is that most of the helmsmen are "out of their teens", and bring a very mature and worldly approach to their racing. Also, due to the intense evenness in boat speeds, the fleet stays tightly packed around the entire course. Mental concentration and physical coordination at their peaks are required to remain near the top, leg after leg and race after race. I have never experienced a class where so many sailors make so few mistakes around the course, and that to me provides for the highest levels of competitive challenge ... the true Olympic level of competition.

Right: Spinnakers!

Below: Solings racing at Kiel Week.





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1984~1987



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Dinny Reed

Secretariat

P.O. Box 2, Bordon, Hants, GU35 9JX,
U.K.

Telephone: (04203) 2293

Telex: BOATING 859554

Editor

Stuart Walker, Mercy Hospital Inc., 301
Saint Paul Place, Baltimore, Maryland
21202 USA

Class History

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 ISA, 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 IYRU-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 IREE 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, USA. 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 Schiott, 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. 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.

1981 The World Championship was held in Italy at Anzio. There were 59 competitors from 16 different countries and Vicente Brun from the USA became the new Champion. At Attersee in Austria Michael Farthofer of Austria became European Champion. Very well attended members' meetings were held at both regattas, and among other items the problem of stimulating activity in the class, and whether or not to reduce the number of spinnakers, were discussed. The Championship Rules were revised and updated, and guide lines for regatta organisers were introduced.

1982 For the first time a 12 page colour calendar was circulated free to every member. New Constitution rules were introduced regarding class membership, boat ownership, and helmsmen's eligibility to compete at major regattas. Standardised sailing instructions were also introduced. At the World Championship in Perth, Western Australia, Mark Bethwaite of Australia became the new Champion. The European Championship in Denmark was attended by 65 competitors from 16 different countries and was won by Hans Fogh of Canada. At the November meetings the debate on the number of spinnakers continued. Ken Berkeley completed his term of office as President and was created a Life Member.

1983 In January Karl Haist began a two-year term as President. Every Full member was invited to vote on whether or not the number of spinnakers should be reduced and the replies showed two-to-one in favour of no change. A new ISA tie was produced. At the World Championship in San Francisco, Robbie Haines of the USA became the new World Champion. Dave Curtis of the USA won the pre-Olympic Regatta in Los Angeles, and Hans Fogh of Canada retained his title of European Champion at Medemblik, Holland. The Hungarian Soling Association staged the first Match Racing Series for the Ken Berkeley Cup at Balaton in October. This was won by Michael Farthofer of Austria. Membership dues were increased to \$18.00 for a Full member and \$9.00 for an Associate member.

International Soling Champions

OLYMPIC GAMES

1972: Kiel, Germany

Gold: **Harry Melges, Jr. (US 600)**
William Bentsen
William Allen

Silver: **Stig Wennerstrom (S 100)**
Lennart R. Roslund
Bo 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 Koliis (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 Gavrilis
Aristidis Rapanakis

WORLD CHAMPIONS

1969 Skovshoved, Denmark: **Paul Elvstrom (D 29)**

1970 Poole, UK: **Stig Winnerstrom (S 65)**

1971 Oyster Bay, USA: **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, USA: **Bill Buchan (US 593)**

1976 No World Championship in the Olympic year

1977 Hango, 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: **Vicente Brun (US 593)**

1982 Perth, Western Australia: **Mark Bethwaite (KA 144)**

1983 San Francisco, USA: **Robbie Haines (US 747)**

EUROPEAN CHAMPIONS

1968 Skovshoved, Denmark: **Per Spilling (N 7)**

1969 Sandhamn, Sweden: **A. von Gruenewaldt (S 21)**

1970 Hango, 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)**

1981 Attersee, Austria: **Michael Farthofer (OE 73)**

1982 Dragor, Denmark: **Hans Fogh (KC 169)**

1983 Medemblik, Holland: **Hans Fogh (KC 169)**

NORTH AMERICAN CHAMPIONS

1969 New Orleans: **John Dane III (US 95)**

1970 Marblehead, Mass: **David Curtis (US 437)**

1971 Texas: **R. Mosbacher (US 504)**

1972 Marblehead, Mass: **David Curtis (US 575)**

1973 Ontario: **Sid Dakin (KC 84)**

1974 Houston Texas: **John Koliis (US 576)**

1975 Rochester: **Dave Forbes (KA 128)**

1976 Seattle: **Carl Buchan (US 593)**

1977 Ontario: **Hans Fogh (KC 151)**

1978 California: **Robbie Haines (US 707)**

1979 Ontario: **Bill Abbott Jr (KC 1)**

1980 Chicago: **Bill Allen (US 712)**

1981 Ontario: **Torben Graef (BL 42)**

1982 San Francisco: **Ed Baird (US 745)**

1983 Rochester: **Buddy Melges (US 757)**

SOUTH AMERICAN CHAMPIONS

1971 Buenos Aires: **Horacio A. Campi (A 16)**

1972 Rio de Janeiro: **Gastao Brun (BL 15)**

1973 Buenos Aires: **Richardo Boneo (A 15)**

1974 Rio de Janeiro: **Gastao Brun (BL 15)**

1975 Mar del Plata: **Richardo Boneo (A 15)**

1976 Rio de Janeiro: **Gastao Brun (BL 15)**

1977 Rio de Janeiro: **Augusto Barrozo (BL 20)**

1978 Sao Paulo: **Fernando Nabuco (BL 32)**

1979 Rio de Janeiro: **Vicente Brun (BL 59)**

1980 Buenos Aires: **Jim Coggan (US 695)**

1981 Not sailed

1982 Not sailed

1983 Not sailed

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

1977 Not sailed

1978 Vaaldam: **D. Haliburton (SA 9)**

1979 Not sailed

1980 Vaaldam: **S. Kuhn (SA 5)**

1981 Vaaldam: **S. Kuhn (SA 5)**

1982 Vaaldam: **A. Park-Ross (SA 9)**

1983 Vaaldam: **R Robson**

AUSTRALIAN CHAMPIONS

1978 Sydney Harbour: **Tony Manford**

1979 Port Lincoln: **John Bertrand (KA 150)**

1980 Lake Macquarie, NSW: **John Bertrand (KA 150)**

1981 Port Lincoln: **Mark Bethwaite (KA 144)**

1982 Perth: **Mark Bethwaite (KA 144)**

1983 Adelaide: **Mark Bethwaite (KA 144)**



1983 World Champions, San Francisco, USA. Left to right: Vince Brun, Robbie Haines, Bob Kinney.

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. Linde 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 March 1984 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 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 of Full and Associate members to be kept as hereinafter provided.

3.16 **Paid up Yacht** shall mean a yacht whose certificate has been validated in accordance with Rule 4.6.

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. 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**, an **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 addresses 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 to the **NSA** (or if there is none for the member's country, to the **ISA**) as provided for in 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 Acceptance of a **Certificate** by an owner(s) shall ipso facto render him/them subject to the jurisdiction of the **ISA** or the **ISA Committee** in any matter pertaining to the **ISA Constitution or Rules.**

5. MEMBERSHIP AND VOTING RIGHTS

5.1 The following type of membership shall be recognized:

5.11 **Full membership.**

5.12 **Associate membership.**

5.13 **Honorary membership.**

5.2 **Full Membership** shall, upon payment of the prescribed dues of an **NSA**, be open to any Full Member of an **NSA** or **NA.** In the case of annual dues paid by an individual or a corporation owning an **International Soling**, these dues shall also cover the cost of validating the **Certificate** annually as required by Rule 4.6.

5.3 **Associate Membership** shall, upon payment of the prescribed dues, be open to all individuals or clubs interested in the **International Soling Class**, and shall be obligatory for all crews taking part in national open championships and/or international 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 favourable 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'S

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:

a) **NSAs** appointment of appointed **ISA Members** shall be eight weeks before the date of the AGM.

b) 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 an **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 terms. 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 an **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** of **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 major meeting, to be held immediately after the Annual General Meeting, the **ISA Committee** shall:
- 7.51 Elect one of its members as **President** of the **ISA** for a term of two years.
- 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 payments 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 a Full member of **ISA** 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 a **Full member** of **ISA** as **Chairman of the Events Committee** for a term of one year.
- 7.563 Elect a **Full member** of **ISA** 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 therefore 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 purchase 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.

ISA Membership

Full membership costs US \$18.00 per year
Associate membership costs US \$9.00 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:

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**. 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).

Championship Rules

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* and 4.3*. 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) 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 outside of the hull on the starboard quarter no more than 100mm forward of the transom or below the deck. This informs competitors and Race Committees that the annual subscription is paid, and that the certificate has been validated for the year. A Soling showing this ISA Sticker is allowed to race.

WORLD CHAMPIONSHIP RULES

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

Definitions of Terms and Abbreviations.

The abbreviation **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 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 For the World Championships only the helmsman and crew members of the winning yacht shall receive replicas of the trophy which shall be donated by the Host Club. These replicas may be purchased through ISA.

1.3 In addition the Host Club shall present

prizes to the helmsman and crew members of the first five boats in the Championship and to the helmsman and crew members of the first boat in each individual race.

Any perpetual trophy other than that which is described in rule 1.1 of the Worlds — and the Continental Championship rule is 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 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 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 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 boats, 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 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 (Full members) at 31st December of the year preceding the Championship, unless decided otherwise by the ISA Committee 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.

4.21 If the total valid applications for entries, as laid down in Rule 6.1 are less than 60, the Executive Committee may allow entries in excess of their **Basic Quota** to those NSAs or NAs who have so requested. Such extra entries will be allocated to each country in proportion to its **Basic Quota**, except that no country's extra entries shall exceed 20% of the difference between the total number of valid applications and 60.

4.22 If the total applications for entries received — as laid down in rule 6.1 — exceed 59, the final entries allowed to each nation shall be in accordance with the following table:

Nos. of Paid-up Yachts	Basic Entry entitlement per country when Quota more applications than 65 are received as indicated in column heading										Nos. of Paid-up Yachts
	60-65	66-70	71-75	76-80	81-85	86-90	91-100	101-110	111-120	121-143	
WORLD	1	1	1	1	1	1	1	1	1	1	3
2	7	2	2	2	2	2	2	1	1	4	8
8	26	3	3	3	3	2	2	2	2	9	15
27	49	4	4	4	4	3	3	3	3	16	24
50	63	5	5	4	4	4	4	3	3	25	35
64	99	6	6	5	5	5	4	4	4	36	48
100	124	7	7	6	6	6	5	5	5	49	63
125	149	8	8	7	7	6	6	6	6	64	80
150	199	9	9	8	8	7	7	6	6	81	99
200	215	10	10	9	8	8	7	7	7	100	120
216	249	11	10	10	9	9	8	8	8	121	143
250	299	12	11	11	10	10	9	8	8	144	168
300	352	13	12	12	11	10	10	9	9	169	195
343	349	14	13	13	12	11	11	10	10	196	224
350	399	15	14	14	13	12	11	10	10	225	255
400	449	16	15	14	13	13	12	11	11	256	288
450	499	17	16	15	14	14	13	12	12	289	323
500	511	18	17	16	15	14	13	13	13	324	360
512	549	19	18	17	16	15	14	13	13	361	399
550	599	20	19	18	17	16	15	14	14	400	440
600	649	21	20	19	18	17	16	15	15	441	483
650	699	22	21	20	19	18	16	15	15	484	528
700	728	23	22	21	20	18	17	16	16	529	575

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

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. He must be able to present to the Host Club the valid certificate of the boat in which he is competing.

5 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. It shall include:

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

5.12 Brief description of the city or area and marine and weather conditions to be anticipated; storage, launching, and

- mooring facilities; types, approximate prices, and proximity of accommodation available, and
- 5.13 Schedule of events, listing:
- 5.131 The dates for measurement and the latest date by which all yachts shall be available for measurement.
- 5.132 The dates of the spare days scheduled pursuant to Rule 8.3, special attention being drawn to the fact that if necessary these days will be used for racing in accordance with the provisions of Rules 8.3 and 8.5;
- 5.133 The date and scheduled starting time of each race;
- 5.134 Details of any social activities prior to or during the Championship;
- 5.135 A statement specifying which year's Soling Guide contains the Championship Rules that the ISA has determined to be effective.
- 5.14 A notice as to the last date for receiving final completed entry forms, in accordance with the Championship Rule 6.3. (The Host Club may set its own deadline, but it shall not be more than 10 days before the first race).
- 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.
- 5.4 The entry fee per boat shall be at the discretion of the Host Club, but shall not exceed US \$150. The NSA or NA shall send US \$15 per boat to ISA according to the number of 'Application for Entries'.
- 6 ENTRIES**
- 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 \$15 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.
- 6.21 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 4.21.
- 6.22 The Host Club shall send 8 weeks before the first race the appropriate number of final entry forms to each NSA (or NA).
- 6.23 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 the deadline stated in the Advance Notice, together with the entry fee
 - c) accompanied by a copy of the valid Certificate 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 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 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, and these provisions may not subsequently be altered without previous approval from the ISA.
- 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 or the 1981-84 Yacht Racing Rules of the IYRU.
- 8.23 That the Round the Ends Rule (IYRU Racing Rule 51.1(c) or a "One Minute Rule" as defined in 8.231 below may be applied at the discretion of the race officer for any start of any race. (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).
- 8.231 A "One Minute Rule" means a Rule providing for yachts which sail within the triangle formed by the two marks defining the ends of the starting line and the first mark of the course during the last minute before the starting signal to be disqualified from that start but not subsequent starts of that race or any other race.
- 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. 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 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 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.

- 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 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 of 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.
Examples: 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 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 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 Protest Forms in accordance with Appendix 7 of the 1981-84 Yacht Racing Rules of the IYRU.

13 INTERNATIONAL JURY

- 13.1 An international jury shall be appointed for World and European Championships and the terms of reference stated at Appendix 8 of the 1981-84 Yacht Racing Rules of the IYRU shall apply.
- 13.2 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.

- 13.3 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.
- 13.4 Travel expenses for not more than one Jury member may be authorised by the ISA Committee to be paid from ISA funds.
- 13.5 The responsibility and authority of the Race Committee and Jury shall be as prescribed in the Yacht Racing Rules of the IYRU.
- 13.6 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 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 ALTERATIONS

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



Mountain lake sailing.

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 (Full members) at 31st December of the year preceding the Championship, (unless decided otherwise by the ISA Committee in the case of a particular regatta) as mentioned in the right-hand column of the table shown in. 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 any past Champion shall always have the right to compete without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter.

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 rules 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 secs) 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 metres 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 stern 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 guidelines specified above.

- B.3 Two members of the Race Committee shall be stationed in the Guard Boat in order to watch the starting process forwards and to leeward of the Guard Boat, and to note any infringements of the racing rules and the special gate start guidelines 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.

GUIDE-LINES FOR REGATTA ORGANISERS

1. Check-list

ISA maintains a check-list of optimum requirements for major regattas. This is available to host clubs and regatta organisers on request to the ISA Secretary, and it is recommended for consideration when these events are being prepared.

2. Up-to-date rules

ISA also maintains an up-to-date version of class and championship rules containing all amendments approved since the printing of this Guide. Host Clubs are requested to apply to the ISA Secretary for a copy of this so that events may be sailed in compliance with all current regulations.

3. Five-minute rule

ISA recommends that, in view of the fact that the alternative of a Gate Start is available, the Five-minute rule in its strong form (i.e. entailing disqualification from subsequent starts of the same race) should not be used.

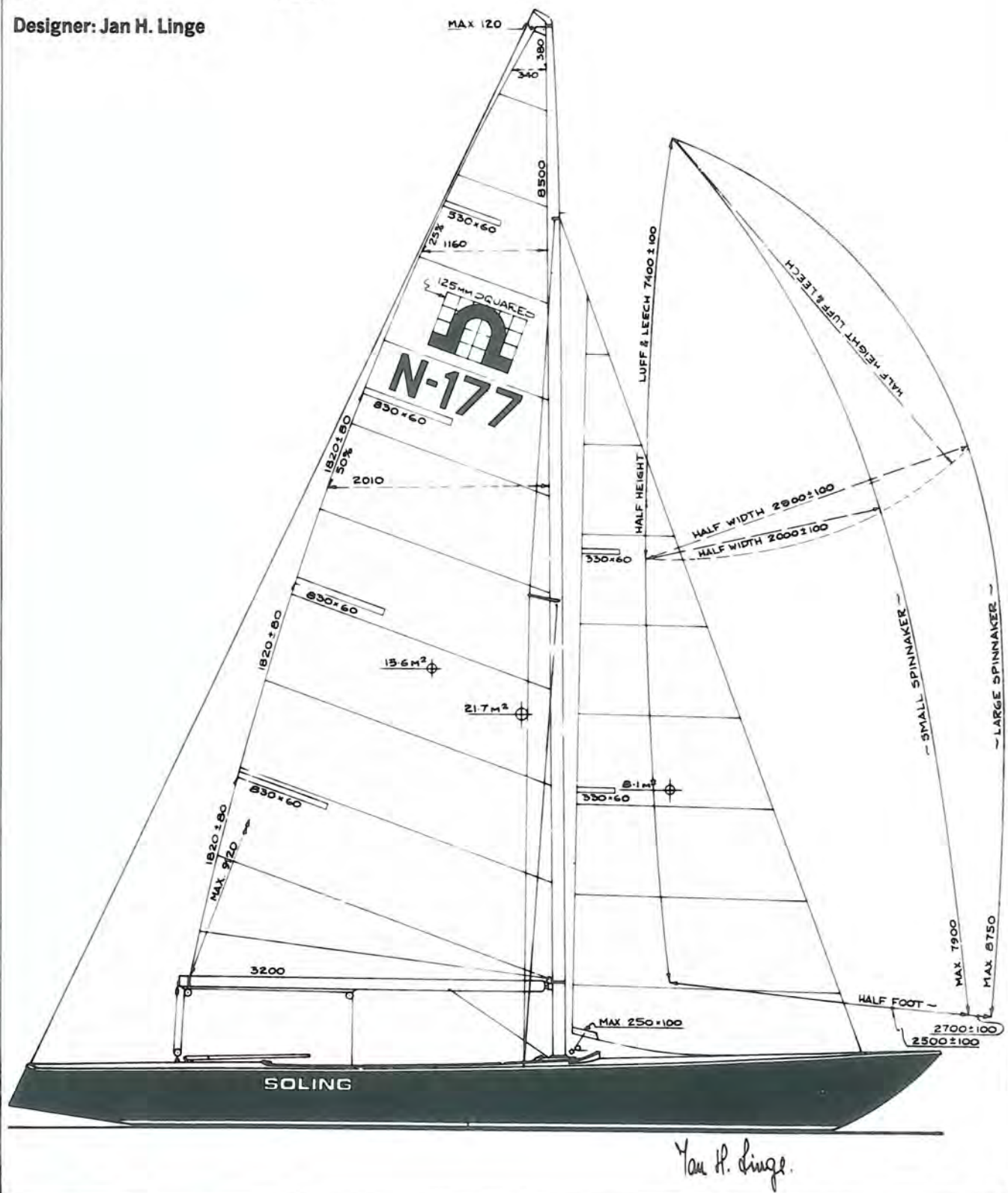
4. Class Stickers

The attention of Host Clubs is directed particularly to Class Rule 16.2 (iii). If the sticker is not displayed and no satisfactory explanation is offered, the Club is encouraged to lodge a protest on the grounds that the boat concerned is not a bona-fide Soling.

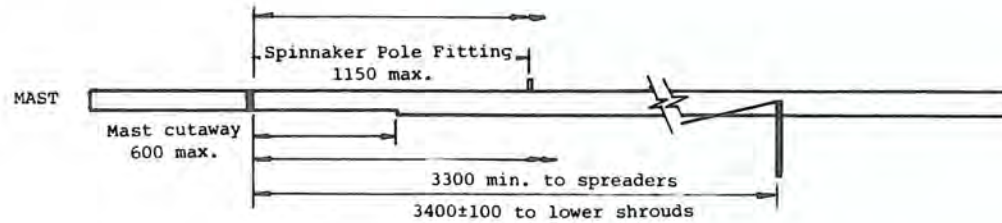
Specification

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

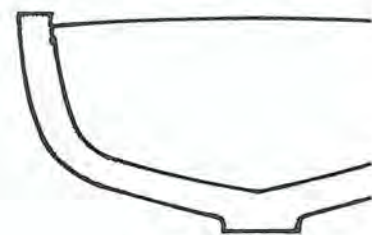
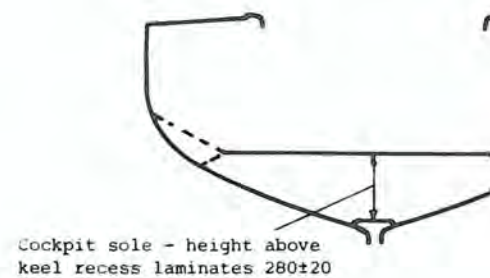
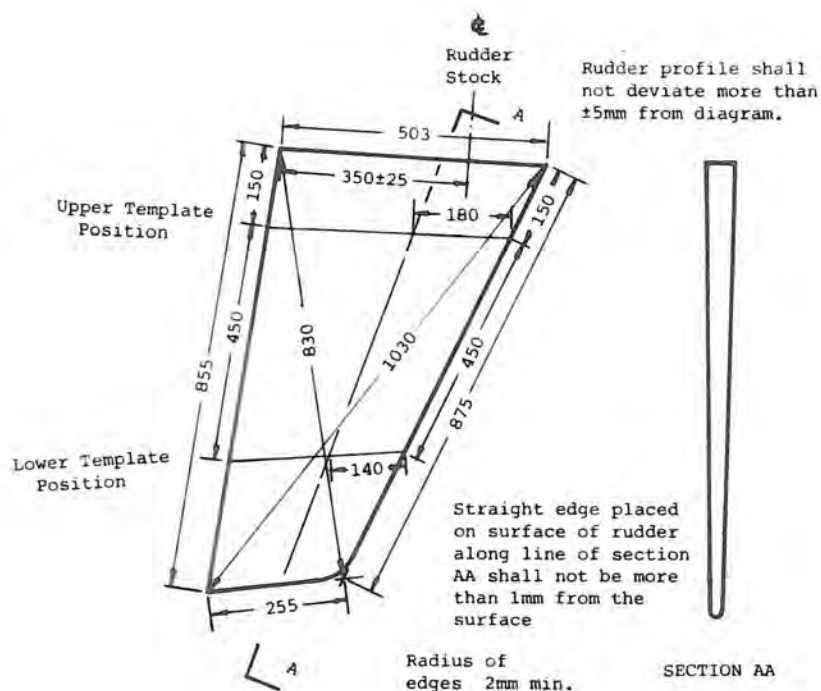
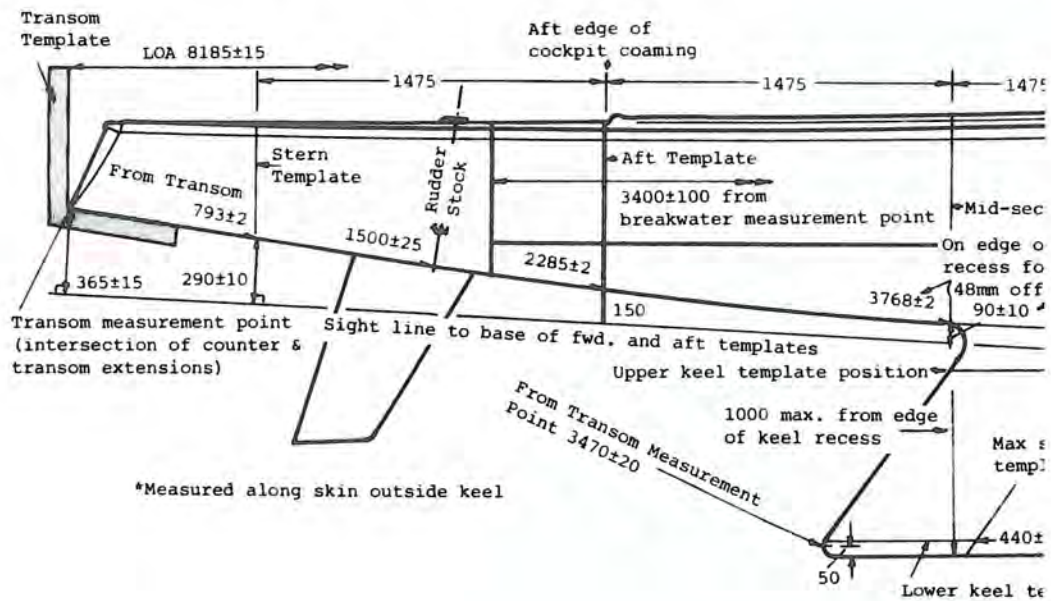
Designer: Jan H. Linge

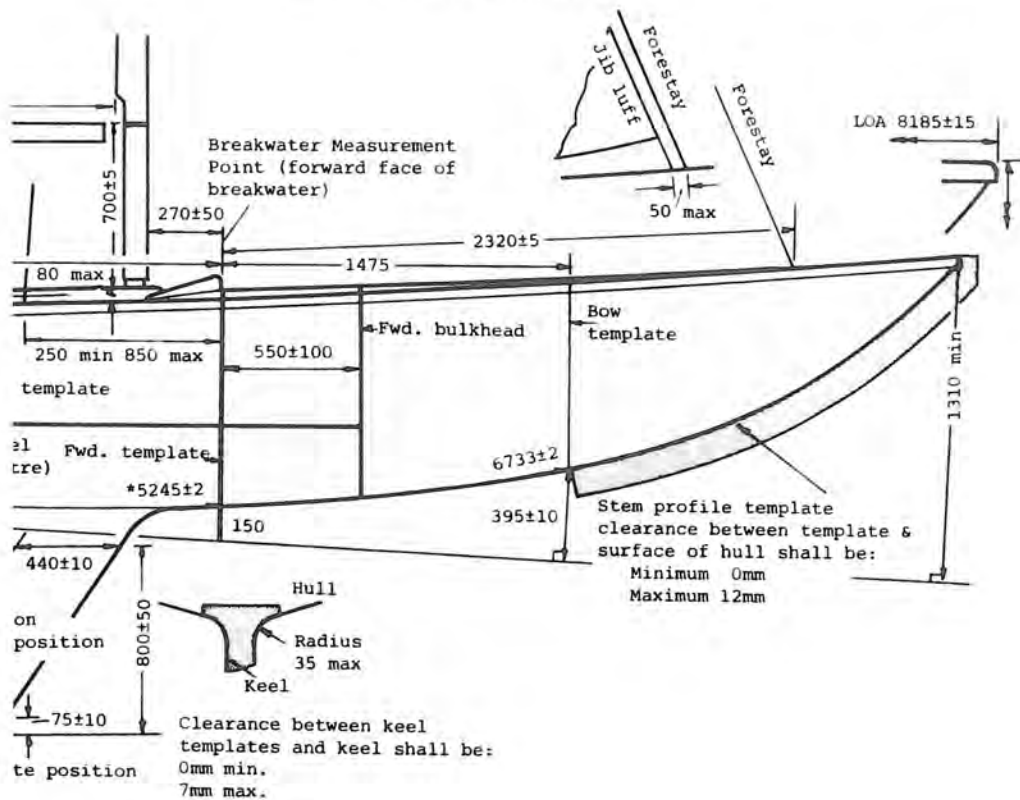
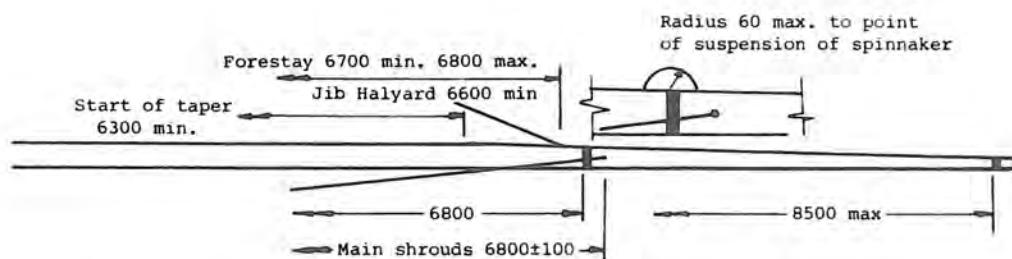


Soling Class Measurement Diagram

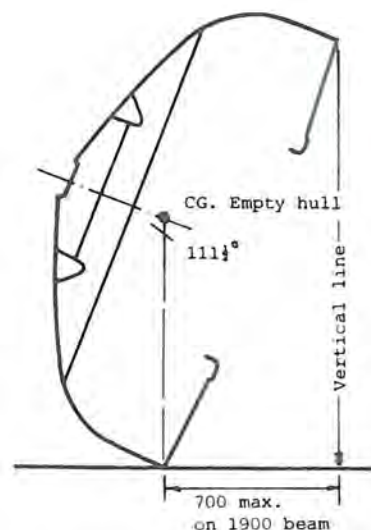
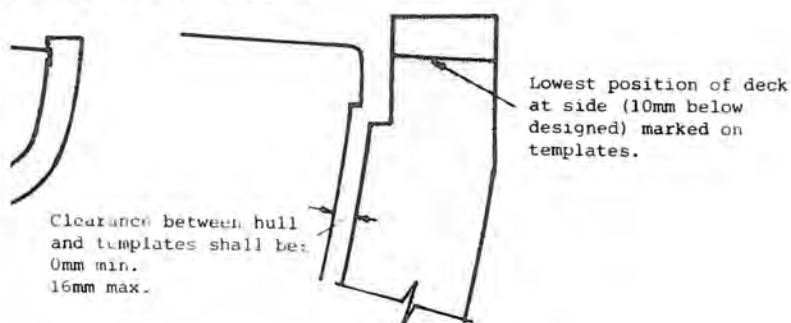


Note: All measurement stations shall be permanently marked externally on hull near centreline and on deck near sheerline.





ULL TEMPLATE APPLICATION



METHOD OF CHECKING POSITION OF CENTRE OF GRAVITY OF BARE HULL

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 (ISA) in all matters regarding these rules. The builder shall purchase an IYRU building fee plaque from IYRU Holdings Ltd., 60 Knightsbridge, London, SW1X 7JX, 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 and except as referred to in rule 12.5, the cockpit sole. 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 IYRU 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 IYRU. 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.

2.41 A measurer, either on the first measurement or subsequently, may take random drillings to verify that the specifications of the laminates in the construction plans for the hull or decking or other specifications contained in these rules have been complied with. Such drillings shall be of the minimum size required to verify compliance and shall only be taken if no other adequate method of verification is available.

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 IYRU in consultation with the ISA.

2.6 Builders shall be licensed by IYRU Holdings Ltd., and shall only obtain GRP plugs and/or production moulds and templates from suppliers approved by the IYRU. Licenses shall be issued after consultation with the ISA.

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 = 1900mm) and heeled to 11.5 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 IYRU 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 aluminium pattern. The shape of the keel shall be controlled by three templates: one upper, one lower and one for the maximum section.

4.2 The weight shall be $580\text{kg} \pm 10\text{kg}$ 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. non corrosive 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 $350\text{mm} \pm 25\text{mm}$ 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 shall not exceed 2mm when measured at any point aft of the widest point or 3mm when measured at any point forward of the widest point. (For two years from 1st March 1982 the clearance forward of the widest point may be up to 4mm.) 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. No concavities in the fore and aft sections of the surface of the rudder are permitted. The rudders of yachts built by Polyform prior to 1980 shall not be subject to the template measurement requirements, but shall comply with the rules in force prior to 1980.

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 aluminium 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 section 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 intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at $6800\text{mm} \pm 100\text{mm}$ 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 intersection of the outside of the mast and the centreline of the wire (extended if necessary) is located at $3400\text{mm} \pm 100\text{mm}$ 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% aluminium 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 $65\text{mm} \pm 5\text{mm}$ in width and $80\text{mm} \pm 5\text{mm}$ in height including the groove except that for a distance not exceeding 600mm from the aft edge of the mast groove may be cut away or otherwise modified. The sectional weight shall be not less than 1.25kg/m.
- 8.3 Tapered or permanently bent booms shall be prohibited. Internal or external reinforcement of the boom section in similar material is permitted. In the case of external reinforcement the addition to the section or part of it of material having a thickness of not more than 6mm and a total length along the boom of not more than one metre shall be disregarded when measuring the maximum dimensions of the boom section. A set, due to distortion, of up to 25mm between band and mast shall be permitted.
- 8.4 A band of contrasting colour shall be painted on the boom with its inner edge not more than 3200mm distant from the aft side of the mast, excluding any local curvature.
- 9 SPINNAKER BOOM**
- 9.1 The spinnaker boom shall be made of alloy containing not less than 90% aluminium 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 IYRU Sail Measurement Instructions, where not otherwise specified. Two ply or multi ply sails are permitted. All new sails shall be supplied with ISA labels. Only sails with ISA 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, shall not exceed, in any direction, for the mainsail 250mm and for the jib 200mm. 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 0.28m^2 , are permitted in any sail, and shall be not less than 150mm from any edge of the sail. Note, by way of clarification, that Kevlar is an aromatic polyamide and hence prohibited.
- 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. For a jib constructed of non-woven material reinforcement in similar material or woven cloth (whether glued or stitched) are free provided that after removing only the battens described in 10.73 the sail shall be capable of being rolled along any of its edges into a roll which, without applying any external pressure, shall have a circumference of not more than 700mm at its widest point.
- 10.4 For mainsails and jibs the minimum weight of material shall be 200g/m^2 . For spinnakers the minimum weight of material shall be 38g/m^2 and the maximum weight shall be 76g/m^2 .
- 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

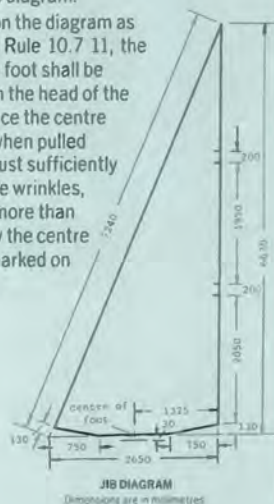
following minimum dimensions:

- 10.52 Height: 350mm.
 10.53 Thickness: 50mm.
 10.54 Width: 2300mm (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 9170mm. 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 \pm 80mm measured to the lower edges of the pockets.
 10.63 The width of the headboard measured at right angles to the line of the luff shall not exceed 120mm.
 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 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 on the diagram as described in Rule 10.7 11, 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 \times 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 7400mm \pm 100mm.
 10.832 The width of half the foot, when folded tack to clew, shall be 2700mm \pm 100mm.
 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 2900mm \pm 100mm.
 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 7400mm \pm 100mm.
 10.842 The width of half the foot, when folded tack to clew, shall be 2500mm \pm 100mm.
 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 2000mm \pm 100mm.
 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 400mm 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 550mm \pm 100mm forward and 3400mm \pm 100mm 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 7.5cm² 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 3cm² after the installation of any fittings but before the installation of any rope or wire.
 12.222 The total area of holes in the deck aft of the aft bulkhead shall not exceed 5 sq.cm after the installation of any fittings but before the installation of any rope or wire.
 12.3 Four self-bailers are permitted.
 12.4 A furling device for the jib shall be permitted.
 12.5 A cockpit sole shall be fitted as shown on the plans such that its height at any point is 280mm \pm 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. The cockpit sole shall be constructed only of the following materials or a combination of them, no other materials are permitted: glass reinforced plastics (GRP), plywood, or a GRP sandwich with a balsa wood or a PVC foam. PVC foam shall be closed cell and shall have a thickness of not less than 6mm and a density of not less than 60kg/m³.

- 12.51 The width of the horizontal part of the cockpit sole shall not be less than the dimensions stated on the measurement diagram. Outboard of this, the cockpit sole shall not extend above its horizontal part by more than 200mm excluding any flange bonding the cockpit sole to the hull. Such flange (if any) shall not extend more than 50mm above the cockpit sole at its highest point nor itself measure more than 100mm at any point. The joint between the inner surface of the hull and any raised part of the cockpit sole or its flange shall be covered with one layer of glass cloth and resin not less than 50mm wide. The cockpit sole moulding may incorporate the forward and aft bulkheads and in this case flanges not exceeding 50mm wide bonding the bulkheads to the inner surface of the hull (and glassed as provided above) are permitted.

- 12.52 As from 31st March 1984 all boats shall have a watertight inspection hatch located in the cockpit sole forward of the mast step, no inside dimension of which shall be less than 100mm.

- 12.6 Lifting sling(s) may be permanently fastened on to the eye(s)/strap(s) specified in Rule 4.4. In this case the sling(s) shall consist of stainless steel wire rope. Where one sling is used its diameter shall be not less than 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 20kg 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 sheerlines 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 If any arrangements for supporting the crew when hiking necessitate any fastening to be undone in order to disengage the crew from the boat completely then there may be not more than one such fastening and it shall be capable of instant release under tension. That part of the hiking 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 \pm 2kg weight, with not less than 30 metres of rope of 2mm 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 ISA.
- (iii) an ISA Sticker for the current year is affixed to the outside of the hull on the starboard quarter no more than 100mm forward of the transom or below the deck.

- 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*.
- (iii) 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 ISA.

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 IYRU, the National Authority, ISA, 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 a builder withdrawn.

- 17.3 Any re-measurement shall be in accordance with the current Class Rules except for the following rules: 6.531, 6.532, 6.533 and 6.534. Only the foregoing exceptions may, at the owner's option, be in accordance with either the current class rules or the rules in force at the time the replacement is made.

- 17.4 In the event of re-measurement of a sail such re-measurement shall be in accordance with the current rules.

18 TRANSLATION OF RULES

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

OFFICIAL PLANS

- No. 67-1 Lines plan (rev. date March '69)
 - No. 67-3 Sail plan (rev. date Dec. '72)
 - No. 67-4C Arrangement plan (rev. date Feb. '84)
 - No. 67-5 Hull construction plan (rev. date Dec. '72)
 - No. 67-6 Deck construction plan (rev. date Dec. '79)
 - No. 67-7 (Cancelled)
 - No. 67-8 Keel plan (rev. date April '69)
 - No. 67-9 Full size sections (rev. date April '69)
 - No. 67-10 Alternative backbone (rev. date Dec. '72)
- (For National Authorities, builders and measurers only).

OFFICIAL TEMPLATES

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

Effective: 1 March 1984.

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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 methods of measurement shall be such that dimensions are taken as accurately as possible. If the measurer is in 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.

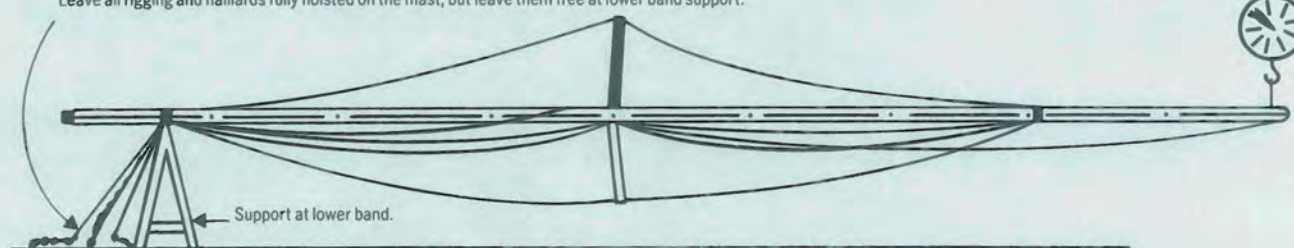
RESPONSIBILITY OF OWNER

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

Leave all rigging and halliards fully hoisted on the mast, but leave them free at lower band support.



JHL JAN.1970

Licensed Builders

Abbott Boats Limited

1458 London Road
Sarnia
Ontario
Canada

Hungarian Shipyards and Crane Works

P.O. Box 280
Budapest 62
Hungary

Cantiere Navale di Cogoleto

Bianchi and Cecchi
16123 Genoa
Via S. Lorenzo 23-9
Italy

Ishihara Dockyard Co. Ltd.

Takasago Works
1474-1 Mukuojiima
Takasago-Chi
Takasago City
Tyogo Prefecture
Japan

Pamcraft Pty. Limited

3 Tepko Road
Terrey Hills
N.S.W. 2084
Australia

Licencintorg

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

Jan H. Linge

Linge Yachts AS
Stortingsg. 14
Oslo 1
Norway

A/S Borresens Baadebyggeri

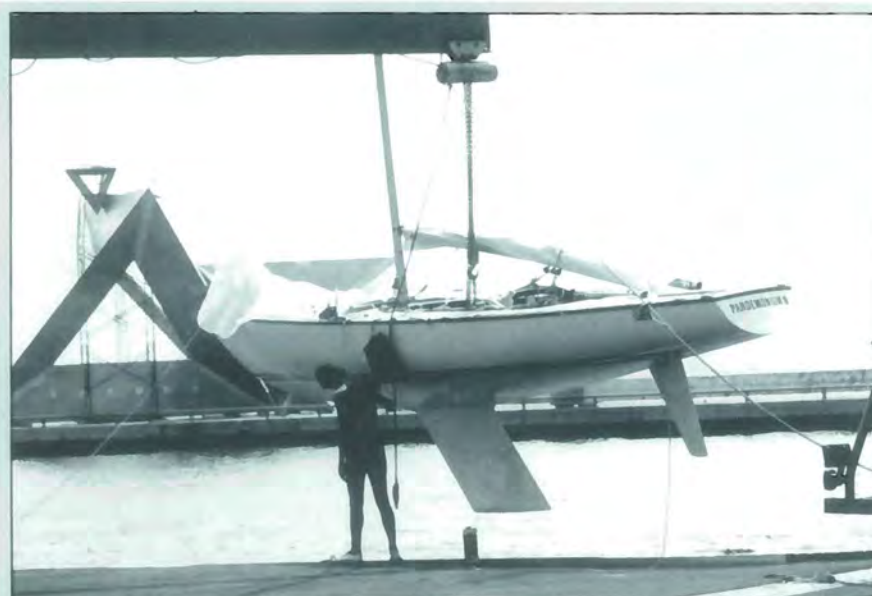
Dragevej
7100 Vejle
Denmark

Bootswerft Leonhard Mader GbR.

D-8221 Fisching
Zum Seeteufel 6
Federal Republic of Germany


T. P. Cookson Boatbuilders Ltd.

18 Napoleon Avenue
Milford
Auckland 9
New Zealand



Craning in at the 1976 Olympic Regatta, Kingston, Ontario.

Certification and Registration



SOLING

Designer: Jan H. Linge

MOULD

BUILDER

PLUG

HULL

Serial No.

IYRU ROYALTY PAID

INTERNATIONAL SOLING ASSOCIATION

Received equivalent to U.S. \$ _____

Royalty boat for no. _____

Builder: _____

Date: _____

INTERNATIONAL SOLING ASSOCIATION

This copy shall follow the builders declaration or measurement certificate

INTERNATIONAL CLASS FEES · IYRU PLAQUES


Since the plaque was accepted as the Building Fee Receipt (in accordance with Measurement Rules 2.1 and 3.5), I.Y.R.U. Holdings Ltd. has issued a total number of 1467 plaques to builders, (by end September 1980).

Of the first triangular type (illustrated below) numbers 1-479 were issued.

The numbering was re-started on 1st January 1977 at No. 1001, and a new rectangular type of plaque was used (illustrated above).

The number of rectangular plaques issued by end December 1983 was 2099.

Certificate and Register forms are available free from the ISA Office.



SOLING

DESIGN JAN H. LINGE

MOULD

BUILDER

PLUG

HULL

SERIAL No —

IYRU LICENCE FEE PAID

TYPE: OR BLOCK LETTERS ONLY
REGISTER FORM

ATTENTION: Carbonized NCR paper

IYRU Plaque Serial Number:

Sail letter: _____

Sail Number: _____

Builder's code: _____

Hull no: _____

Mould no: _____

Plug no: _____

Built before March the 1st 1970

Measurement Form dated: _____

From _____ **To** _____

Certificate issued _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Owner: _____

Registration fee (Dues) paid: _____

Former Sail Number: _____

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

Remarks: _____

Issued by: _____

*When a Soling is built before March 1970 and have no IYRU Plaque Number then tick off here.
ISA 1: 3-70-2500

Stamp: _____

Signature: _____

Register Form. For any Soling built this form shall be used and duly filled in when a Soling Sail Number is allotted for the first time.

CERTIFICATE INTERNATIONAL SOLING

Name of Yacht: _____ Sail Number: _____

Owner's name: _____

Owner's Address: _____

Owner's Club: _____

Measurement Form dated: _____

The SOLING with PLAQUE-numbers: _____

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

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

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

Builder's name: _____

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

Issued by: _____

Authority: _____

Place: _____

Date: _____

Signature: _____

Original Certificate issued by: _____

Authority: _____

Date: _____

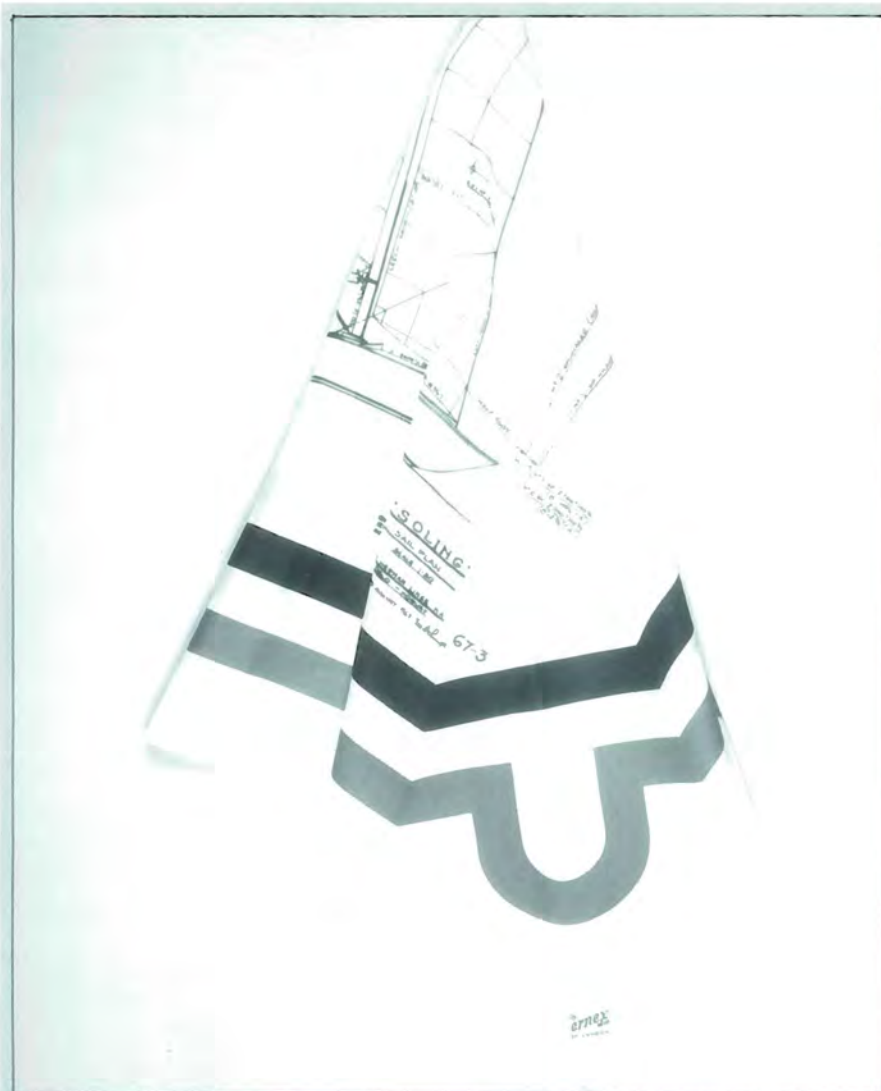
Sail No: _____

*Only for Solings built on or after March the 1st 1970
ISA 2: 3-70-2500

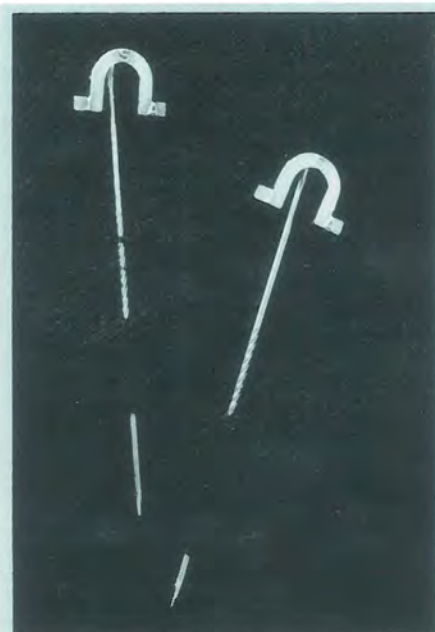
The Soling Certificate shall be duly filled in on the basis of either the official Measurement Form or the former Certificate of the Soling in question. The Certificate is valid only when all requirements of Class Rule 16 are satisfied.

Certificate and register forms are available free from the ISA office

ISA Accessories



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



Tie Pin
Left: "silver" US \$3.00 Right: "gold" US \$5.00



ISA Tie
Light blue on dark blue US \$7.50 or US \$6.00 for orders of ten or more.



Sail Label
5.5cms×3.8cms US \$10.00



ISA Blazer Badge
Diameter 7cms white, navy blue and black with a golden ring and »ISA« in gold US \$3.00

From ISA Office

Sail Label	US \$10.00
Silk Scarf	US \$15.00
Blazer Badge	US \$3.00
Tie Pin:	
"Gold"	US \$5.00
"Silver"	US \$3.00

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

IYRU Year Book	£5.00
Racing Rules	£4.00
Measurement Manual	£5.00
Complete set of plans	£12.00
Class Rules + Diagram	£0.75p
Measurement Form	£0.50p
Sail Measurement Form	£0.30p
Templates	£795.00
Plaque (Builders)	US \$300.00

IYRU prices correct at time of going to press.

Active NSAs - Addresses and Contacts

ARGENTINA

Agrupacion Argentinian de Soling,
Ricardo M Boneo — President,
C.C. 4499 Correo Central,
Buenos Aires, 1000,
Argentina.

AUSTRALIA

Australian International Soling Association,
R. R. Kemp — Secretary,
Box 119,
Port Lincoln,
South Australia 5606.

AUSTRIA

Osterreichische Soling Klassenvereinigung,
Dr. Peter Menzel — Secretary,
Belhofergasse 31,
A-1120 Wien,
Austria.

BAHAMAS

Bahamas Soling Association,
Robert Symonette,
P.O. Box N1216,
Nassau,
Bahamas.

BELGIUM

Belgian Soling Association,
S. E. Claeys,
15 Bij St. Jacobs,
9000 Gent,
Belgium.

BERMUDA

Bermuda Soling Association
Barbara Tilney — Secretary,
No. 9 Morer Estate,
South Shore Road,
Smiths, Bermuda.

BRAZIL

Associacao Brasileira de Soling,
Augusto Luiz de Campos Barrozo — President,
Rua Tapirapé No. 175 — Jacaré,
CEP 20971, Rio de Janeiro,
Brazil.

CANADA

Canadian International Soling Association,
Mrs. Joanne Abbott — Treasurer,
1803 Modeland Rd., RR5,
Sarnia,
Ontario. N7T 7H6,
Canada.

DDR

DDR Soling Association,
c/o Bund Deutscher Segler der DDR,
Mr. Keilholz — Generalsekretär,
Storkower Strasse 118,
1055 Berlin,
DDR

DENMARK

Danish International Soling Association,
Tim Pedersen — Secretary,
Akelejevej 8,
havnbjerg,
6430 Nordborg,
Denmark.

EGYPT

Egyptian Soling Association,
Essam El Naggar — President,
Naggar Shipping Co.,
Consul A.K. Naggar & Co.,
23 Midan El Tahrir,
P.O. Box 91, Alexandria,
Egypt.

FDR

Deutsche Soling-Klassenvereinigung,
Mrs. Heidrun Hopf — Secretary,
Possenhofener Str. 22/1,
8133 Feldafing,
FDR

FINLAND

Finnish Soling Association,
Matti Paloheimo — Secretary,
Hameenkyläntie 34,
02660 Espoo 66,
Finland.

FRANCE

Association Francaise de la Classe Soling,
J. M. Le Guillou — Secrétaire General,
La Grimaudiere,
44 240 La Chapelle-sur-Erdre,
France.

GREECE

Hellenic Soling Association,
George Andreadis — President,
16 Rigillis Street,
Athens 138,
Greece.

HOLLAND

Soling Club Nederland,
Steven Bakker — President,
Stoelendans 76,
Capelle a.d. IJssel,
Holland.

HUNGARY

Hungarian Soling Class Association,
György Wossala — Secretary,
c/o Hungarian Yachting,
1143 Dozsa György ut 1-3,
Budapest,
Hungary,

INDIA

Soling Association of India,
Captain SK Mongia — Commodore,
c/o Naval Sailing Club,
Coast Wing Boat Pool,
Pilot Bunder,
Colaba,
Bombay 400 005,
India.

ITALY

Associazione Italiana Soling,
Vittorio Porta — Secretary,
Via L. Manfredi 2,
16148 Genova,
Italy.

JAPAN

Japan Soling Association
Shinichi Ishibashi — Secretary,
1-28-102 Mirakami-danchi,
1113-1 Murakami,
Yachiyo-shi Chia,
Japan.

NEW ZEALAND

New Zealand Soling Association,
Chad Thompson — Secretary,
Box 61-005 Otara,
Auckland,
New Zealand.

NORWAY

Norsk Soling Klubb,
George Thrane — President,
Smedsvingen 49,
1364 Hvalstad,
Norway.

PAKISTAN

Pakistan Soling Association,
Captain K. M. Akhtar — Secretary,
c/o Pakistan Navy Aquatic Club,
c/o Fleet Mail Office,
PN Dockyard,
West Wharf Road,
Karachi — 2,
Pakistan.

POLAND

Polish Soling Association,
c/o Polski Związek Żeglarski,
Stanisław Tolwinski — Secretary-General,
00791 Warsaw,
Chocimska 4,
Poland.

Soling sailing in Japan.



SOUTH AFRICA

South African Soling Association,
Julien Girard — Secretary,
P.O. Box 132,
Deneysville 1932,
South Africa.

SWEDEN

Swedish Soling Association,
Jörgen Sundelin — Chairman,
Mjardgatan 8,
133 00 Saltsjöbaden,
Sweden.

SWITZERLAND

Aspro Soling Suisse,
Uli Colombi — President,
Frutigenstrasse 58A,
CH-3604 Thun,
Switzerland.

UNITED KINGDOM

British Soling Association,
Gordon Rae, Esq., — Secretary,
15 Glenbervie Place, Gourrock,
Renfrewshire, PA19 1HH, U.K.

URUGUAY

Uruguay Soling Association,
Carlos Rico — Secretary,
Irigoitia 915, Apto. 213,
Montevideo,
Uruguay,
South America.

USA

United States Soling Association,
Larry Booth — President,
220 E Clovernook Lane,
Fox Point,
WI 53217,
USA

USSR

USSR Soling Association,
c/o USSR Yacht Racing Federation,
A. Promyslov — Secretary General,
USSR Sports Committee,
Emb. 8., Luzhnetskaya 119270,
USSR

VENEZUELA

Venezuela Soling Association,
c/o Federacion Venezolana de Vela,
Sonke Breckwoldt — Secretary, Soling Fleet,
Apartado 76069,
Caracas 107,
Venezuela.

VIRGIN ISLANDS

US Virgin Islands Soling Association,
Jean A. Braure — President,
P.O. Box 4278,
St. Thomas,
US Virgin Islands 00801.

YUGOSLAVIA

Soling Jugoslavija,
David Antoncic — Secretary,
Vodopivceva 18A,
66000 Koper,
Yugoslavia.

Records of Paid-up Solings

		1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983
A	Argentina			22	24	24	24	25	17	25	17	18	12	11	2	2
AR	Egypt										6		5	5	4	
B	Belgium		4	4	4	9	9	9	3	3		1	1	2	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	18	18	21
D	Denmark	22	25	25	17	29	25	26	10	15	13	12	14	18	17	10
E	Spain				1	12	13	12	20	13		6	5	5		
F	France	31	51	63	68	42	59	60	52	52	51	50	50	21	21	14
G	FDR	20	38	46	62	74	69	68	73	64	68	88	84	93	94	85
GO	DDR				1	3	4	4	5	6	6	9	10	10	10	10
GR	Greece			14	16	12	13	23	23	25	25	25	27	27	27	27
H	Holland	1	11	10	9	9	10	10	9	11	9	12	10	10	11	10
I	Italy	42	51	75	112	115	124	124	123	120	65	84	125	80	66	66
IND	India															2
IR	Eire								1							
J	Japan					12	12	23	25	23	21	19	14	16	11	12
K	United Kingdom	30	64	50	60	52	65	65	60	50	54	49	27	34	15	17
KA	Australia	50	58	89	90	111	101	101	96	84	75	53	46	64	29	34
KB	Bermuda			15	18	18	15	15	15	10	5	9	5	5	5	10
KC	Canada	28	35	65	79	83	55	71	61	51	35	52	40	45	34	26
KZ	New Zealand				9	10	12	12	8	9	9	10	10	10	13	22
L	Finland			20	23	17	16	27	27	27	27	27	16	16	16	16
M	Hungary											2	2	2	2	3
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	33	41	50
OE	Austria			1	16	12	13	24	34	31	33	18	19	22	20	22
P	Portugal								1							
PH	Philippines				1	1	1	1	1							
PK	Pakistan				2	2										1
PR	Puerto Rico				1				5			8	8			
PZ	Poland				1			2	2			2	2	2	2	
S	Sweden	20	64	64	69	40	37	37	42	52	59	51	45	52	52	52
SA	South Africa	9	9	12	16	16	16	16	16	16	15	15	15	15	15	15
SR	USSR				5	5	5	5	5	12	10	10	25	25	25	25
TH	Thailand				2	2	2	2								
U	Uruguay														4	4
US	USA	163	238	362	376	323	271	262	281	270	268	251	237	232	245	248
V	Venezuela				6	6	6	6	8	6						5
VI	Virgin Islands				2	6	6	6	6	6						1
Y	Yugoslavia								1	1	2	1	1			
Z	Switzerland		50	64	110	100	110	102	105	96	96	81	60	80	65	75
		444	736	1064	1263	1199	1147	1191	1194	1136	1023	1004	948	953	865	886

Previous Information from IYRU

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 80mm above the sheerline, the inclusion of a block of wood (or similar arrangement) between deck and 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 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 I.Y.R.U. 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:

Holes in Masts

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 6mm 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, A26, 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, Z180.

The above list is not necessarily complete.

Soling Class (I.Y.R.U. 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 advice 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 0mm to 16mm. 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 0mm and 16mm 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 clearances, so that provided the gap between the keel and the template does not exceed the permitted 7mm, 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.

Amendments

Amendments

ISA Committee and Officers 1984

BILL ABBOTT

Abbott Boats Ltd.,
1458 London Road,
Sarnia, Ont. N7S 1P7,
Canada.
Tel. 519 542 2771 (Off.)

GEORGE ANDREADIS

16 Rigillis Street,
Athens 138,
Greece.
Telex 215215 COTGR

GEERT BAKKER

Nassaupark 3,
Wermond,
Holland.
Tel. 31 1711 10120

EGGERT BENZON

Benco A/S,
Hovedvejen 217,
2600 Glostrup,
Denmark.

KEN BERKELEY

22 Bridge Road,
Glebe,
N.S.W. 2037,
Australia.

HEIKE BLOK

Rahmensbüel,
8834 Schindellegi,
Switzerland.
Tel. 784 58 37

LARRY BOOTH

220 E. Clovernook Lane,
Fox Point,
WI 53217,
U.S.A.

GORDON BRITTON

5250 St. Paul Blvd.,
Rochester,
N.Y. 14617,
U.S.A.

TONY CLARE

Clare & Co.,
10 Ironmonger Lane,
London, EC2V 8EY,
U.K.
Tel. 01 606 0866 (Off.)
01 229 0376 (Home)

FINN CHR. FERNER

Stortingsgt. 14,
Oslo 01,
Norway.

KARL HAIST

Schafflergraben 3,
8134 Pöcking,
F.D.R.
Telex 527708 HAIST D
Tel. 8157 1081 (Off.)

JAN LINGE

Linge Yachts AS,
Stortingsgaten 14,
Oslo 01,
Norway.

JEAN-PIERRE MARMIER

11 Rumine,
1005 Lausanne,
Switzerland.
Tel. 54 26 88/23 93 44

SAM MERRICK

401 N Street SW,
Washington DC — 20024,
U.S.A.
Tel. 202 554 4979

ARNALDO SCIOLARI

Via Nazionale 193,
00184 Roma,
Italy.
Telex 612634 TECLYT I
Tel. 48 46 46

DUNCAN SIMONDS

Winloed,
Pangbourne,
Berk,
U.K.
Tel. 073 57 2003 (Berk)
01 834 5055 (Lon)

JORGEN SUNDELIN

Mjårdgatan 8,
133 00 Saltsjöbaden,
Sweden.

CHAD THOMPSON

Box 61-005 Otara,
Auckland,
New Zealand.
Telex c/o NZ 21304
CATEMAN

GEORGE THRANE

Smedsvingen 49,
1364 Hvalstad,
Norway.
Tel. 02 411190 (Off.)
02 785 420 (home)

JACK VAN DYKE

7805 North River Road,
Milwaukee,
Wisconsin 53217,
U.S.A.
Tel. 414 352 9454

STUART WALKER

Mercy Hospital Inc.,
310 Saint Paul Place,
Baltimore,
Maryland 21202,
U.S.A.
Tel. 310 332 9000

KARL-HEINZ WEGENER

Bund Deutscher Segler
der DDR,
1055 Berlin,
Storkowerstrasse 118,
D.D.R.

GEORGE WOSSALA

c/o Hungarian Yachting,
1143 Dózsa Gy. o. 1-3,
Budapest,
Hungary.
Telex 22 51 05 Otsh h.
Tel. 368 462

Sailing on the Central European

BY HENDRIK C. BLOK

I am from the flat country lakes and the sea (Holland) and I will therefore not cease to surprise my crew and my competitors when sailing on the mountain lakes of Switzerland, Germany, Austria and Italy by my, let's say, flat country tactics ... maybe you want to share some of my frustrations and findings, and maybe too, find them of some benefit to you whenever you're on one of those lakes trying to figure out how to get up front and stay there.

Mountain lake sailing is surprisingly the same everywhere in so far that the wind patterns are analogous. Some lakes are typical for their thermic winds like Lake Garda in Northern Italy. This wind is called the Ora and from early spring until October the Ora comes punctually at noon when the sun shines and goes from force 4 to 6. In the morning the North wind blows pretty strongly, too. These are the two reigning winds there. It's a real sailing paradise, (lots of surfers, too!!) Let's take lovely Lake Thun near Interlaken, Switzerland, with its dramatic views of the notorious North Wall of the Eiger. Either you have the thermic North wind, or the West wind resulting mostly from a low front, or the famous Föhn, the hot mountain wind. This wind builds up on the southern side of the Alps, starts climbing up them, in the process losing its humidity, then races down the Alps on the north side following the Föhn valleys, causing havoc as it passes when it's really in the mood — not only in the valleys, but also in peoples' heads! 'Mind the traffic when the Föhn blows', they say in Switzerland. The North wind is called the Bise which makes for some fine sailing as it is very constant though mostly quite cold and sometimes strong, particularly on Neuchâtel Lake and Lake Geneva.

So, here we are with four major winds: 1) the Föhn from the South/South-West 2) the Bise, a thermic wind mostly from the North/North-East (although it's not always thermic and can be just the North Wind being funnelled through valleys or between the shores of the lakes) 3) West winds mostly resulting from low pressure systems 4) local thermic winds.

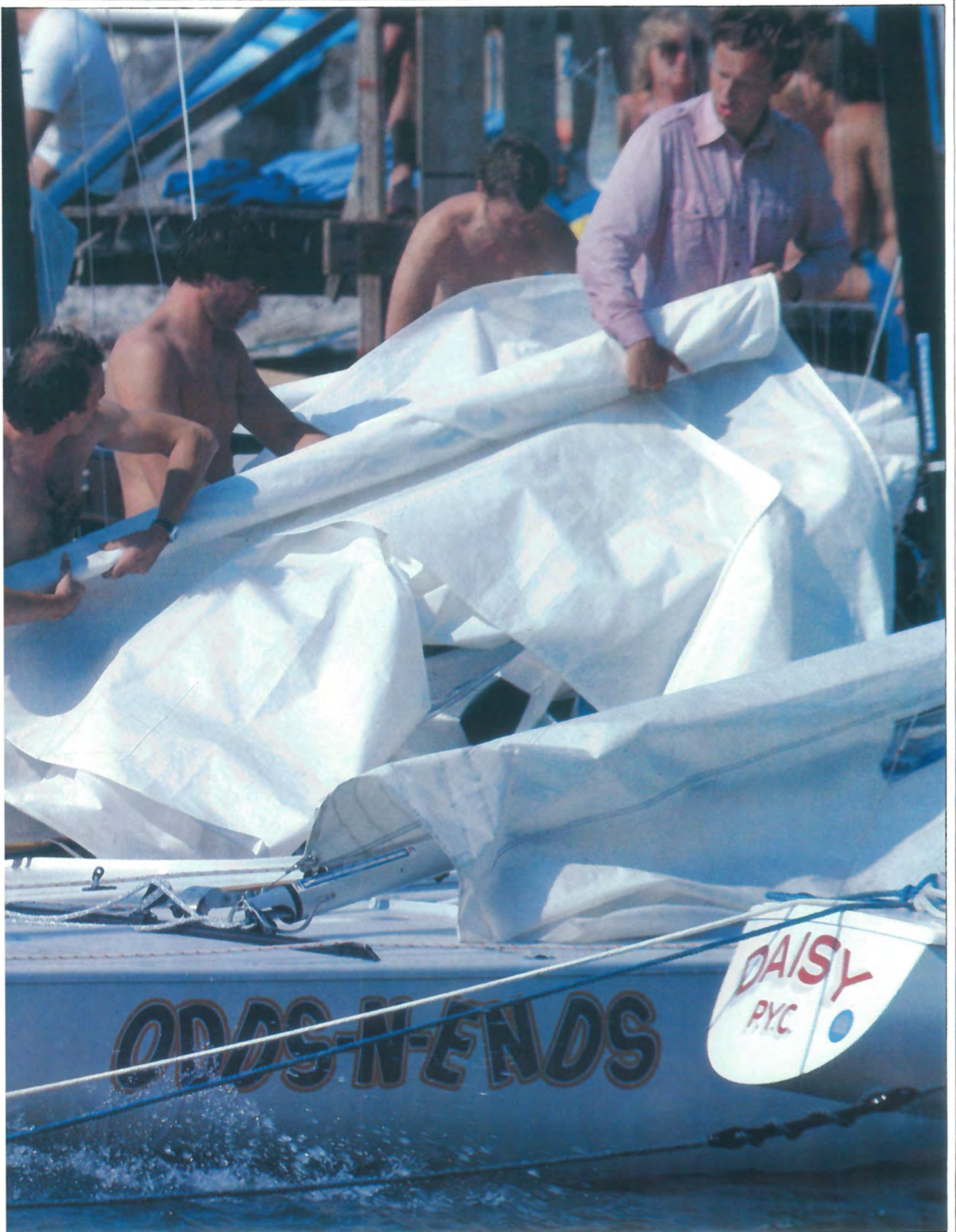
Now, this is not exactly a picture of weak winds on the mountain lakes of Europe, and yet it is fairly often the case, apart from those lakes with typical thermic winds like Garda and Sylva-Plana way up in the mountains near famous St Moritz.

What often happens is that the Föhn wants to blow but there's the West wind caused by a low pressure front wanting to do its bit too, resulting in the two balancing each other



Preparing for a race at Torbole on Lake Garda, Italy.

Mountain Lakes





Above: H22 sailed by Geert Bakker, former ISA President and Life Member.

Right: Boris Budnikov, SR27, Olympic Silver Medallist in 1980.

beautifully, so there's no wind at all. This balancing act can go on for one, two and even three days until the spell is broken in either direction with a bang!

In late April 1983, we had such a bang on Chiem Lake near Munich. After three days of beautiful weather with weak winds, a low appeared out of the West (they always do) and at the same time the weak thermic winds from the East died and the Föhn wanted to take over, leaning against the low pressure system from the West. In the end the Föhn had to give in, but before it did there was no wind, except for some small thermic puffs with no character at all.

So how about tactics in this mad-house? Alright, there's the old Ho Chi Minh trail as the Swiss call it, meaning that almost every lake has a set of corridors with the various reigning winds. The locals can draw you a map and believe me, in most cases these corridors are precise, and boy, do you want to stay in them, or at least near them. If you don't — for instance, if you start doubting the wisdom of the trail plan, letting normal tactics prevail, then, my friend, you have had it!

Let's get back to good old Thun Lake for a case in point. You are in the middle of the lake, the starting line is lightly but clearly biased in



favour of starboard. From the look of it you should automatically start by going towards the west shore, but if you do, and even in the case you would get that custom made header, you are still done in. The locals will start at the committee boat, for on for, say, 20 seconds, come about, looking horrible and make for the shore, the East shore that is. All the while, those boats having made the good start look terrific and they keep looking it for a long time, and then that header towards the shore comes, and the one who gets it first is first in the next

corridor, and that's the first start. It's not bother him and... el that's t S t Chiem Lake ith Eastern inds. Like Kadelbach who starts at the heavily fa re leeward mark, heads for the island a about, hisses for the mark (in this ase necessarily in one strike and a goodbye to him. To prove the po nt, t race he makes a carbon op ft e and insaga n mfortab

The rest a str t rgget e e e into the corridor Don tt t d t haul. You have to fight o a a t sheer speed a dunn a a, er for metre.

Ok, nowt ewi db s g t middle of t e ake and th rrdor are Let's sti to Chiem lake t est No the ind slightly veers tot e West Frst t as the right side of the ake t t s the left side, or the autobahn There s your ne set of corridors. Stay out in the m d dle ! At Attersee (lake) they have the Herren wind, meaning the Gentleman's wind. This wind comes later in the morning and used to smell of roses. You start near the harbour and all you want to do is get the hell all the way to the other side of the lake in, if necessary, one long tack and then come about etc. When you have come about, say 30m to early even if you could cross the fleet, all your anxiety built up during that horrible journey to get there (the other boats were looking so much better all the time until in the end, of course!) will remain unrewarded.

So there you are. It all, more or less, seems to boil down to local knowledge and sticking to it! and a fine (lake) nose. I have seen things done during a lake race which you could not possibly do at sea. How about Fritz Geis during the Europeans at Attersee in '81. At the beginning of the first reach, a real reach, he simply shifts away 90 degrees from the course in 7th position and reaches the next mark leading. Mostly those helmsmen who are good at sea will be less good on the lakes and vice versa. You would have to change your style coming from one to the other. Willy Kuhweide, one of the finest helmsmen in the world would rather want to win his laurels at sea and has! Fritz Geis and Erich Hirt Jnr. would like to take on Willy on the lakes. Next time you sail on one of those beautiful Central European lakes, you go and find the local wizard, you invite him to the local for a drink, which will be the very good local white wine, and you say to him: 'Listen buddy, you tell me the works. Where's the good/old set of tracks I'd have to follow and where do I enter them and when does the name of the game change?, and if you don't tell me all this, I'll make you an offer you can't refuse!

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Soling Sailing in the Antipodes

BY CHAD THOMPSON

The Antipodes in the dictionary is defined as the region of the earth on the opposite side of the world. However, in reality (at least from a Kiwi's point of view), they are a small group of Islands in the South Pacific which enjoys the first of the new day ahead of any other country in the world. In doing so, there are certain very significant advantages — crystal clear skies, unpolluted waterways, the Swiss Alps, the Norwegian Fiords, Volcanic cauldrons, Tropical rain forests, a rural environment straight out of the best of the English and European picture postcards, 16 million Sheep, 4 million Cattle and 3 million Human beings, all rolled up into one. I should, of course, not forget the overwhelming yachting environment which a rather large percentage of the population are able to enjoy.

Yachting in New Zealand, which is really what this article is meant to be all about, has developed along slightly different lines from most other countries. In the past with the very easy access to an extensive cruising ground, and until recently the comparatively low cost of owning your own 9m or 12 metre (30 or even 40 footer), a very substantial fleet of larger Cruiser racers and a large off shore racing fleet has been established along with a vast number of smaller dinghy type racing yachts of international and local design. It has only been in the last five years that Trailer Sailors have been introduced in any substantial quantities. Day sailing type yachts of the Soling variety have not been in very great demand.

In actual fact, the Solings are the only international one design day sailing racer of its type in the country, Stars, Etchells and the J24's never having got off the ground (or should I say the beach). The Solings were first brought into New Zealand in the late 60's. The moulds were imported by a small group of enthusiastic racing yachtsmen headed by Don Colbrook and financed by the Royal New Zealand Yacht Squadron. Between then and 1974, a fleet of 15 yachts have been built achieving various successes in international competition, after having drawn to the Association some of New Zealand's most successful yachtsmen. Interest then dwindled in the Class in the late 70's. However, fortunately with Ralph Roberts' natural enthusiasm for yachting and his undying support for the Solings, a small nucleus was able to keep the Class going. The oil crisis and the resulting increase in inflation in the late 70's started to substantially increase the cost of yachting, the death knell of the larger racing yachts finally coming with the imposition of a 20% sales tax on all yachts in excess of \$5,000.00, excluding the Olympic Classes.



Above: Good team work on the wind.

Right: John Bertrand, Australian Soling Champion in 1979 and 1980, brings home the America's Cup in 1983.

This then set the scene for the reestablishment of Solings in New Zealand. The new generation of Laser yachtsmen started giving those that had been in the Finns, FD's and other Classes a hard time and in turn, these yachtsmen started to look elsewhere for new challenges in their racing careers.

At this point it would have been very easy for us to merely place our orders with Bill Abbott in Canada and create a fleet overnight. The opening paragraph may have painted a very rosy picture of life in New Zealand. However, we are heavily regulated with regard to what we can import. The members of the Association therefore felt that it was absolutely essential to establish a building programme here in New Zealand. To do so, we first of all had to have a yardstick. We therefore successfully negotiated with the importing authority for





permission to import a Soling. This was done so by Tom Dodson after he bought Bill Abbott Senior's Soling in 1981 and successfully competed at Cork (9th place) and in the North American Championships (8th place), then moving on to compete in the Los Angeles pre Olympics that year, achieving a 6th place.

The arrival of the Abbott Soling in New Zealand was greeted with much interest and the standard of racing in the Class was significantly raised as a result, with further international successes resulting in 1982. Perth World Championships — Tom Dodson 15th place, Ralph Roberts 32nd place; Los Angeles pre Olympics — Tom Dodson 6th place. In 1983 our results were as follows: Australian National Championships — Peter Lester 5th place, World Championships — Tom Dodson 15th place and pre-Olympics — Tom Dodson 11th place.

Late in 1982, saw the launching of the first New Zealand built Soling since 1975 and

once again a substantial improvement in the level of competition in the Class; Peter Lester very quickly proving to be almost the equal of Tom Dodson. At this time, possibly an even more significant step was made when we were able to obtain an import licence to import 5 Abbott masts to raise the standard of the older New Zealand Solings. This then immediately created a fleet of 7 evenly matched Yachts. Whilst Tom Dodson still dominated the prize lists in 1983, he was being chased harder and harder and although winning both the National Championships and the Easter pre Olympic Regatta, he found as the racing went on that he was not breaking into the lead as often as he would have liked. By mid 1983, the differences in performance in each of the different yachts was really a reflection of the amount of time the different crews were able to spend on the water. We therefore had a hard core on which to build. A number of goals have now been set, namely:-

1. Long term storage of the Class and the purchase of a gantry for launching.
2. A combined building programme offering new members of the Association a chance to build Solings and purchase gear at discount prices.
3. The establishment of a racing programme that would cover not only National and International Championships and Trials, but also weekend racing of a type that would attract greater numbers to the Class.

Publicity, of course, to highlight all the above to the other New Zealand yachtsmen.

Storage and Haulage

With the introduction of Trailer Sailors on to the New Zealand yachting scene coming so late and there being no other day sailing Classes like the Soling, all launching and retrieving is done on ramps. New Zealand's comparatively high tidal ebb and flow (9ft or 3 metres), meant that Solings were not able to be easily launched at all stages of the tide. With this problem and also the need for the establishment of a regular racing programme, the Association approached the Royal New Zealand Yacht Squadron, seeking their support in the reestablishment of the Class. This the Yacht Squadron was only too pleased to do, and at present negotiations are under way with the Auckland Harbour Board for the provision of a crane for launching purposes immediately alongside a storage area, exclusively for Solings. The resources of the Squadron with regard to lobbying the Auckland Harbour Board obviously being far greater.

Building

The Royal New Zealand Yacht Squadron

generously gave to the New Zealand Soling Association, the moulds which were imported in the late '60's. This then meant of course that the Class was the master of its own destiny. A number of members in the Association (ex Finn Yachtsmen especially) had had experience in building programmes in their own Class, and we are negotiating with a Builder at present for the discounted prices of Solings produced in batches of 5 or 10. Without the advantages of an experienced Builder in New Zealand, the finishing and the equipping of a boat such as a Soling is rather an expensive undertaking and therefore the support that the Association can give prospective Owners in buying equipment at the most competitive prices is invaluable. Because of its Olympic status, the Soling is exempt the 20% sales tax which would otherwise be a very significant proportion of the cost of these yachts. When this building programme is successfully introduced, there will not be another one design Class in New Zealand able to offer the type of racing achieved in Solings.

Racing Programme

Until now, it has mainly revolved around the build up to National Championships and Trial series for selection for the right to go to International competitions. The Royal New Zealand Yacht Squadron has once again offered its support in this regard and staged the 1983 Championships in February. This series was most successful with excellent courses and highly efficient administration of the event. It is intended in the future to establish a racing programme for the season whereby not only those with aspirations for International competition, but also those who are wanting their highly competitive weekend racing, will be offered the type of sailing they require.

In this part of the world, we are obviously few in numbers. However, the potential for the Soling in New Zealand is only limited by the amount of time available for existing members in the Association to get on with promoting the Class. Various members have been co-opted, bludgeoned or coerced into undertaking one or a number of the above tasks, and with the enthusiasm that should be created as we move along, their work should be made easier by even more people joining the Association. The history of the Class in the past has had its high spots. It has also suffered the frustrations of a yachting environment which has offered New Zealanders just so much that they have not needed a yacht such as a Soling. If all of our hopes and aspirations are achieved, maybe then we can invite you to a future World Championship in the idyllic Antipodes.

Soling Sailing in Hungary

BY GEORGE WOSSALA

Balaton is the biggest lake in Central Europe situated in the Dunántul territory south from the Bakony mountain in the Western part of Hungary. It is 72 km long and approximately 10-12 km wide. With its 3-5 m deep water it is highly suitable for exercising water-sports. The dominating wind blows from South-west — West-North-west and during the fronts coming from the Atlantic ocean there are heavy winds of 4-6°B for some days. There is no stream, waves are unpleasantly short and can be compared to those on the IJsselmeer in Holland. The life on the lake is intense in touring and competition sailing, number of registered sailing boats exceeds 1000.

The first sailing boat was built by Count George Festetics in 1759 and the first competition was organized at Balatonfüred in August 1882.

In 1973 the first Soling was built in the ship factory at Balatonfüred. Since then 28 more have been built, the latest two — types M 33 and M 71 — finished in spring of this year. Being completed with two Mader and one Abbot type boat from import, these ships form the Hungarian Soling fleet and generally 25-30 ships start at our competitions.

Usually 8-10 competitions are organized in category B and one in category A, all of which have several races (3-5 or 7). With the exception of the International Balaton Week of category A the competitions are arranged in the weekends.

Competitors usually come to the Soling class from the smaller Olympic classes. Characteristic to the popularity of this class is that 9 ex Hungarian champions (from other

classes) and numerous other place winners can be found among the helmsmen.

In September 1982 the Hungarian Soling Class Association was founded. It has 97 members. The Class association provides for physical training in organized form (conditioning continues in winter as well), organizes competitions and meetings 2-3 times a year. The "Soling Szó" newspaper is edited by it and the Class association is in connection with the ship manufacturing factory in order to develop the Class.

The selected staff consists of 2 ships, the selection always made on the basis of the championship table of the previous year. Included in the staff at present are the ships M 25 and M 77 and for the next year there are plans for involving at least one competitor

from the new generation. Considering our international results so far, we are not optimistic of gaining a good place in the Olympic Games in Los Angeles. However, we would like to go on participating in the significant international championships in Europe and do hope that by the time of the next Olympic Games we will reach the highest international level.

Exciting event of 1983, for the Hungarian Soling members was the KEN BERKELEY — IBUSZ CUP organized at Balatonfüred in October. It was organized in Match Race form according to the agreement with ISA. Entries were received from prominent helmsmen in a number of European countries, and the event was considered to be very successful. We, in Hungary, were proud to be the first organizers of an event which should prove to be very popular in years ahead, especially after all the world-wide public interest aroused in match-racing by the recent America's Cup Challenge.

Regarding this new form of championship a separate bulletin was published about the experiences and results of the competition in Soling Sailing.

We are keeping on preparing the organization of the European championship in 1985 which is taken seriously by all the Hungarian Soling competitors. The European Championship is due to take place during May.

With the exception of the Hungarian Championship our competitions are open to the public. Information about our significant competitions will be given in the "Soling Sailing" program bulletin at about the end of each year.

All the Soling competitors are welcome to our wonderful lake in 1984 and thereafter.

Below Colour: Sailing in Hungary

Black and White: Mr Ivan Starnfield, General Secretary of the Hungarian Yachting Association hands the Ken Berkeley Trophy to Michael Farthofer of Austria, former European Champion.





