## INTERNATIONAL SOLING Guide 1988-1991



### Class and Championship Rules

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FIRST & SECOND 1988 WORLD SOLING CHAMPIONSHIPS

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## Introduction

by Sam Merrick

President



Warnemunde, European 1986 Championship Photo by Jean Pierre Marmier

Sam Merrick President



The Soling Class has had the good fortune to have the benefit of fine administration – recognised by the IYRU for identifying its problems and disposing of them in an orderly manner. Its Presidents ever since Jack Van Dyke and then running through Geert Bakker, Ken Berkeley and Karl Haist have provided leadership in times of trouble and challenge. From them it is my luck to inherit a good working machine, and I shall do my best to do them justice.

Elsewhere in this issue, Geert Bakker has called attention to the importance of the non-clite sailor – the ones who almost never go to World or Continental Championships, but who never theless support the class – who indeed, make it possible in the long run for the class to exist. To reach out to these members requires a particular effort by the ISA Committee. So called "members' meetings" at World Championships tell us what the elite sailors want — they are unlikely to function as expressions of local interest. Members of the ISA Committee must resist the temptation of responding solely to the wishes of the elite sailors.

In a coincidence of timing, ISA will publish in 1988 a "Soling Manual" — a compilation of material published over the past ten years on how best to race our fine boat, how to seek out the mysteries of going faster if properly practiced. The Manual is not for the elite, but for those in the early years of Soling ownership. It will be available to all ISA members and new ones as they come along.

This issue of the Soling Guide is meant to cover the years 1988-91, the four year quadrennial which approximately coincides with the IYRU Rule Book (1989-92). Unlike the Rule Book, changes in Class Rules, in the ISA Constitution, and in the Championship Rules are made within these four years. So be alert to them and note the alterations when they occur. An amendment sheet is distributed annually to all members.

The Guide owes special thanks to the efforts of Duncan Simonds, our Vice President for Administration, and of course to Dinny Reed, our Secretary/Treasurer, without whom a mere President would be doomed to failure.

## Soling Sailing

#### A Personal Perspective by Joe Hoeksema

"Honey, would you trim the jib?" "Yes dear. As soon as I clear the spinnaker". Another happy husband and wife team round the leeward mark. "No way!" you say. "Not in a million years. It's hard enough sailing with your wife on any boat, but on a Soling it takes strength, agility, and sheer pounds, and that leaves out the women. Besides, they can't droop hike".

This article is on racing with your wife. You may not want her to see it, but if you're in need of a good, steady crew or an able driver then read on. Having been born and raised a male chauvinist, I don't intend this to be a dissertation on women in sailing, even though the sport happens to be a natural arena in which men and women can compete. What I do hope is to dispel some of the myth that the Soling is a boat that can only be sailed by hairy, male beasts that weigh in excess of 240 pounds. In fact, the Soling may be an ideal boat to race with family and friends, as long as we understand the boat's potential and design and don't try to make it something that it's not.

There are lots of boats out there that have been designed specifically so that you can "take out the wife and kids". I can think of one fat little 24 footer in particular. Unfortunately, the wife and kids had little or nothing to say when men designed those tubs. If asked, I believe they would say they would rather be driving a Porsche than sitting in the back seat of a station wagon. To justify (both to the wife and ourselves) the time and money we are spending on our sailing addiction, we purchase a boat with a stove and porta potty and ask her to race with us. The real message we send is that "you're going to love sailing, honey. You can cook, and if things get rough you'll have a bathroom to freshen up in"

Fortunately, the Soling doesn't send out a similar message. Its design demands it to be raced and raced hard. There is no room for an "extra crew" who is brought along for the ride. Its appearance clearly says that if you are going to take a Soling out for a spin you'd better put on your gloves and fasten your seat belt. The message that the Soling sends to your wife when you ask her to go racing is: "Learn how to sail, learn how to race, get ready for a good workout, and be a part of the Team"

Unfortunately, we find a way to goof up that message – "You don't have to droop hike, dear". "It's too hard for women" "Besides, this race doesn't really count", "If there's too much wind we won't set the chute" "The reason we get killed on the reaches is that the other crew are heavier and strong enough to pump the guy". And so on and so on. My own experience over the past 10 years of sailing the Soling is that new women crew have less of a problem getting in and out of the droop-hike than do the new men crew (1 think it has something to do with their genes). Whenever I thought we were losing out on a particular point of sail because we weren't strong enough, I eventually found out that it was our technique that was lacking and not our strength. That's not to say that conditioning and training are not important for racing the Soling, but the physical part of one-design racing should be an attractive part of the sport for your wife just as it is for you. When I look back on how we have finished at various regattas over the years - good at the club level; fair at the regional, and mediocre at the major events - I believe our places were dependent more on our sailing ability and luck than on how much we weighed. We are never going to compete in the Olympics and will never win the World Championships (although we sure enjoy racing against those who will), and if we weighed 50 pounds more we still would never compete in the Olympics or win a World Championship.

"OK. So the Soling is a great boat. It's still tough to sail with your wife". Well it's not much different sailing with your wife than with any regular crew. It's a lot like dating and marriage. When you first take your wife or a new crew for a club race it's like dating. You are on your best behaviour. You try to make the day a pleasant experience. The outcome probably is not all that important and slip ups and mistakes are expected and passed over Sailing with the same crew (including your wife) over the whole season is like a marriage. It takes time, patience, and effort to make it work well. The outcome takes on special meaning. The more time we put into it the greater the stakes. Mistakes and slip ups are not looked on as slight embarrassments and can't be laughed at and set aside. The little things start to get on our nerves and we become less tolerant. If your regular sailing partner is your wife then the little personality conflicts that take place on most boats, after a while, appear to be magnified. Recognising that it is a part of sailing with the same people for a long period of time, and not a product of your marriage is the place to start

As with any relationship that is growing, one must accept some changes in the interactions between skipper and crew as your wife becomes a better sailor. When we first started racing together we would reach the weather mark dead last and I would explain how, "I sailed brilliantly on the beat, tacking on each little variation of the wind The reason we are last is because of an unlucky, persistent wind shift". Rose would



Karin Olsen sailing with her husband Ken & crew, on San Francisco Bay 1983

Photo by Rose A. Hoeksema marvel at how much I knew about the wind and water. As she started to learn more about this game of sailboat racing she would ask, "Why are all those other boats sailing higher and going faster than us?" I would have to reply that, "They are in a different wind". Now, halfway up the first beat she calmly notes, "I know you are married to this left corner, but isn't it time we cut our losses and sat it back to the right?" I quietly give the order, "ready about".

I've found the following guidelines to be helpful in our husband and wife racing program:

- 1. Expect more conflict on your boat than what seems to be present on that quiet, well organised competitor who is passing you to weather. When you roll them on the reach they'll be fighting like cats and dogs too.
- 2. Leave the argument you had last night on shore, and enjoy the day's racing. Likewise, if you have a spat on the boat, don't take it to bed with you. Over-reacting or taking criticism personally needs to be guarded against. We have a tendency to accept criticism for what

it's worth from a casual contact, but not from our spouse.

- 3. Have your wife share in all aspects of racing, including preparation of the boat, repairs, and maintenance. That's why I have Rose drive the boat 2000 miles to California for a regatta, while I fly out after the boat has arrived.
- Make sure your wife uses the bucket. It's miserable when you have to sail the second race with a woman who's got a full bladder.
- 5. Make no excuses for sailing with your wife. Whenever I have I've ended up by sticking my foot in my big mouth. And if I didn't, she'd make sure she stuck it there for me.
- 6. Sail all out. That's the way the Soling was meant to be raced and the way to make it fun for you and your wife.

Now that you and your wife know how to race a Soling together, you can spend some of this newfound time together in finding a third crew who's as devoted as the two of you. When you do, make sure you put him (or her) in the middle.

## Soling Sailing in Japan

by Kazuo Hanaoka



Soling Sailing In Japan Photo by H. Okamoto Japan is located off the east coast of Asia. Our country is made up of four main islands (Hokkaido, Honshu, Shikoku and Kyushu) and more than 4,000 smaller islands so, we call our country the Japanese Archipelago. Our total land area comes to approximately 378,000 km<sup>2</sup>

The islands of Japan are surrounded by the Pacific Ocean on the east, and the Japan Sea on the west. Normally these seas are frost free throughout the year, which allows plenty of opportunity to promote sailing sports.

The Japanese climate differs from region to region. Although this is largely due to the country's north-south lengths of 3000 kms which puts one of its ends in the sub-frigid zone and the other in the sub-tropic zone, a complex topography and the influence of ocean currents are also important factors. Most of Japan does, however, enjoy an oceanic type of climate with four seasons. On the Pacific side, the summers are hot and humid with prevailing seasonal winds from the southeast. The winters bring dry north-westerly winter winds off the Asian continent regularly, and very shifty conditions. Between August and October the southwestern part of the archipelago is often hit by typhoons.

The Soling class was introduced to Japan after the Kiel Olympics, and the first National Championship was organised at Enoshima in 1973. After the first local boat was built by Ishihara Boat Builders in 1973, active sailors began to join the Soling class from the other smaller Olympic classes.

We have two major regattas annually, National Championships that used to be organised at Enoshima 1964 Olympic harbour (Sagami Bay, facing the Pacific Ocean), the other being the East Japan Championships, managed by Suwa Lake Yacht Club. (Nagano Prefecture). (Most Japanese lakes are in the mountains. Many are scenic, but all are of limited size. The largest is Lake Biwa which has an area of 674 km<sup>2</sup>.)

The entries at our competitions were 5-7 yachts which had several races (basically 7 race series).

Since 1974 we started to participate in the Soling World Championships (challenged by-J11 team at Sydney, Australia), and continuing to participate in the '75 Worlds at Lake Michigan (J7, J17), '77 at Hanko, Norway (J25), '78 at Rio de Janeiro (J27), '83 at San Francisco (J20, J32) and at '87 at Kiel (J33).

Even though Japan is famous for "High Technology", and we can see the Japanese products all over the world, we did not succeed as a result of this! Some foreigners said that Japanese people work harder in the business world so they sacrifice their personal interest for the company's good. Why not do the same in the sailing world? To improve our performance in sailing we should do as our businessmen do.

Greater attention to TQC (Total Quality Control) for our sailing would effect the biggest improvement.

I do not want to be always thinking about "cost performance" in our sailing. If we threw ourselves into our sailing with a passion, the majority of the people in Japan surely thinking that such work is nothing but toil, it's not worth it. But our possibility to succeed lies in our having some active sailors who will do their utmost to challenge the difficulty of doing well in Soling competitions.

Soling sailing gives us the chance to compete in a quality regatta in what is one of the most enjoyable sailing areas in the world, and in one of the most exciting of all boats!

# International Soling Association 1988-1991 Conficers and Committees

Honorary President H.M. King Olav V of Norway

Honorary Committee Member H.M. King Constantine XIII of the Hellenes

#### Life Members

Eggert Benzon Finn Chr. Ferner Jack Van Dyke Geert Bakker Ken Berkeley Karl Haist

#### Executive Committee Appointed for 1988

PRESIDENT Sam Merrick (USA) VICE-PRESIDENT Lars-Johan Norrby (Sweden) Heike Blok (Switzerland) George Wossala (Hungary)

#### Technical Committee Appointed for 1988 CHAIRMAN Tony Clare (UK)

INTERNATIONAL Jean-Pierre MEASURER Marmier (Switzerland) CONSULTANTS Gordon Britton (USA) Bill Abbott (Canada) Jan Linge (Norway)

Events Committee Appointed for 1988 CHAIRMAN Heike Blok (Switzerland)

Editor Appointed for 1988 Stuart Walker (USA)

Vice-President (Administration) Appointed for 1988 Duncan Simonds (UK)



#### Terms of Office of Elected Committee Members

PRESENT TERM OF OFFICE EXPIRING 31st DECEMBER 1988: Sam Merrick (USA) Third term of office Geert Bakker (Holland) -Second term of office Chad Thompson (New Zealand) -Second term of office PRESENT TERM OF OFFICE EXPIRING 31 st DECEMBER 1989: George Wossala (Hungary) -Second term of office Uli Strohschneider (Austria) -First term of office Daniel Diesing (FDR) -First term of office PRESENT TERM OF OFFICE EXPIRING 31st DECEMBER 1990:

Heike Blok (Switzerland) – Third term of office Edward Fort (UK) – First term of office

Jochen Schumann (DDR) — First term of office Chicago 1987 Photo by Adrienne Donoghue

#### Committee Members Appointed by NSA's for 1988 USA Joe Hoeksema and

USA	Joe Hoeksema and
	Ken Campia
Switzerland	Jean-Pierre
	Marmier
Sweden	Lars-Johan Norrby
FDR	Karl Haist
Norway	Terje Wang
Italy	Vittorio Porta
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	

Appointed Secretary/Treasurer Dinny Reed

#### Secretariat

P.O. Box 2, Bordon, Hampshire, GU35 9JX, U.K. Telephone: 04203 2293 Telex: BOATING 47393 Fax: 0703 629924

ADDRESSES OF COMMITTEE MEMBERS, LIFE MEMBERS, etc. LISTED ON PAGE 31.

## **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 USA 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 reelected to the Olympics in 1980 at Tallinn, A working group was established for making Standard Soling Sailing Instructions

**1977** The activities — especially in launching new Solings — very good. This 10th anniversary of the International Soling Class was celebrated in Norway — the country of the designer — at the World Championship.

1978 The class suffered a very sad loss in the death of Eyvin Schiottz, who had been secretary since the Soling became an International class. At short notice, Arnold van Altena of Holland kindly took over on a temporary basis until the new Secretary — Christian Meinich of Oslo — was appointed. (Very sadly, Arnold van Altena himself died suddenly only two years later.) Gastao Brun of Brazil won the World Championship in Rio de Janeiro in his 8 year old boat — BL15.

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

**1979** Geert Bakker retired as President and was created a Life Member in recognition of his valuable service to the Class. Ken Berkeley of Australia became the new President, and presented a trophy for a match racing series.

Stuart Walker took over as Editor of **Soling Salling** 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

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

**1984** A new type of four-year issue Soling Guide was produced. At the Olympic Games a t Long Beach, California, the Solings had the fourth largest fleet with 22 entries (which of

## International Championships

course implies the largest number of individual sailors). The Gold Medallists were Robbie Haines. Edward Trevelyan and Roderick Davis, from the USA Valdemar Bandolowski became World Champion at Torbole in September (an event attended by 64 competitors from 18 countries) No European Championships were held. Two new countries became members of ISA - Chile and Liechtenstein - bringing the total number of NSA's up to 33. In November the IYRU re-elected the Soling class for the 1988 Olympic Regatta. A class sweater was produced

1985 The class celebrated the 20th Anniversary of the first Soling mould for GRP production by holding a prestigious dinner in London during the November meetings. Guests of the Class included HM King Constantine XIII of the Hellenes (ISA Hon. Committee member), Dr. Beppe Croce (President of the IYRU) and other IYRU personalities

Terie Wang of Norway became European Champion at Balaton, Hungary, and Dave Curtis of the USA became World Champion at Samia, Ontario. The printing and production of Soling Sailing was moved to London, thus reducing costs.

Heike Blok donated the "Soling World Trophy" for annual award to the best helmsmen/crew worldwide each year, taking into account results from all regattas.

1986 The "quota" system for entries at the World and the European Championships was lifted for the year; the World's at La Trinite in France (September) attracted the largest entry ever at a Soling World's - 78 boats from 17 nations - and was won by John Kostecki of the USA. He also was the first winner of the Soling World Trophy (presented in 1986 but awarded on 1985 results).

The European Championships were held in the DDR in July (at Warnemunde) and Jochen Schumann of the DDR became the new Champion.

Karl Haist completed his term of office as President and was created a Life Member in recognition of his valuable service to the class.

1987 In January Sam Merrick began a two year term as President. A new office of Vice President (Administration) was created, and Duncan Simonds was appointed. At the World Championships at Kiel there was the largest ever entry at a Soling Worlds - 86 boats from 27 nations - and Helmar Nauck of the DDR became the new Champion. Georgi Shaiduko of the USSR took the European title at Karlshamn, Sweden. The Pre-Olympic regatta was won by John Kostecki of the USA, and the 5th Ken Berkeley Cup was won by the Hungarian team of George Wossala and George Finaczi. New keel templates were introduced to give greater control, and the class adopted a new Rule 12.10 adopting further limited advertising as permitted under IYR Rule 26.2(a).

All ISA income was set in £ sterling (instead of US dollars as previously) since all the expenditure was also in sterling.

The Quota system for limiting entries at World and European Championships to 60+ was reintroduced, but a new system (devised by Karl Haist) was adopted.

OLYMP	IC GAMES
1972:	Kiel, Germany
Gold	Harry Melges, Jr. (US 600) William Bentsen
	William Allen
Silver.	Stig Wennerstrom (S 100)
	Lennart R. Roslund
	Bo Knape
	Stefan Krook
Bronze	David Miller (KC 97)
	John Ekels
	Paul Cote
1976:	Kingston, Canada
Gold	Poul Richard Hoj Jensen (D 67)
	Valdemar Bandolowski
	Erik Hansen
Silver:	John Kolius (US 655)
	Richard Hoepfner
	Walter Glasgow
Bronzes	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
1984:	Long Beach, USA
Gold:	Robbie Haines (US 747)
	Edward Trevelyan, Roderick Davis
Silver:	Torben Grael (BL 45)
	Daniel Adler, Ronaldo Senft
Bronze:	Hans Fogh (KC 176)
	John Kerr, Steve Calder
WORLD	CHAMPIONS
1969	Skovshoved, Denmark: Paul
	Elvstrom (D 29)
1970	Poole, UK: Stig Wennerstrom (S 65)
1971	Oyster Bay, USA: R. Mosbacher
1.5.1	(US 504)
1972	No World Championship in the
Sec.	Olympic year
1973	Quiberon, France: Ib Ussing

- Andersen (D 50) 1974 Sydney, Australia: Paul Elvstrom
- (D61) 1975 Lake Michigan, USA: Bill Buchan
- (US 593)
- No World Championship in the 1976 Olympic year
- 1977 Hanko, Norway: Glen Dexter (KC 132) 1978 Rio de Janeiro, Brazil: Gastao Brun (BL 15)

1979	Visby, Sweden: Robbie Haines (US 707)
1980	Ponce, Puerto Rico: Glen Dexter (KC 149)
1081	Anzio Italy: Castao Brun (115 593)
1002	Porth Western Australia, Mark
1902	Pertin, Western Australia: Mark
1002	Detriwaite (NA 144)
1983	San Francisco, USA: KODDie Haines
and a	(US /4/)
1984	Torbole, Italy: Valdemar Bandolowski
	(D 84)
1985	Sarnia, Canada: Dave Curtis (US 777)
1986	La Trinite, France: John Kostecki
	(US 736)
1987	Kiel, FDR: Helmar Nauck, Norbert
	Hellriegel, Sven Diedering (DDR 4)
1988	Melbourne, Australia: John Kostecki
	Bob Billingham, Will Baylis (US 736)
EURO	PEAN CHAMPIONS
1968	Skovshoved, Denmark: Per Spilling
	(N7)
1969	Sandhamn, Sweden: A. von
	Gruenewaldt (S 21)
1970	Hanko, Norway: Paul Elvstrom (D 34)
1971	Travernunde, W. Germany: Paul
	Elystrom (D 42)
1972	Skovshoved Denmark C. Schwarz
	(60.6)
1973	Medemblik Holland Dieter Below
13/5	(COR)
1074	Clude Scotland, Willi Kubweide
1914	(C 125)
1075	Alassis Hale Cata Wassess
19/2	Alassio, Italy: Stig Wennerstrom
	(5111)
1976	Geneva, Switzerland: Dieter Below
and and a	(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
1901	(OF 73)
1092	Dragor Dopmark Hone Forth
1302	(VC 160)
1000	(NG 103)
1983	we too
1001	(KC 169)
1984	Not held in this Olympic year

- 1985 Balaton, Hungary: Terje Wang (N 96)
- 1986 Warnemunde, DDR: Jochen
- Schumann (DDR 1) 1987 Karlshamn, Sweden: Georgi
- Shaiduko, Nikolai Polyakov, Sergei Kanov (SR 41)

John Kostecki, Bob Billingham, Will Baylis Photo by Roger Lean Vercoe.



#### Championships continued

#### 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 Kollus (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 Grael (BL 42) 1982 San Francisco: Ed Baird (US 745) 1983 Rochester: Buddy Melges (US 757) 1984 Oyster Bay, USA: Hans Fogh (KC 169) 1985 Milwaukee, USA: Hans Fogh (KC 176). 1986 Kingston, Canada: Hans Fogh (KC 176)
- 1987 Santa Cruz: John Kostecki (US 736)

#### 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
- 1984 Buenos Aires, Argentina: Augusto
- Barrozo (BL 40) 1985 Buenos Aires, Argentina: Horacio
- Pettamenti (A 15) 1986 Punta del Este, Uruguay: Augusto
- Barrozo (BL 40) 1987 Not sailed

#### AUSTRALIAN CHAMPIONS

- 1978 Sydney Harbour: Tony Manford
- 1979 Port Lincoln: John Bertrand (KA 150)
- Lake Macquarie, NSW: John 1980 Bertrand (KA 150)
- 1981 Port Lincoln: Mark Bethwaite
- (KA 144)
- 1982 Perth: Mark Bethwaite (KA 144)
- 1983 Adelaide: Mark Bethwaite (KA 144) 1984 Adelaide: Peter Gilmour (KA 157)
- 1985 Port Lincoln: Peter Gilmour (KA 157)
- 1986 Melbourne: Glen Collings (KA 144)
- 1987 Fremantie: Glen Collings (KA 144)
- 1988 Melbourne: John Kostecki (US 736)
- SOLING WORLD TROPHY
- 1985 John Kostecki (US 736)
- 1986 Jochen Schumann (DDR 1)
- 1987: Georgi Shaiduko (SR 41)

#### KEN BERKELEY CUP

- 1983 Michael Farthofer (OE 73)
- 1984 Jorg Herrman (DDR 5)
- 1985 Roman Koch (G 266) 1986 Daniel Diesing (G 269)
- 1987
- **George Wossala and George Finaczy** (M)

## International Association

#### TITLE 1.

The full title of the Association shall be the International Soling Association, (ISA.)

#### 2. OBJECT

The object of the ISA is to promote the Soling Class throughout the world, to co-ordinate competition under uniform rules, and to maintain the integrity of the one-design nature of the class in co-operation with the International Yacht Racing Union (IYRU) and the National Soling Associations. (N.S.A.)

#### 3. TERMS AND DEFINITIONS

Throughout these rules the following. defined terms will be used:

- 3.1 The ISA shall mean the International Soling Association and its address shall be the address of the current Class Secretary
- 32 The ISA Committee shall mean the governing Committee of the ISA.
- 33 The National Authority shall mean the organization recognized by the IYRU to control and organize yachting on a national basis in any country.
- 34 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 yacht designed by Jan H. Linge and built in accordance with his drawing and specifications amended from time to time by the IYRU and known under the name International Soling.
- 3.6 The Class Rules shall mean the rules relating to measurement, construction and racing conditions of a Soling. Effective March 1988 the Class Rules as published by the IYRU are entitled "International Soling Class Rules and Measurement Diagram".
- ISA Procedure shall mean the 3.7 procedures issued as guidance to Licensed Builders, Yacht Owners, National Authorities and NSAs.
- 3.8 The IYRU shall mean the International Yacht Racing Union.
- 39 The Copyright Holder shall mean IYRU Holdings Limited.
- 310 The Certificate shall mean the measurement form duly endorsed as hereinafter provided (See Rule 4.5)
- The Measurement Form shall mean the 3.11 official Measurement Form
- 3.12 The Sail Measurement Form shall mean the official Sail Measurement Form
- The Hull Numbers shall mean: (1): The 313 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

- 314 The Sail Numbers shall mean the national Letters and Distinguishing Numbers allocated by the National Authority or the NSA.
- 315 The ISA Class Register shall mean the register of Full and Associate members.
- 316 Licensed Builder shall mean the person, persons or corporation holding a licence to build the International Soling.

#### PROTECTION OF ONE-DESIGN AND 4 **ISSUE OF CERTIFICATES** 41

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 licences 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 licence be issued

- 4.2 No yacht shall 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 Class Rules.
- The ISA shall maintain a Register of 4.3 Licensed Builders, and NSA's.
- 44 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.
- The Measurement Form, properly 4.5 completed by the officially appointed measurer, showing that the yacht is within the requirements of the Class Rules and that the building fee has been paid, shall become a Measurement Certificate when it has been duly endorsed by the National Authority (see Measurement Instruction 6)
- 4.6 Certificates shall remain valid only as long as the yacht complies with the Class 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.
- 47 The Copyright Holder shall hold the Licensed Builder responsible for delivering yachts within the Class 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 licence. The

## Constitution

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 in any matter pertaining to the ISA Constitution or Class Rules.

#### 5 MEMBERSHIP AND VOTING RIGHTS

- 5.1 The following types of membership shall be recognized:
- 511 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 Full Member whose 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 Full Members for the purpose of

- a) NSAs appointment of appointed ISA Committee 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.

#### MANAGEMENT OF ISA

- 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 Class 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 reelected twice; after the third term he shall retire but shall be eligible for reelection after an interval of one year. Only one Elected Member may be elected from any one country.
- 7.23 Appointed Members. Each NSA with 40 or more Full Members 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 Full Members 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 shall be effected in accordance with Rule 7-565.
- 7.33 Each NSA having at least one Full Member at the date specified in rule 6.22(b) shall have one vote plus one additional vote for every complete multiple of 20 Full Members.
- 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** or **Full Members** 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.
- 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 Register of 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 authorised only by signature of the Treasurer or his deputy as appointed by the ISA Committee and payments of money exceeding the sum of £1,000 require the signature of the President or the Vice-President (Administration.)
- 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 Class 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.
- 7.564 Elect a Full Member of ISA as Vice President (Administration) for a term of one year; such Vice-President to be a non-voting member of the Committee.
- 7 565 Elect one of its members as Chairman of the Nominating Committee. This Committee shall consist of 3 persons. At least three months prior to the Annual General Meeting it shall invite suggestions from the ISA membership, and from the NSA's, and at least eight weeks prior to the Annual General Meeting it shall prepare and submit to the NSA's a proposed list of Committee members for election (in accordance with Rule 7.3). It shall also submit to the ISA Committee a proposed list of Officers and Committees to be elected (in accordance with Rule 7.5) 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, Vice President (Administration), 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

#### NOTICES, QUORUMS, OTHER PROCEDURES AND FUNCTIONS

8

- 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<sup>1</sup>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 objects of the Annual General Meeting shall be:-
- 9.11 to pass (if agreed) the Annual Statement of Accounts for the previous financial year
- 9.12 to elect three Members to the ISA Committee.
- 9.13 to receive votes by NSA's on matters submitted to them
- 9.14 to receive reports on any postal ballots submitted to Full Members.
- 9.15 to ratify changes in the Constitution recommended by the ISA Committee.
- 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 the 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 of NSA's. 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 published in Soling Sailing as soon as possible thereafter.

Rose and Joe Hoeksema (US744) capture second place in the O'Day Regatta, Lake Michigan Photo by Adrienne Donoghue



#### Full membership costs £U.K.13.00 per vear

#### Associate membership costs £U.K.6.50 per year

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

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

#### In return for your membership dues you receive the following advantages: Full members:

- 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, which proves that dues for the year have been paid. You are not entitled to the certificate and boat sticker which will enable you to enter in national and/or international regattas (See class rule 16), unless you are a member of your NSA (NA)
- 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 paidup 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 at page 30)

## ISA Membership Championship Rules

3

#### 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\*, 4.11 \* 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 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 yacht not displaying this ISA Sticker may not race.

#### WORLD CHAMPIONSHIP RULES

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

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 vacht clubs which may have been designated by the NSA (or NA) of the Host Country as the body responsible for the Championship

Basic Quota shall mean the number of final entries to which a country is entitled (see table in rule 4.22)

#### **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.
- 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 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.
- 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

#### **GENERAL RULES FOR THE TROPHY**

- 21 The trophy shall be insured by the ISA. 22 The names of the winning yacht, the helmsman and the crew members shall be engraved on the trophy by the
- The trophy shall be retained by the 2.3 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.

#### LOCATION

- Applications for holding the following 31 Championship must be received by the ISA not later than four months before the start of the Championship for the current year.
- 311 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 without the special permission of the ISA Committee.
- Before awarding the site of the 3.2 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, unless special permission is given on behalf of the ISA Committee
- 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
- 3.3 The ISA shall not later than the end of the Championship series announce the location and dates of the next Championship
- 3.31 At the same time the ISA shall advise the Host Club the name of the person who will serve as Liaison Member between the Host Club and the ISA in all matters relating to the organisation of the Championship
- The Host Club shall send a 34 representative to a major ISA Committee meeting not less than six months prior to the championship to secure outline approval for its proposals.

#### ELIGIBILITY

4

- 41 Eligibility is confined to the owner of a certificated Soling or his nominated representative who shall for the purposes of the event take over all the owner's resonsibility
- Entries for the Championship shall be on 4.11\* a per country basis and the number of

winners

entries to which each country shall be entitled shall be determined by the number of its 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 4.11, 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.
- 4.22 If the total applications for entries received as laid down in rule 6.1 – is 60 or more, the number of entries allowed to each nation shall be calculated as follows:
  - Number of accepted entries ÷ the sum of the Basic Quota of the entered nations = factor 1
  - 2. Basic guota × factor 1 Quota II
  - All entries from nations which have no more applications than Quota II are accepted.
  - Rest of available places ÷ the sum of the Basic Quota of the rest of the entered nations – factor 2
  - Basic Quota × factor 2 Quota III If necessary, continue with 3,4 and 5 to calculate Quota IV, Quota V, etc. until all nations have their number of accepted entries.

#### The Basic Quota nation is calculated from the number of Full Members – as follows:-

FOR WORLDS	BASIC QUOTA	FOR
1 · 2 · 7 8 · 26	1 2 3	$     \begin{array}{r}       1 \cdot & 3 \\       4 \cdot & 8 \\       9 \cdot & 15     \end{array} $
27 · 49	4	16 · 24
50 · 63	5	25 · 35
64 · 99	6	36 · 48
100 · 124	7	49 - 63
125 · 149	8	64 · 80
150 · 199	9	81 · 99
200 · 215	10	100 · 120
216 · 249	11	121 · 143
250 · 299	12	144 · 168
300 · 342	13	169 · 195
343 · 349	14	196 · 224
350 · 399	15	225 · 255
400 · 449	16	256 · 288
450 · 499	17	289 · 323
500 · 511	18	324 · 360
512 · 549	19	361 · 399
550 · 599	20	400 · 440
600 · 649	21	441 · 483
650 · 699	22	484 · 528
700 · 728	23	529 · 575

NOTE. An example of the working of this formula is available on enquiry to the ISA office.

4.3\* Notwithstanding the provisions of Rule 4.11 and 4.2 any past Champion shall always have the right to defend his title without having to qualify and without his entry affecting the number of yachts his Country is allowed to enter, 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 The helmsman nominated on each 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 date and scheduled starting time of the first race;
- 5.133 The time on the last scheduled day after which no race may be started;
- 5.134 Details of any social activities prior to or during the Championships;
- 5.135 A statement specifying that the regatta will be governed by the International Yacht Racing Rules, the prescriptions of the national authority when they apply, and the Soling Class Championship Rules (see IYR Rule 2 'Notice of Race or Regatta').
- 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).
- 5.15 A notice advising competitors that they compete at their own risk and responsibility, and that every yacht must be in possession of a valid third party liability insurance cover of not less than £200,000 to be effective for the duration of the regatta.
- 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. This shall include two copies of the 'Application for Entries' form 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 £100. In addition to this sum the NSA or NA shall send to the ISA office £20 for each entry according to Rule 6.1.

5.41 The entry fee shall include the cost of craning in and craning out each competing boat once during the series.

#### ENTRIES

6

- 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 £20 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.
- 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 applications 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

#### 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.
  - 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 Class 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 Class 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.
- 76 After the sails are measured and stamped 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 remeasured 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.
- 7.7 A calibrated weight of 1000 kgs shall be available.

#### 8 SAILING INSTRUCTIONS AND RACING CONDITIONS

8.1 All races shall be conducted under the Racing Rules of the IYRU and the Sailing Instructions for the event which shall be based on the ISA Standard Sailing Instructions (See Appendix 1) and which shall not be varied without good reason relating to some particular local condition and with the agreement of the ISA Liaison Member.

#### 9 INTERNATIONAL JURY

- 9.1 An international jury shall be appointed for World and European Championships and the terms of reference stated at Appendix 8 of the Yacht Racing Rules of the IYRU shall apply.
- 9.2 Not later than four 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.
- 9.3 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.
- 9.4 The responsibility and authority of the Race Committee and Jury shall be as prescribed in the Yacht Racing Rules of the IYRU.
- 9.5 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.
- 9.6 It is anticipated that the Host Club will reinburse the travelling expenses of Jury Members and of the Chief Measurer.

#### 10 RACE REPORT

10.1 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

#### 11 ALTERATIONS

11.1 Alterations to these rules shall be made only by the ISA Committee. In case of dispute on any matter cocerning these rules, the decision of the ISA Committee, or its duly authorised Liaison Member. shall be final.

Gary Sheard at Pusan 1987 Photo by Roger Lean Vercoe



#### 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.
- Entries for a European Championship 41 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 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.

#### THE EUROPEAN LAKES CUP

- 1 This Cup succeeds the International Alpen Cup. It has been donated by Mr Carl Auteried for competition to be arranged in
  - the following countries:
  - a) Hungary, Lake Balaton
- b) Federal Republic of Germany
- c) Austria
- d) Switzerland
- e) Italy, Lake Garda
- The competition is individual and is open to all ISA Full Members.
- 3. When 5 or 4 series have been completed the best of 3 shall be counted in accordance with the Olympic Scoring System. If only 3 series have been completed then all 3 will be counted.

To establish the final result of a yacht in a series, the Olympic Scoring System shall be used. According to its final placing a yacht will then be given a number of Olympic points as if it had sailed one race, thus expressing its final standing relative to the others. One series then counts as if it were one race.

- The European Lakes Cup will be awarded only when at least 3 series have been completed.
- Each year's winner shall have the Cup engraved with the following: Year, name of Soling, name of winner.
- 6. If the same helmsman wins the European Lakes Cup three years consecutively he shall retain the Cup.

#### THE SOLING WORLD TROPHY

The Soling World Trophy has been donated by Heike Blok, President of the Swiss Soling Association 1984-7. It is awarded annually to the most successful helmsman at regattas, held worldwide, in one calendar year. There are four different classifications of events as follows:

- A. World Championships and Continental Championships
- B. Major Events
- C. Important Events
- D. Local Events

The various types of event are allocated different quotas of points and each helmsman completing a series will receive a point score according to a special formula.

The value of an event will be determined according to its classification after all the events have been sailed, and the results are known

At the end of each calendar year the NSA's are asked to send to the ISA the results of the different series in their countries for evaluation.

The three best events for each helmsman are then calculated and the winner of the Soling World Trophy is the person with the highest number of points. If there is a tie, the next best results shall be counted, etc.

Full details of the formula, and allocation of points to types of event, are obtainable from the ISA office.

#### Appendix Standard Sailing Instructions

#### Rules

The Regatta will be governed by the International Yacht Racing Rules, the Rules of the International Soling Class, and these Sailing Instructions, except that the Sailing Instructions shall not alter the Class Rules.

#### 2 Entries

- 2.1 All competitors declared eligible by the International Soling Association in accordance with ISA Championship Rule 4 may enter.
- Eligible yachts shall be entered by completing registration with the organising authority.

#### Notice to Competitors

Notices to competitors will be posted on the official regatta notice board located

#### 4. Changes in Sailing Instructions

Any change in the Sailing Instructions will be posted at least two hours prior to the starting time of the next race for which it will take effect, except that any change in the schedule of races will be posted by 1900 hrs. on the day before it will take effect.

#### 5. Signals made Ashore

- 5.1 Signals made ashore will be displayed at \_\_\_\_\_
- 5.2 Code flag "L" with two sound signals means there has been a change in the Salling Instructions.
- 5.3 Code flag "AP" Answering Pendant with two sound signals means the race is postponed. The warning signal will be made not less than \_\_\_\_\_\_minutes after the AP is
- lowered with one sound signal.
   5.4 Code flag "B" accompanied by one sound signal means "Protest time has begun" When lowered after approximately one hour it shall be accompanied by one sound signal which means "Protest time has ended"

#### Schedule of Races

The first race (not the Practice Race) is scheduled as follows. Day and Time \_\_\_\_\_ Time of Warning Signal: \_\_\_\_\_ Scheduling of subsequent races will be posted on the official regatta notice board.

#### Class Flag

The class flag (if used) will be the International Soling Class insignia flag.

#### 8. Racing Area

The racing area will be as shown in the illustration "A" attached.

#### The Courses

- 9.1 The diagrams illustrated in "B" attached show Course 1 and Course 2 including the approximate angles between legs, the order in which they are to be rounded or passed and the side on which each mark is to be left.
- 9.2 The approximate bearing from the starting line to Mark 1 will be displayed from the race committee signal boat.
- 9.3 Courses will not be shortered.

9.4 Choice of courses shall not be grounds for protest or requests for redress.

#### 10 Marks

Marks 1, 2 and 3 will be \_\_\_\_\_ New marks when used in accordance with Instruction 14, Change of Course after the Start, will be \_\_\_\_\_\_

#### 11 Fixed Line Starts

- 11.1 Races will be started in accordance with IYR Rule 4.2(a) System 1 or 2, either with or without the use of IYR Rule 51.1(c) at the discretion of the Race Committee.
- 11.2 The starting line will be between a staff, displaying an orange flag on the committee boat at the starboard end and (either mark 3 or \_\_\_\_\_) at the port end.
- 11.3 Five Minute Rule: This will be in effect when Code Flag "B" has been displayed one minute before the preparatory signal. A yacht which is on the course side of the starting line or its extensions during the last five minutes before her starting signal shall be disqualified from that race and subsequent restarts of that race. In the event of a general recall, the disgualified yachts shall be announced at the race committee boat. Unless imperatives of time limitations or the prospect of weather conditions dictate otherwise, the Five Minute Rule shall not be used until at least two line starts under IYR Rules 4.2(a) or 511(c) have been attempted.
- 11.4 A yacht shall not start later than 15 minutes after her starting signal.

#### 12. Gate Starts

- 12.1 Code flag "G" displayed from the race committee signal boat means a gate start.
- 12.2 For the gate start, the leeward mark (Mark 3) will constitute the leeward end of the starting line The approximate length of the starting line shall be the number of participants multiplied by 10 metres. The approximate length and direction will be indicated by an orientation mark consisting of a small buoy with an orange flag. When Code flag "G" is displayed on the starting vessel, the Pathfinder will pass the leeward mark close hauled on the port tack. She shall maintain this course unimpeded by other yachts for about two minutes in order to indicate the direction of the orientation mark. The orientation mark is not a mark of the course or the starting line, but serves as a general guide as the probable course of the Pathfinder carrying out the duties set forth in 12.5
- 12.3 The committee boat and the Gate Launch will display Code flag "G". Starting signals will be displayed on the Gate Launch and may be repeated on the committee boat
- 12.4 The Pathfinder for the first race will be nominated by the race committee. The Pathfinder for

subsequent races will be the yacht which finished tenth in the preceding race. If this yacht is unable to race, or has acted as Pathfinder previously during the event, the Pathfinder will be nominated by the race committee, and will normally be the yacht which finished eleventh in the preceding race. The distinguishing number of the Pathfinder will be posted on the race notice board daily. The Pathfinder shall report to the Gate Launch prior to the preparatory signal.

- 12.5 Approximately fifteen seconds before the starting signal, the Pathfinder will pass close to the leeward mark, close hauled on port tack. She will be followed by the Gate Launch which will keep station close astern of her. The Pathfinder may be preceded by a Guard Launch displaying Code Flag "Z" which will keep station ahead of or on the starboard bow of the Pathfinder.
- 12.6 The starting line for all yachts except the Pathfinder will be between the ieeward mark and the centre of the stern of the Gate Launch.
- 12.7 The Pathfinder shall maintain her close hauled course for a time, which the race officer deems necessary. The release of the Pathfinder shall be indicated by displaying IC Numeral 1 (one) on the Gate Launch, accompanied by a sound signal. The Pathfinder may then tack onto starboard or hold her course as she pleases.
- 12.8 After releasing the Path finder, the Gate Launch shall hold her course and speed until she has reached the approximate distance from the starting mark indicated by the orientation mark. Then she shall stop her engines and IC Numeral Flag 1 will be lowered accompanied by a sound signal.
- 12.9 IC Flag "G" will be lowered to indicate the closing of the starting line. The time of lowering IC Flag "G" shall be at the discretion of the race committee, but at least 3 minutes after IC Number 1 was lowered.
- 12.10 Any yacht not having already 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 course side, shall be disqualified unless a general recall is signalled.
- 1211 Interference with the Guard Launch, Pathfinder or Gate Launch After the preparatory signal no yacht may threaten the unobstructed sailing of the Pathfinder. Any yacht which interferes with, or passes between or attempts to pass between the Guard Launch, the Pathfinder or the Gate Launch, or which causes another yacht to interfere in any of these ways, shall retire from that race and from any restarts of that race, unless the

offending yacht can subsequently satisfy the race committee that her actions were caused either by another yacht not having the right of way, or by some other unavoidable circumstances. IYR rules 8.3(b), 13.1 and 13.3 are amended accordingly.

- 12.12 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. A right of way yacht shall make every effort to respond to such a hail, and should protest if necessary.
- 12 13 Starting Marks The starting mark, Gate Launch, Pathfinder until she is released, and the Guard Launch if used, all rank as starting marks. The committee boat does not so rank.
- 12.14 General Recall In the event of an error in the starting procedure or for any other valid reason, the race committee may make a general recall signal at any time while the gate is open, or up to five minutes after it has been closed.

#### 13. Recalls

- 13.1 Individual recalls will be signalled in accordance with IYR rule 8.1(a)ii.
- 13.2 As soon as possible after a general recall, a new preparatory signal (in the case of the Five Minute Rule a new warning signal) will be made after the lowering of code flag "first substitute" with one \_\_\_\_\_

#### 14. Change of Course after the Start

- 14.1 When changing the course after the start, the race committee will lay a new mark and will lift the original mark as soon as practicable. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration.
- 14.2 A change of course will be signalled near the mark beginning the leg being changed by a race committee boat that will display code flag "C" and the approximate compass bearing to the new mark and sound a horn or a whistle periodically. The change will be signalled before the leading yacht has begun the leg, although the new mark may not yet be in position.
- 14.3 When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

#### 15. The Finish

The finishing line will be between a staff displaying an orange flag on the committee boat at the starboard end and (mark 1 or \_\_\_\_\_) at the port end.

#### 16. Time Limit

- 16.1 The time limit will be four hours. If the leading Soling cannot finish within this time, the race shall be abandoned.
- 16.2 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.

#### 17. Abandonment

- 171 When the first yacht fails to reach the weather mark within one hour after the start, or the race committee registers the wind to be under 1 metre per second for a period of 30 minutes during the race, the race may be abandoned.
- 17.2 When no yacht finishes within the prescribed time limit, the race will be abandoned. Signals will be in accordance with IYR rule 4.1 "N", (Signals). Notification of the resail date and time, or cancellation, will be posted on the noticeboard as soon as possible.

#### 18. Protests

- 18.1 Protests shall be lodged in accordance with IYR rule 68 (Protests by Yachts), by displaying Code Flag "B"
- 18.2 A protesting yacht shall lodge her protest at \_\_\_\_\_ (either) within \_\_\_\_\_\_ of the finishing time (or) during the period indicated in Instruction 5.4.
- 18.3 There shall be no protest fee.
- 18.4 Protests shall be in writing on the official protest form available from
- 18.5 Decisions of the Jury shall be final and not subject to apeal when the Jury is properly constituted as an International Jury under Appendix 8 of the IYR Rules.

#### 19. Scoring

The Olympic Scoring System in accordance with IYR Rules Appendix 5 will be used except that 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 to be decided by the Jury.

#### 20. Alternative Penalties

Alternative penalties will not apply for an infringement of any racing rule.

#### 21. Change of Crew

Change of crew will only be permitted by the race committee in case of illness, accident or other special circumstance.

22 Haul out restrictions (if appropriate) All yachts shall be afloat by 1800 hours on the day preceding the first scheduled race and shall not be hauled out during the regatta except with the prior written permission of the race committee.

#### 23. Plastic Pools and Diving Equipment Plastic pools or their equivalent shall not be used around yachts after 1800 hours on the day preceding the first scheduled race.

The use of self-contained underwater breathing apparatus is prohibited at all times.

#### 24. Safety

24.1 The safety of a yacht and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the yacht. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/competitor for his crew, his yacht and the management thereof.

#### 24.2 Personal Buoyancy

Adequate personal buoyancy for crew members shall be carried in the yacht at all times. Wet suits do not constitute adequate personal buoyancy. It is the personal responsibility of each crew member to wear his personal buoyancy when conditions warrant.

#### 25. Measurement

- 25.1 Yachts shall be measured in accordance with ISA Championship Rule 7.0 Measuring.
- 25.2 Certificated Measurement Form Before a yacht is eligible to race, her valid measurement form shall be presented at the race office. Only under exceptional circumstances will IYR Rule 19.3 (Measurement or Rating Certificate) be applied.
- 25.3 Distinguishing Numbers Under exceptional circumstances, the race committee may permit a yacht to use sails carrying a distinguishing number other than that required by IYR rule 25.1.

#### 26. Team Support Boats

- 26.1 After the first warning signal of a racing area all team support boats shall remain 200m from the starting and racing area. These boats shall fly their National Flag. In case of any violation of this rule a yacht belonging to the team concerned may be disqualified.
- 26.2 Should there be a postponement, team support boats may re-enter the starting and race area and resume communications until the next warning signal is given.

#### Diagram B

Course 1 (For use in winds of velocity below approximately 12 knots).

This shall consist of a "triangle", "sausage", "sausage", and shall measure not more than 12nms. The length of the first beat shall be approximately 1.5nms.

Start-1-2-3-1-3-1 (Finish)

# 

(continued)

Course 1 continued



Course 2 (For use in winds of approximately 12 knots or more).

This shall consist of a "triangle", "sausage", "triangle", and shall measure not more than 16nms. The length of the first beat shall be approximately 2nms.

Start 1 2 3 1 3 1 2 3 1 (Finish)



## Appendix 2

#### GUIDELINES 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. GATE STARTS**

#### 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 metres 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 bow of the Gate Launch 1 3 metres behind the stern of the Pathfinder, the Guard Boat approximately abreast of the Pathfinder and 4-10 metres 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 gate start sailing instructions.
- 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 gate start sailing instructions.

- 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.

#### 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 expanation is offered, the Club is encouraged to lodge a protest on the grounds that the boat concerned is not a bona-fide Soling.

#### 5 STARTS

The Race Committee shall select the best possible starting system in accordance with the:

- initial experience with line starts
- the number of competitors
- the actual sailing conditions (wind, waves, current, etc.)

#### 6 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.

#### 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

## 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 <sup>2</sup>
Jib	8.1 m <sup>2</sup>
Decigner: Jan H Linge	







## Class Rules

AUTHORITY\*: International Yacht Racing Union: 60 Knightsbridge, London, SW1X 7JX, Great Britain

\*The IYRU is not the National Authority referred to in these rules

#### **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 bearing, tiller and tiller extension, lifting eyes, cleats and fairleads. These items, and their fittings need not comply with the official plans but shall, in some cases, be controlled in other ways by the following rules.

#### **2 PROTECTION OF ONE-DESIGN**

2.1 The administering authority for the Class shall be the IYRU which shall co-operate with the International Soling Association (ISA) in all matters regarding these rules. The builder shall purchase an International Class Fee plaque from IYRU Holdings Limited, when hull moulding commences (see Rule 3.5). This plaque serves as the International Class Fee Receipt.

2.2 Construction shall be of glass reinforced polyester resin 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, weel 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 nitorm 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

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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. Licences 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 rudder stock 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 heel to 111.5 degrees (i.e., horizontal distance from the above point to a plumbline from the opposite sheer line shall be not more than 700mm when the boat is at its point of balance).

3.4 The hull dimensions and shape shall be within the limits shown on the measurement diagram and the GRP construction and lay up shall be as shown on the plans. The hull shape shall be controlled by 5 section templates, 1 stem profile template and 1 transom template.
3.41 Transom Measurement Point shall be the intersection of counter and transom extensions.

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

**3.5** The builders yard code, hull, plug and mould numbers shall be marked on a plaque, permanently fixed to the aft bulkhead. This plaque shall be obtained from IYRU Holdings, Ltd., and serves as the International Class 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 seven templates, as follows:

- a) a lower template at 75mm from the base of the keel
- b) a template at 300m from the base of the keel
- c) a template at 600mm from the base of the keel
- d) an upper template at 800mm from the base of the keel
- e) a maximum section template
- f) a forward lower radius template
- g) an aft lower radius template

**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. diameter 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 and, for yachts first certificated after 1st March 1986, shall be clearly visible through the inspection hatches in the cockpit sole.

**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 leading and trailing edges shall be rounded with a radius of not less than 2mm. The diagram and the measurement plans show permitted and prohibited profiles.
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  $350mm \pm 25mm$  from the centre of the rudder stock.

5.3 The rudder stock shall be constructed of non-corrosive ferrous material of 28mm

minimum diameter 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 corner. 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. 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 3mm from the surface of the rudder at any point. The leading, trailing and bottom edges shall be rounded with a radius of not less than 2mm. The diagram and the measurement plans show permitted and prohibited profle. No concavities in the fore and aft sections of the surface of the rudder are permitted. Yachts built by Polyform prior to 1980 shall not be

subject to the template measurement requirements.

**5.5** The rudder stock shall be located at 1500mm  $\pm$  25mm from the Transom Measurement Point measured along the centreline of the counter.

5.6 The design of filler and filler 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 270mm ± 50mm aft of the Breakwater Measurement Point (see also Rule 13.4).

6.2 The upper and lower shrouds shall meet the deck at 550mm ± 300mm 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 2320mm ± 5mm 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  $80mm \pm 10mm$  attwartships and  $120mm \pm 10mm$  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 attwartships dimension between any two points exceeds 3mm. The sectional weight including the luff groove shall be not less than 2.20kg/m. **6.52** Below a point 600mm above the top of the band defined in Rule 6.91 the luff groove

may be cut away or otherwise modified. **6.53** Above a point 6300mm above the band defined in Rule 6.91 the mast may be tapered to a minimum of 40mm athwartships and 55mm fore and aft including the luff groove at the topmost band.

6.531 Tapering shall be achieved only by making a cut or cuts down the section, closing them, and making continuously welded butt joints.

6.532 No such cut shall extend below the point defined in Rules 6.51 and 6.52.
6.533 The finished taper shall not be concave except that hollows not exceeding 3mm and optional fairing within 75mm of the backstay crane shall be permitted.

6.534 The sectional weight may be varied only by the removal of material due to the taper.
6.6 The mast complete with all standing and running rigging and supported at the band defined in Rule 6.91 shall weigh not less than 11kg when it is weighed at the band defined in Rule 6.93. For the purpose of this measurement the halliards shall be fully

hoisted and the standing rigging secured along the mast. The ends of the rigging below the band defined in Rule 6.91 may rest on the ground or be removed so as not to affect the tip weight.

6.7 Holes may be made in the mast only for fittings and rigging.

6.8 Permanently bent masts and rotating masts shall be prohibited. A set, due to distortion, of up to 50mm between upper and lower bands shall be permitted.

6.9 Bands of contrasting colours shall be

painted on the mast as follows: **6.91** with its upper edge 700mm  $\pm$  5mm 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. shall be 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 6800mm ± 100mm above the band defined by Rule 6 91.

7.12 Two lower shrouds of not less than 3.8mm dia shall be 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 3400mm ± 100mm 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. shall be 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. shall be 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 65mm ± 5mm in width and 80mm ± 5mm in height including the groove except that for a distance not exceeding 600mm from the aft edge of the mast the groove may be cut away or otherwise modified. The sectional weight shall be not less than 1.25kg/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 to 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 or three ply sails are permitted. Any additional layer of material shall be deemed to be reinforcement and shall be restricted in accordance with the IYRU Sail Measurement Instructions and these rules.

All new sails shall be supplied with ISA labels. Only sails with ISA sail-labels shall be accepted in major 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 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<sup>2</sup>, 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** 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) is 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<sup>3</sup>. For spinnakers the minimum weight of material shall be 38g/m<sup>2</sup> and the maximum weight shall be 76g/m<sup>2</sup>.

10.5 The sail number, letter(s) and class insignia shall be placed as laid down in the IYRU Yacht Racing Rule 25 as amended by Soling class rule 10.81

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

#### 10.52 Height: 350mm.

10.53 Thickness: 50mm.

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

10.55 Space between adjoining letters and numbers: 70mm

#### 10.6 Mainsail:

**10.61** The mainsail shall not extend beyond the edges of the bands defined by Rules 6.91, 6.93, and 8.4. The length of the leech shall be not more than 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 1820m ± 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

10.54 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 placed 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×100mm, is permitted in the jib.

#### 10.8 Spinnakers:

**10.81** The National letter(s) and sail numbers 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 coaming. Any additional corrector weights required shall be permanently fastened to the underside of the deck. Two-thirds of these shall be not less than 700mm forward of, and one third not less than 4000mm aft of, the Breakwater Measurement 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**

**12.10** Advertising and Sponsorship: A national authority may permit limited advertising in accordance with IYR Rule 26.2(a).

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 7.5cm<sup>2</sup> in each bulkhead.
 12.16 Drain holes in the bulkheads are prohibited.

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

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

12.221 The total area of holes in the deck forward of the forward bulkhead shall not exceed 3cm<sup>2</sup> after the installation of any fittings but before the installation of any rope or wire.

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12.222 The total area of holes in the deck aft of the aft bulkhead shall not exceed 5 cm<sup>2</sup> after the installation of any fittings but before the installation of any rope or wire.

12.23 Where the hand holes described in Rule
 13.3(ii) are watertight, a drain hole shall be permitted, measuring not more than 5mm in any direction, to drain water either into the cockpit or to the outside of the hull.
 12.3 Four self-ballers 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 ± 20mm from the inner surface of the hull above the keel flange. 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/m<sup>4</sup>

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 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 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**

 There shall be three persons on board when racing.

13.12 The use of adhesive materials, coatings or treatment on the surface of the hull, keel or rudder giving a minute ribbed effect ("riblets") is prohibited

 13.21 Inside ballast is prohibited.
 13.22 With reference to International Yacht Racing Rule 61.1 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

- handles on deck which it of rigid material shall not extend outboard of the sheerline and shall not exceed 75mm in height above the deck.
- (ii) five hand-holes of maximum length 120mm and maximum width 35mm through each side of the 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 Any arrangements for supporting the crew when hiking must be such that the crew can disengage himself from the boat completely by releasing not more than one fastening which 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
- a wet-weight of 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 Digital compasses and/or devices transmitting or correlating data relative to wind direction or speed, or boat speed or direction, 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  $8\text{kg}\pm2\text{kg}$  weight, with not less than 30 metres of rope of 12mm min. dia.

#### **15 REGISTRATION NUMBERS**

15.1 The method of allocating registration numbers shall be at the discretion of the national authority or its appointed representative, provided that the same number shall never be allotted to two boats of the same nationality at the same time.

#### 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:

- the owner holds a valid certificate in his own name for the yacht concerned.
- (ii) the owner's 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 guarter no more than 100mm forward of the transom and not more than 100mm 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\* for re-endorsement.
- (iii) in the case of change of ownership by sending the invalid certificate to the

National Authority\* for re-endorsement. **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 when the original measurement form was signed by the measurer. All replacement equipment shall comply with the class 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 1969) No. 67-3 Sail plan (rev date December 1972)

No. 67-4B Arrangement plan (rev date March 1985)

No. 67 5 Hull construction plan (rev. date December 1972)

No. 67-6 Deck construction plan (rev. date December 1979)

No. 67-7 (Cancelled) No. 67-8 Keel plan (rev. date April 1969) No. 67-9 Full size sections (rev. date April 1969)

(For National Authorities, builders and measurers only)

No. 67-10 Alternative backbone (rev. date March 1985)

#### **OFFICIAL TEMPLATES**

5 Hull section templates

Stem template

Transom template

Keel templates

2 Rudder templates

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## MeasurementInstructions

#### 1. RESPONSIBILITY OF MEASURERS

The racing of all class yachts is based on the assumption that each one complies with its class rules in every respect. Builders and competitors alike strive to achieve better performance or to improve handling characteristics by the use of additional or different equipment or by changing the shape of items. If the measurement of the yachts is to achieve its objective of ensuring that they comply with their rules it follows that the interpretation of the class rules must be uniform [1]

It can be seen also, that the measurer's work is important and is involving considerable responsibility. Because he acts on behalf of the owner he clearly has a responsibility to the owner, but his primary responsibility is to the class as a whole, the International and National Authorities and to the builder. This responsibility cannot be discharged unless the work is carried out thoroughly and diligently. The measurer has to be completely impartial. In view of this and in order that there is no suggestion of partiality, a measurer is not permitted to measure a yacht or its equipment of which he is an owner, designer or builder, or in which he has any personal involvement (e.g. If he is a member of the crew) or financial involvement other than receiving a measurement fee. [2].

#### 2. RESPONSIBILITY OF OWNER

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

- 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. [1][2]
- (ii) Where appropriate, are ready for measurement since it is not the measurer's task to paint measurement bands, add weight correctors, etc.

#### **3. APPOINTMENT OF MEASURERS**

In order to be permitted to measure yachts of the International Soling Class the measurer has to be approved or recognised by the National Authority or the National Soling Association of the country in which the measurement is to take place. Unless he has been specifically invited to work in another country by that country's national authority, a measurer is only permitted to undertake measurement in his own country. [1]

#### 4. INTERNATIONAL MEASURERS

In 1980 the IYRU decided to recognise those measurers who have a particularly wide experience and knowledge of a class by recognising them as International Measurers. The International Measurers will, by their experience assist class associations on technical matters related to their class and to advise and train other measurers - thus leading to an improvement in standards of measurement.[1]

In 1983 the Measurement Committee of the IYRU stongly recommended that for major regattas like the World Championships measurement should be carried out under the direction of an International Measurer. The International Measurer shall report regularly to the IYRU Chief Measurer. [4]

#### 5. MEASUREMENT FEES

Measurement is a highly skilled and important job and should be carried out in a professional manner. In view of this the measurer is entitled to ask for payment for his services. Some national authorities lay down the fees to

be charged for measurement and where this is the case that scale of fees should be the basis for the charges made. [1]

#### 6. MEASUREMENT FORMS AND **MEASUREMENT CERTIFICATES**

There is often confusion between the terms "MEASUREMENT FORM" and the former "MEASUREMENT CERTIFICATE". The former measurement certificate was smaller than the measurement form and did not include the measurements taken but was a statement from the National Soling Association that the yacht had been measured by an approved measurer and that the yacht complied with the Class Rules. [1]

In 1983, the IYRU Measurement Committee agreed that measurement certificates should be an original copy of the measurement form which had been stamped by the National Authority and that measurement forms in loose-leaf format are to be signed or initialled on each page by the measurer. [3][4]

The measurement form is the principal document for the registration of a Soling. It shall be filled out before the Soling leaves the Licensed Builder's yard according to the prescriptions on the form. In the case of part assembled Solings the ultimate finisher or the owner is responsible for having the measurement form completed by an Appointed Measurer according to the introduction and declarations on the measurement form. [2]

Therefore, for a measurement form now to become a measurement certificate it has to be endorsed by the national authority so that anyone examining it later can be sure that the yacht has been measured by an approved measurer.

#### 7. INTERNATIONAL CLASS FEES AND IYRU PLAOUES

In the case of the Soling Class which is administered by the IYRU the royalty is included in an International Class Fee (or Building Fee) which also includes amounts due to the ISA and to the IYRU. A plaque (illustrated at page 27) is fixed permanently in the vacht to indicate that the international class fee has been paid. The measurer must not sign the measurement form unless this plaque is fixed as required in the class rules. [1][2]

#### 8. MEASUREMENT PROCEDURES

The measurer is responsible for the accuracy of the measurements put on the measurement form. Each boat has to be measured separately. No deviation or departure from the class rules is permitted. The measurer must remember that he is bound as much by the class rules as the owner of the boat and therefore he must not allow himself to be swayed by the thought that an item is not important or that it does not affect the speed of the boat. However insignificant a rule may appear to be the measurer must see that it is complied with. [1]

It often happens that a measurement is found to be very close to either the maximum or minimum dimension permitted. If this is the case it is highly desirable to repeat the measurement to ensure its accuracy. From time to time there will be occasions when the meaning of a class rule is not clear. In such case the measurer should describe on the measurement form, what he found, so that the national authority can determine whether a measurement certificate is to be issued or not. If the national authority is unable to determine whether the detail is acceptable it will seek an official interpretation from the IYRU (Chief Measurer). [1]

From the report of the IYRU Permanent Committee

"The Permanent Committee felt that the measurers must be made to appreciate the importance that there be accurate and full measurement strictly enforced without dispensation. The measurers of those boats which were found to be illegal will receive a warning letter from the IYRU with a copy being sent to their Member Authority"

This report was made in the context of the 470 class but applies also to the Soling Class. [3]



Photo by Heike Blok.

#### 9. REGISTRATION PROCEDURE

- The licensed builder orders a plaque from the IYRU.
- The licensed builder pays for the plaque according to the Class Rule 2.1. [2]
- The plaque shall be issued and placed on the boat according to the Class Rule 3.5.
- The measurer checks the boat at the licensed builder's yard and puts the weight correctors, if any, on the boat.
- The measurement form shall after it it has been properly completed and signed be sent to the national authority or the national Soling association by the measurer, for endorsement.
- When the measurement form is checked and found properly completed and signed the Soling is assigned with the next available national sail number. [2]
- The original measurement form goes to the owner, one copy goes to each the measurer, the national authority and the ISA. (All copies endorsed by the NA/NSA).
- When the owner has paid his due he receives the ISA Sticker which has to be put on the boat according to Class Rule 16.2 (iii).

#### TRANSFER OF OWNERSHIP INSIDE THE SAME COUNTRY

- 9 The former owner delivers the Soling to the new owner together with the original measurement form.
- 10 The new owner shall apply immediately to his NSA or NA for a new registration of the measurement form.
- 11. Item 7 and 8 applies for the new owner.

#### TRANSFER OF OWNERSHIP FROM ONE COUNTRY TO ANOTHER

#### 12. The owner's procedures are the same as in

- item 9. 10 and 11. The Soling is now assigned with the first free national sail number in the new country.
- 13 Lost measurement forms can be furnished by the NSA, the NA or the measurer. (min fee \$5).

#### SOLING SENT FROM THE BUILDER TO ANOTHER COUNTRY

14. Item 1 to 5 apply.

- 15 When the measurement form is checked and found properly completed for the boat or for the part of the boat to be exported, the national authority or the national Soling association stamp the form and send it back to the builder.
- 16. The builder delivers the measurement form with the Soling and item 12 applies

#### 10. ACTION TAKEN BY THE CHIEF MEASURER AT MAJOR EVENTS

At major events like continental or world championships where the boats and the equipment are checked, the owner or nominated helmsman has to bring a valid measurement certificate (from March 1st, 1984 it is the measurement form endorsed

#### by the NA or the NSA).

If some item checked during the measurement procedure is found to be different to the value put in the measurement certificate the chief measurer may correct the measurement form. In that case he has to send a copy of the rectified measurement form to the ISA and to the national authority of the owner. This is compulsory if the rectification concerns a modification of the weight correctors or if the item is found out of the tolerances.

The chief measurer will also notify the action taken in his report to the chief measurer of the IYRU.

#### References

- [1] IYRU MEASUREMENT MANUAL 1983
- [2] ISA SOLING GUIDE 1981 and 1972 [3] Minutes of the IYRU "Permanent
- Committee", Nov. 1983
- [4] Minutes of the IYRU "Measurement Committee", Nov. 1983
- [5] RACING RULES of the IYRU

#### IYRU PLAQUES

Of the first triangular type numbers 1-479 were issued

Additional Information from

The numbering was restarted on 1st January 1977 at No 1001, and a new rectangular type of plaque was used, as illustrated.

Designer: Jan	OLING H. Linge
MOULD	PLUG
BUILDER	HULL
Serial No.	
IYRU ROYAL	TY PAID

## ISA Price List

#### From ISA Office

Sail Label	£7.50
Silk Scarf	£20.00
Blazer Badge	£2.50
Tie Pin:	
Gold	£4.00
Silver	£2.50
Tie	£5.00

#### From IYRU Office (60 Knightsbridge,

LUIUUII SWIX /SK)	
IYRU Year Book	£5.00
Racing Rules	£10.00
Measurement Manual	£6.00
Complete set of plans	£12.00
Class Rules + Diagram	£2.50
Measurement Form	£0.50p
Sail Measurement Form	£0.35p
Templates	£812.00
Plaque (Builders)	US \$300.00

All prices correct at time of going to press.



ISA Blazer Badge Diameter 7cms white, navy blue and black with a golden ring and »ISA» in gold £2.50



Sail Label 5.5cms×3.8cms£7.50



Silk Scarf 800×300mm. Red, white & blue £20.00



ISA Tie Light blue on dark blue £5.00 or £4.00 for orders of ten or more.



Tie Pin Left: "silver" £2.50 Right: "gold" £4.00

## **Records of Full Members**

		1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1985	1987
A	Argentina			22	24	24	24	25	17	25	17	18	12	11	2	5	5	2	8	8
AR	Egypt										6		5	5	4					
B	Belgium	1.0	4	4	4	9	9	9	3	3		1	1	2	1	1	1	1	1	1
BA	Bahamas	2	2	2	2	2	2	1	1	1		1	1.00							
BL	Brazil			21	21	18	30	30	33	29	27	22	17	18	18	21	19	19	13	5
CP	Cyprus																			1
D	Denmark	22	25	25	17	29	25	26	10	15	13	12	14	18	17	10	12	8	10	9
GO	DDR				1	3	4	4	5	6	6	9	10	10	10	10	10	10	10	10
E	Spain				1	12	13	12	20	13		6	5	5					1	4
F	France	31	51	63	68	42	59	60	52	52	51	50	50	21	21	14	27	23	24	22
FL	Liechtenstein																1	1	1	1
G	FDR	20	38	46	62	74	69	68	73	64	68	.88	84	93	94	85	84	85	82	82
GR	Greece			14	16	12	13	23	23	25	25	25	27	27	27	27	27	27	27	27
H	Holland	1	11	10	9	9	10	10	9	11	9	12	10	10	11	10	11	5	8	9
1	Italy	42	51	75	112	115	124	124	123	120	65	84	125	80	66	66	36	22	32	51
IND	India															2	2	2	2	2
IR	Eire								1											
J	Japan					12	12	23	25	23	21	19	14	16	11	12	12	13	14	14
K	United Kingdom	30	64	50	60	52	65	65	60	50	54	49	27	34	15	17	17	7	13	15
KA	Australia	50	58	89	90	111	101	101	96	84	75	53	46	64	29	34	29	29	29	42
KB	Bermuda	-		15	18	18	15	15	15	10	5	9	5	5	5	10	7			
KC	Canada	28	35	65	79	83	55	71	61	51	35	52	40	45	34	26	25	37	17	14
K7	New Zealand	6.60			9	10	12	12	8	9	9	10	10	10	13	22	15	15	10	16
1	Finland			20	23	17	16	27	27	27	27	27	16	16	16	16	8	8	8	7
M	Hungary			LU	2.4	1.1	10	51			-	2	2	2	2	3	8	16	16	16
MO	Monaco					1	1	1	1	1		-	-	-			0	10	10	10
MX	Mexico				4	1			à			3	3							
N	Norway	26	36	40	36	32	21	21	15	27	27	15	13	33	41	50	35	39	38	42
OF	Austria	20	50	40	16	12	13	24	34	31	33	18	19	22	20	22	26	28	31	31
PK	Pakistan			1	201	2	10	24	54	21	30	10	13	EL.	40	1	20	1	1	1
PH	Philippines				1	1	1	T	1							1	6	1	1	1
P	Poland				1			2	2			2	2	2	2			2	2	2
PO	Portugal				7			6	-6			E	6	6	6			6	6	1
DD	Puedo Pico				1				5			0	o							1
c	Swodon	20	EA.	EA.	50	40	27	27	10	57	60	51	15	67	62	50	E.A	60	60	62
CA	South Africa	20	04	10	16	40	3/	16	42	16	15	16	40	15	15	16	15	16	00	33
AC	SouthAmed	9	9	12	10	10	10	10	10	10	10	10	15	15	15	15	15	15	or.	or.
JR	USSR				0	5	5	5	2	12	10	10	20	25	25	25	25	20	25	25
IH	Inaliand				2	2	6	2									4			
U	Uruguay	100	0.00	200	276	000			001	070	000	001	0.07	000	4	4	4	4	4	4
US	USA	163	238	362	3/6	323	2/1	262	281	2/0	268	251	23/	232	245	248	236	219	203	206
V	venezuela				6	6	6	6	8	6						5				
VI	US Virgin Islands				2	6	6	6	6	6						1	1	1	1	
Y	Yugoslavia								1	1	2	1	1						-	
X	Chile		150	-	1000	1.00	220					41	20		14.5		1	1	1	1
L	Switzerland		50	64	110	100	110	102	105	96	96	81	60	80	65	75	67	70	65	60
		444	736	1064	1263	1199	1147	1191	1194	1136	1023	1004	948	953	865	886	819	795	757	782

## Register of Licenced Builders

#### **Abbott Boats Limited**

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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

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

Soling Sailing in Japan Photo by H. Okamoto



#### Register of National Soling Associations

#### ARGENTINA

Agrupacion Argentian de Soling, Pedro Ferrero — President, C.C. 4499 Correo Central, Buenos Aires, 1000, Argentina

#### AUSTRALIA

Australian International Soling Association, David Bull, (President), 17 Mavis St, North Ryde, NSW 2113, Australia.

#### AUSTRIA

Österreichische Soling Klassenvereinigung, Dr. Peter Menzel (Secretary), Belghofergasse 31, A-1120 Wien, Austria

#### BAHAMAS

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

#### BELGIUM

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

#### BRAZIL

Associacao Brasileira de Soling, Mr. Daniel Adler (Secretary), Rua Mexico 111-18° Andar, CEP 20.031, Rio de Janeiro - RJ, Brazil.

#### CANADA

Canadian International Soling Association, Mrs. Joanne Abbott (Treasurer), 1803 Modeland Road, RR//5. Sarnia, Ontario, N7T 7H6, Canada

#### CHILE

Chilean Soling Association, Manuel Gonzalez, Burgos 103, Apt. 82, Las Condes, Santiago, Chile.

#### CYPRUS

Cyprus Soling Association Mr. Petros Loucaides, The Marina Director, Larnaca, Cyprus.

#### DDR

DDR Soling Association, c/o Bund Deutscher Segler der DDR, Storkower Strasse 118, 1055 Berlin, German Democratic Republic.

#### DENMARK

Danish International Soling Association, Jan Bennetsen (Secretary), Gl. Landevej 32, Sporring, DK-8280 Trige, Denmark.

#### FDR

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Finnish Soling Association, Mr. Marcus Mannstroem (President), Kavallvaegen 21, SF-02700 Grankulla, Finland.

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Soling Club Nederland, Mr. Ton Koot (Secretary), P.O. Box 22, 3417 ZG Montfoort, Holland.

#### HUNGARY

Hungarian Soling Class Association, Mr. György Wossala (Secretary), 1122 Goldmark K, u. 17, 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, Sr. Vittorio Porta (Secretary), Via Pianeletti 25/1, 16148 Genova, Italy.

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#### LIECHTENSTEIN

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New Zealand Soling Association, Mr. Grey Gibson (Secretary), 12 Dalmeny Close, Mairangi Bay, Auckland, New Zealand.

#### NORWAY

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



San Francisco Bay 1983 Pre-Trials Photo by Karin Olsen

#### PAKISTAN

Pakistan Soling Association, Captain K. M. Akhtar, C-13/E-8, North Road, Islamabad, Pakistan

#### POLAND

Polish Soling Association. c/o Polski Zwiazek Zeglarski, Mr. Josef Miszial (Secretary General), 00791 Warsaw, Chocimska 4, Poland.

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Sr. Antonio Tanger Correa, Consul General of Portugal, 121 Richmond St. W. 7th Floor, Toronto, Ontario, M5H 2K1, Canada.

#### SPAIN

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#### SWITZERLAND

Aspro Soling Suisse, M. Jacques Schär (Secretary), 21 rue H. Blanvalet, 1207 Geneve, Switzerland.

#### UNITED KINGDOM

British Soling Association, J. Alan Holmes, Esq. (Secretary) 32 Prospect Hill, Whitby, North Yorkshire, YO21 1QE, U.K.

#### URUGUAY

Asociacion Uruguaya de Soling, Gabriel Lopez (Secretary), Club Naval, Soriano 1117, Montevideo, Uruguay, South America.

#### USA

United States Soling Association, Mr. Tom Floyd (Treasurer), 2841 Aspen Road, Northbrook, 11 60062, USA

#### USSR

USSR Soling Association, USSR Yacht Racing Federation, USSR Sports Committee, Emb. 8., Luzhnetskaya 119270, USSR

#### SA Committee and Officers 1988

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FINN CHR. FERNER Stortingsgt. 14, Oslo 01, Norway.

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F.D.R. Tel. 8157 1081 (Off.) Telex 527708 HAIST D JOE HOEKSEMA

1615 N. Cleveland, Chicago, II. 60614, U.S.A. Tel. 312 787 9616 (Home)

#### JAN LINGE

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

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ULI STROHSCHNEIDER A-1180 Wien, Wallrisstrasse 89, Austria. Tel. 47 34 38 (Home)

CHAD THOMPSON Box 61-005 Otara, Auckland, New Zealand. Telex NZ 21637 SB10 AK Tel. 097 86 271 (Home)

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

STUART WALKER Luce Creek Drive, Annapolis, Md 21401, U.S.A.

TERJE WANG Erling Skjalgsonst. 23 E, Oslo 2, Norway.

GEORGE WOSSALA 1122 Goldmark K.u. 17, Budapest, Hungary Telex 22 51 05 Otsh H. Tel. 551508 (Home)

## The America's Cup

#### A Soling Sailor's View by Phil Crebbin

I have sailed and campaigned so many different boats, from dinghies to offshore racers, as well as 12 Metres, that I had never considered the connection between Solings and the America's Cup before I was asked to write this article.

In fact most skippers and tacticians in the America's Cup have Olympic experience in one class or another, as well as many of the crews. It is amazing for how many that class is the Soling.

Because of its size, the Soling tends to be the senior of the Olympic Classes, to which people graduate for their second or third Olympic effort, when they can no longer gain pleasure (if it were possible in the first place) out of fighting with a Finn round the race course.

Inevitably, because of its prestige and the "professional" approach to it, the America's Cup is considered the ultimate yachting event which is a natural for the top Soling sailors to move on to.

l put "professional" in quotes because it is such a sensitive word in Olympic circles. To have any chance in the America's Cup, one not only needs a very well funded syndicate, but one has to dedicate all one's time to it — and it really is a seven day a week operation. Only the fortunate few can do this without earning money. In the past, expenses were paid to keep people alive, but luckily the eligibility rules for the Olympics now allow not only expenses to be paid, but also lost earnings to be made up, provided the arrangements are approved and monitored by one's National Authority.

This really is one of the biggest attractions of the America's Cup. So many other sports are truly professional, while in yachting, to spend the time to compete successfully at international level, one normally has to drastically lower one's standard of living. Not really very fair, is it? So when the outlet is provided that enables top sailors to dedicate a period of their lives to the best in sailing and international competition without putting them totally on the bread line, many will want to give it a try.

The America's Cup, of course, has not always been like this. It was originally the sport of "gentlemen"; some of them noticeably less like gentlemen than the majority of today's competitors, albeit that they would generally have professional crew.

In the era of 12 Metres, since the 1950's, it has developed from being a two to three month effort in Cup year to being a solid campaign for three to four years, depending on when the Cup is held. Many people blame Dennis Conner for this – if not a Soling sailor, certainly a successful Olympic Class sailor, being a Star World Champion and Tempest Bronze Medallist. His "Freedom" campaign in 1980 was the first really full time effort and epitomised the title of his book "No excuse to lose" His subsequent campaigns, culminating in his successfully regaining the Cup in Fremantle, have extended his approach still further, but with many other syndicates trying their best to match him.

I think it is unfair to "blame" Dennis. His is a superb record, particularly bouncing back to regain the Cup with a 4-1 win over the next best challenger and a 4-0 win over the defender. I also think that the size and importance of the America's Cup today has much to do with his approach.

Another rather important factor in the increased interest in the event was Australia 2 becoming the first challenger to win the Cup in 132 years. Australia 2 was of course skippered by one of our number, John Bertrand.

I competed in that America's Cup as skipper of Victory '83, until I experienced the politics of the 12 Metre game first hand when I fell out of favour with my syndicate head, Peter de Savary, after successfully getting Victory through to the semi finals. I note the latter to indicate that a skipper's role on a 12 Metre is not necessarily maintained purely on performance! Many others will also testify to that!

Australia 2 was a fascinating breakthrough with her winged keel. In some conditions she was devastatingly fast and in others she was not special, but still competitive, but always she had a tremendous match racing advantage because of her turning and acceleration.

The Americans were certainly caught with their technological pants down – something that they were determined to put right in 1987, which they did very successfully.

In this last Cup I acted as Technical Director for the British White Crusader Challenger. This was a very interesting role behind the scenes, although it was at times frustrating, as we had a very tight budget (about US\$ 8 million in total). We really only scratched the surface technically relative to the big budget campaigns (some of whom spent over US\$ 20 million) and it can only be described as trying to win the Soling World Championship with one's hand tied behind one's back!

The more successful campaigns had backing from major industrial companies, particularly in the aerospace industries on the research side. Some of the biggest computers in the world were



S138 seems to have rounded the mark ahead of 'South Australia' Marstrand 1987

S118 Sandham

Photos by Lars-Johan Norrby



used to simulate the boats' performance, particularly for flow prediction and wave making resistance.

Many famous Soling names have sailed in 12 Metres, from Paul Elvstrom (who sailed with previous French challenges), John Oakeley (Lionheart), Bruno Trouble and Patrick Haegeli (France 3), David Miller (Canadian challenge in 1983), John Kolius (Courageous in 1983 and America 2 in 1987) in the past, to Buddy Melges (Heart of America), Chris Law (White Crusader), Hans Fogh (Canada 2), Peter Gilmour (Kookaburra), and Peter Isler (navigator for Dennis Conner on Stars and Stripes) in this last this last Cup. All of the 1984 Gold Medal team have participated – Robbie Haines was part of Dennis Conner's group in 1987, Rod Davis was on Defender in 1983 and skippered Eagle in 1987, and Ed Trevelyan was a trimmer on Liberty with Dennis Conner in 1983.

Buddy Melges had with him Andreas Josenhans, not only his Star World Champion crew, but also one of the Glen Dexter team that won two Soling World Championships. Jerry Richards, Chris Law's Olympic crew, was a trimmer on White Crusader. There were several other Soling crews there, too, and so apologies for not mentioning them all.

The next America's Cup, whether it be held in San Diego, Hawaii or even somewhere else in America (my betting is San Diego), promises to be bigger again with several new competitors as well as most of the old ones. Amongst the new arrivals there is Denmark, led by Valdemar Bandolowski, and so Soling interest in the event continues to expand with every Gold Medal winning crew being represented).

I have recently returned to sailing a Soling after nearly seven years' break, most of which time I have been involved in the America's Cup in one capacity or another. I must say that, fun and interesting though the America's Cup is, there is still something very special about the close, tactical racing of a large, international, Soling fleet.

## Reflections

#### by Frank Murdoch

My first contact with the Soling was in 1966 when I was chairman of the IYRU Observation Committee appointed to help in the selection of a new "three man keelboat" to be adopted by the Union in view of inclusion as an Olympic Class.

It was felt by many that the Dragon no longer represented an up to date concept and after a long and useful spell as an Olympic class should be replaced. To that end a specification representing the Technical Committee's thoughts was drawn up and a design competition opened and prototypes invited to take part in trials to be held outside the mouth of Kiel Bay. Two Dragons were also invited to act as yardsticks in the Trials.

The outstanding boats were "Soling" and "Shillelah", but in fact "Soling" was far removed from the Technical Committee's guidelines being considerably smaller than the ideal envisaged, but her qualities were such that the Observation Committee recommended her selection with "Shillelah" as second choice.

Our new Soling reflects many years of developing its technology and quality. The results display an abnormally high standard of perfection and love for detail. The new double bottom lay-out gives it an optimal bailing function and the fore and aft compartments are really watertight with spinnaker sheet tubes leading to the cockpit. <u>MADER-SOLING</u> – the best boat for the best sailors.

Bootswerft Leonhard Mader GmbH D-8221 Fisching bei Waging am See, Tel. 08681/373 When the report was presented to the IYRU Permanent Committee in November '66 there was rigorous opposition to the Soling from the vested interests in the Dragon Class and as the Trials had been held in strong winds, in fact two competitors sank during the Trials, it was decided to adopt the report of the Observation Committee but postpone a decision until further trials could be held in 1967. These were held at Travemunde in August under the Chairmanship of Jonathan Janson and confirmed the original recommendations.

Further considerations were:-

- Price at \$3,000 was substantially below its competitors.
- 2. It could easily be trailed.
- Many were already sailing in a number of countries and good class association rules and control rules existed.
- It could be raced and maintained economically.

The present Soling owner may well dream about the 1966 price, but the other factors remain valid.

It may have seemed odd in view of my involvement with "J" boats and big class racing that I should be chosen to run these trials but my own personal racing life had been in the Six-Metre Class since my first Six in 1925 and included international events both sides of the Atlantic as well as Olympic Competition so that sailing these prototypes was not unfamiliar and gave me much pleasure.

I might be accused of bias as I knew Jan Linge. I much admired his work on high speed motor boats, my own involvement in the design of the Navy's 120ft Motor Gunboats allowing me to appreciate his science and originality of thought.

"Old Men Forget" but remembering the Kiel Bay Trials brought back also the wonderful pre-war years of "Endeavour" and the America's Cup in 1934. When T.O.M. Sopwith decided to challenge I was at that time working as an aeronautical engineer at Hawker Aircraft and was part of Sydney Camm's team designing the "Hurricane". First Sopwith bought Shamrock IV, Lipton's last challenger, he raced her in 1933 and got me to measure loads in rigging, etc. as there was little or no technical data available. At the end of the season Sopwith ordered "Endeavour" from Camper and Nicholsons at Gosport to a design by Charles E. Nicholson, one of the great yachting naval architects.

I was entrusted with the design of the mast and rigging and the winches as well as navigational aids which were almost unknown at that time.



Rebuilt Endeavour ready for launching at Calshot These consisted of wind speed and wind direction indicators for the helmsman and tension gauges on the backstays and preventer backstays.

We also adopted bar rigging at a late date so it was shipped to Bristol, R.I. and fitted there. During our trials racing in the Solent against "Velsheda" and "Shamrock IV" we for the first time used a quadrilaterial jib which we had developed and found it most successful. Unfortunately it was seen by Sherman Hoyt the well known America helmsman and reported to the N.Y.Y.C., so the secret was out, and "Rainbow" also used a similar jib.

Just before crossing the Atlantic Sopwith had trouble with some of the professional crew. He lost confidence in them and fearing further trouble later in the States he dispensed with their services and made an appeal for amateurs to take their place. It was felt that harmony could best be achieved by selecting people who knew each other well and had sailed together or against each other and so with the help of "Tiny" Mitchell, Commodore of the Royal Corinthian Yacht Club at Burnham on Crouch fourteen members of that club were enlisted and together with those professionals who had remained loyal formed the crew. Including the afterguard there were 32 on board. Needless to say a great deal of drill and organisation is required for such a team to work smoothly and we lacked time but nevertheless in my opinion the amateurs gave us an advantage as they provided considerable feed-back from educated and enquiring minds and significantly shortened and simplified our sail handling.

I shall not dwell on the actual races, these have been amply reported, but there is no doubt that we had the faster yacht and should have won the Cup.

Tom Sopwith sailed well but did not get the required support from his afterguard, particularly lacking was a navigator accustomed to racing and its peculiarities and someone who could give him tactical advice.

But now a new life has started for "Endeavour". After years of neglect in a mud berth up the Hamble River the steel hull has been re-built by an enterprising young American woman, Elizabeth Meyer, a keen sailor whose heart was touched by the poor wreck, and further work is in hand to complete her reconditioning so that she may sail again in all her glory. By acting as her adviser 1 am re-living the joys of 50 years ago and count myself singularly fortunate.

## Soling Class in its Second Youth

#### by Geert Bakker

In November 1985 we celebrated the 20th anniversary of the class because the first mould for GRP production was completed in 1965. In the Autumn of 1966 the Soling participated in the trials for a new international class sought by the IYRU and it became a glorious winner. It took another year for the IYRU to designate the class to international status. Then on 11th November 1967 the ISA was launched with 60 boats built, 11 licensed builders and 6 more applications for licences. These produced a total of 280 Solings in the following year. I think it is appropriate to mention here the names of the "pioneers" of that first Soling year:

#### Launching Committee:

Eggert Benzon	
George O'Day	
Finn Chr. Ferner	
an H. Linge	
Bengt Julin	
Ionathan Janson	
Wolfgang Frank	
Philip Rudder	
William Junkunc	

Denmark, Chairman USA Vice-Chairman Norway, Secretary Norway, designer Sweden United Kingdom Germany Australia U.S.A.

Technical Committee George O'Day Finn Chr. Ferner Jan. H. Linge Bengt Julin Jonathan Janson

In 1969 the first World Championship was sailed on the Øresund near Copenhagen. Paul Elvstrom surprised the committee members there with a new feature: a raised cockpit sole, forming an additional watertight compartment. Obviously an improvement, but not in accordance with the existing class rules. Therefore Paul was compelled to make holes in his double bottom, and with the holes was able to win the first title in the Soling class. After that the ISA committee adopted the raised and watertight cockpit sole as a standard of the class.

Since then the further technical developments have not been so revolutionary; the most important being, in my opinion:

- the location of the mastfoot at the aft end of the tolerance, instead of the foremost end;
- the development of the self tacking jib;
- development and refinement of hiking aids for the crew members.

I cannot identify particular names of inventors for these items, but I assume that they all originated on the other side of the Ocean; anyhow they all came to me through Buddy Melges. Throughout the period of its first youth, the ISA carefully guided the further development of the class to its present situation; that is to say:

- the Soling is the best controlled one-design class;
- with still unique qualities, it is not equalled by any other modern three-man open keelboat;
- it is suitable for sailors of all age and weight;
  it is always interesting to race in windforce 1 up to 7 or 8.

The Soling has thereby proved to be the true CLASS OF CHAMPIONS.

Dave Perry has explained all that more completely in his article in the 1984 Soling Guide.

No wonder that the Soling was elected to be an Olympic class for the 1972 Games, and I predict that this will be repeated until well into the 21st Century. The class will no doubt continue to attract experienced regatta sailors, "champions" from other Olympic, international and national classes.

In its first youth these facts have dominated the image of the class to such an extent that a number of other important aspects of the Soling seem to have been forgotten – namely:

- that the uniformity and the quality of construction guarantee a long life;
- together with the relatively low cost of new built hulls the basic costs of a Soling during a period of many years compare very favourably with all keelboats of a similar size;
- The Soling therefore qualifies as the most attractive boat for training as well as club racing.

Don Cohan described that in a much better way in the 1984 Soling Guide, and more important, he continues in practice to prove that the Solings can be the best choice of club racing activities in yacht clubs anywhere around the world.

Obviously this single article and example by Don is not sufficient to cause a world wide growth of club racing in Solings. Neither will be this second article; or even the survey conducted by the ISA in November 1985.

However we can be sure that the second youth of the class is an opportunity to spread the word. What can we do to promote this? Let me make some suggestions.

In the first place let us realise that we have in the class two different categories of sailors. I want to call them the "Three C" and the "Seven S" categories respectively.

To the "Three C" category belong the existing and would-be champions. They want to Concentrate on Competition with other Champions. Therefore they take part in as many international events as possible; they devote all their holidays and spare time to this effort. They eventually win some title, and some may represent their country in the Olympic Regatta. They also form the core of the publicity for the sport and the Class. We need them. This category, however, will remain limited in numbers, so for the future of the class we must rely more on the "Seven-S" Sailors, who find Satisfaction in the Sport of Sailing, when Surfing the waves in a Soling in its Second youth.

These latter sailors have less expectations – or may I should say, more balanced ambitions? – than the "Three C"'s. They want to devote less energy, time and money to sailing. They enjoy club racing the way Don Cohan has described it. They will enjoy it more in a Soling than in another class because of the Soling's "sparkling sailing ability". Around the world their number is a multitude compared with the "Three C" sailors.

Secondly, we must recognise that the "Seven S" category is under-represented in our Class organisation. The majority in our NSA's and ISA committees have always come from the "Three C" category. "Soling Sailing", our high quality periodical, is devoted almost exclusively to important international regattas. We organise our Meetings of Members during the World and European Championships where only a few "Seven S" sailors are present. Thereby their interests get little chance to be heard – we should consider ways to change this – and communication with them hardly exists.

My third suggestion is to establish in the ISA a special section for the "Seven S" Soling sailors, with a group of officers to promote the special interests of these sailors.

It is of course not intended that the partition in "Three C" and "Seven S" is going to be a fixed one; movement from one category to another will remain and should be encouraged. The intention is to develop more growth for the Soling class in its second youth by reaching out to more of the "Seven S" sailors.

I hear that Bill Abbott might build 100 new Solings in 1988. That means that a total of 250 per year is a reasonable goal and a fleet of 7,000 Solings on the Seven Seas of the World might be attainable before the year 2000.

But the joy of sailing cannot be expressed in figures. After having been active in the class for 15 years, many memorable moments are stored in my head and each time they are brought back in memory, the joy and thrill comes back again; that warms my heart. That experience I want to share.

#### GEERT BAKKER Also chasing my second youth!



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A possible future crew member Photo by H. Okamoto

Life member & former ISA president Geert Bakker

## Solings and the new Rule 26

#### by Roger Lean-Vercoe

We've all seen it – more than a few of us have done it – it's lucrative, and it's often illegal. Rule 26 calls it 'Advertising', sailors call it 'Sponsorship' and the IYRU call it 'Professionalism' three slightly different ways of looking at a problem area that combines all of these subjects, subjects that have been increasingly in the news during the last few years. Behind the scenes, the IYRU has been quietly preparing legislation to update this area of the rules, and their proposals, which are at present being scrutinised by National Authorities, will become law in 1988. Whilst this swift action is admirable, it appears that the timetable for comment on these wide ranging proposals will be so short as to preclude any formal public discussion on what is perhaps the most important change ever to be made to the IYRU Rule Book. It is a change that will almost certainly have a very far reaching impact on ourselves and our sport, so perhaps we should all know a little more about these proposals and have the chance to air our views before they are written into the Rule Book. This article sets out to do just that.

In order to obtain a balanced view of the proposals we should first be reminded of the events leading up to the present situation. The first major sign of the illness appeared in the 1985 One Ton and Admiral's Cups when a few of the contestants illegally named their yachts after their sponsors, and this was followed by a severe outbreak of the same disease in the 1986 One Ton Cup. This latter outbreak was, amazingly, condoned by the International Jury whose position seemed to be "as everyone is doing it, it doesn't matter too much". It was a difficult situation. Moving 40 footers around the World is an expensive business and without doubt an event of this nature could not have been run without sponsored competitors. Naturally, sponsors wanted some return for their money. 'Name dropping' seemed the obvious, and apparently harmless, way to do it, so many competitors took this option, adding just a touch of camouflage to an otherwise commercial name - for instance the winner of the series 'Andelstanken' was sponsored by the Danish Bank, 'Andels Banken'. But the problem was that this 'harmless' habit was totally against the rules, and if this rule could be flouted openly without penalty, then perhaps other unpopular rules could get the same treatment - shifting ballast, pumping and ooching for instance!

The rot had started, and the IYRU rightly decided in their 1986 meeting that something had to be done – and quickly. In anticipation of this a USYRU committee comprising of Francie Jarvis, Jack LeFort and Mark Baxter, has already submitted a paper on Professionalism and Advertising and this was widely available at the IYRU meeting. At that meeting an IYRU appointed Working Party under the chairmanship of IYRU Vice President Peter Siemsen of Brazil was presented with this USYRU document and tasked to make proposals to the 1987 conference. In moves that demonstrated the seriousness with which the IYRU treated the subject, the 1986 conference pronounced that they would in future serve both 'Professional' as well as 'Amateur' sailors, and took exceptional action by making an amendment to the Rule Book in the middle of the normal 4 year cycle. The change that they made to Rule 26 (Advertising) established the temporary amendment that has now been in force for over a year. This amendment allowed the more relaxed provisions of Rule 26.2 (Exemptions to the Advertising Rule) to be applied to an area where it had previously been barred. Yachts in 'World and Continental events', and the events of 'International Classes' could now be named after their sponsors providing that the Organising Authority, Class Association or the Offshore Racing Council obtained approval from the National Authority in whose jurisdiction the event was being run. Any request that went further than Rule 26.2 allowed, such as advertising on sails, would have to be put to the IYRU itself. These rule modifications did not pass through the various IYRU committees unopposed, Many traditionists felt that our "Corinthian" sport was getting into dangerous ground. Nevertheless the motion was passed, and whilst the Working Party deliberated during 1987, the floodgates opened. Most major international offshore events including the Admiral's Cup, applied for and received approval to allow yachts to be named after their sponsors, as did several Olympic Classes.

These temporary rules did what they were required to do for the big boat circuit, but the trouble with legislating under the pressure of mass disobedience is that it can prompt some sailors to take the whole game a step further. This is just what happened. In the Olympic Classes for instance there was clearly no dispensation for competitors to name their boats after their sponsors during the Pre-Olympic Games in Pusan, Korea - but some did. Well - you know how it is, you have these nice graphics on your hull which you are allowed to sail with until 0700 hours on the day of the first race - then the Rules say that they have to be taken off. The thought process goes like this: "It seems a pity to destroy them completely when a bit of sticky tape will cover them - or almost cover them - nobody will protest if I've made an effort - even though you can still read it". So in the end they go racing with the advertisement still showing. Let's be clear - flouting rules like this is just as much cheating as using your paddle during a race, and

US777, Dave Curtis, World Championship Kiel, 1987

Prize giving Pusan 1987 Gold (USA) Kostecki Baylis Billingham

Photos by Roger Lean-Vercoe if the rules are to mean anything at all, infringements of this nature, however minor, must be stamped out.

One of the main conclusions of the working party was that it was inappropriate for the swiftly developing area of Advertising and Professional Sailing to come within the bounds of the Racing Rules, where amendments can only be made once every four years – so their first proposal was to delete Rule 26 entirely! Don't get too excited - in its place they propose an appendix to the rules which will define 'Amateur' and 'Professional', lay down eligibility rules for 4 types of racing events, propose an 'Advertising Code' and, more controversially, lay down a scale of charges payable to the IYRU and National Authorities for the 'Sanction' of events when advertising is displayed on yachts. At present these proposals are being studied by National Authorities and, if approved, will come into force with the new 1988 Rule Book. Soling Class members, through ISA have a voice in the matter; see what you think of the IYRU proposals. Text in *Italic* are in original IYRU wording, whilst under-linings and bold face type are used by the author to highlight key statements. Comments within brackets in normal typeface are the author's and are intended to be explanatory.



#### DEFINITIONS

G 269

Amateur: Any sailor who is not a professional.

Professional. a. engages in yacht racing as a means of obtaining a livelibood or part time compensation.

b. Accepts prizes in excess of US \$500.

c. Races regularly aboard yachts with advertising beyond that permitted in Amateur events. (See definition of Amateur event below).

d. Receives compensation for serving as a crewmember aboard a yacht while racing.

e. Obtains his principles means of livelihood

from teaching the skills of yacht racing. f. Allows his person, name, picture or sport performance to be used for advertising. g. Has entered into a contract as a professional yachtsman or coach.

Added to this there are some lengthy qualifying notes which in summary state that: National Authorities and the IVRU will keep a register of professionals; Professionals may be reinstated as Amateurs one year after formally relinquishing their professional status; National Authorities are the arbiters of a yachtsman's status and their decision may only be reviewed by an IYRU tribunal; and finally a statement that:

"No yachtsman shall lose his amateur status by reason of his livelihood being derived from designing or constructing yachts, yacht parts or accessories; or from similar professions associated with the sport; or solely from the maintenance (but not racing) of yachts".

Events were divided into four distinct categories:-

1. "Amateur" Events

2. "PRO Events"

3. "PRO/AM Events"

4. "SPECIAL" Events"

Two further notes go on to say that the Notice of Race and Sailing Instructions may prescribe more restrictive eligibility and advertising criteria and that National Authorities may develop rules for sanctioning events in *"any or all* (of) the above categories and may require the payment of sanction fees."

It was this mention of "Payment of Sanction Fees" that got many delegates to the conference very upset, particularly those concerned with the 12 Metre association, ITMA, who saw themselves the target of what they regarded as "Taxation". The IYRU proposal on these "Sanction Fees" was set out in a further Annex to the document. At present the proposals only deal with the period up to the end of 1988.

IYRU thinking is that Professional sailing owes something to the sport, and that the revenue generated by this levy will be used for the benefit of the sport as a whole, and in particular to spread the sport to developing countries -a sort of Missionary task. The final part of the document proposed the "Code of Advertising", and this held some surprises too:

#### Code of Advertising

1. At any one time, no more than two advertisers shall appear on the hull, sails and spars of the boat.

2. Advertising may be of products consistent with moral and ethical standards.

3. Advertising may consist of two items out of the following: Company name; Brand name; Logo.

#### Advertising on sails

At any one time, only one sail can carry one advertiser's designation. (Advertising can be displayed) only on lower half of sail, except on spinnaker. (Advertising must be) clearly separated from sail numbers and below the sail numbers.

#### Advertising on Hull

Forward 25% area of the bull, including the deck, must be clear of advertising (this is reserved for IYRU requirements and possible IYRU sponsors). Of the remaining 75% area above the waterline, maximum of 33% may be used for advertising.

#### Advertising on Spars

Only the same advertiser as on the sail may be displayed in addition to manufacturer and one other.

#### Advertising on Clothing and Personal Equipment

Advertising on clothing is permitted. Maximum of two advertisers — name and/or logo of clothing or personal equipment manufacturer and one other.

For 1988 it appears that an Event Sponsor may make use of backstay pennants and/or a limited size advertisement on the hull, but no mention is made of this allocation in the rule that is proposed for 1989 onwards.

The document certainly reveals a new found sense of commercialism in the hallowed corridors of the IYRU and this may come as a surprise to many readers. The IYRU is set to lose its staid 'elder statesman' image and change into a thrusting marketing organisation with fingers in many financial pies. Perhaps this is for the good of sailing, but as yet we have not been informed of any plans for spending all this anticipated money. The document also reveals many flaws, areas of uncertainty, and loopholes in its detailed proposals, particularly amongst the definitions of event types. It is of course only a draft, and no doubt these minor flaws will be spotted and corrected by vigilant National Authorities when they review the proposals in detail. Nevertheless the intent of the document is clear - it will either be approved by the 1988 IYRU Conference with some detailed minor revisions, or it will be rejected, in which case the whole problem will be back on the drawing board.

One thing is almost certain is that National Authorities will not have the time, or perhaps the finance, to seek the views of their members on these important proposals. By publicly airing them now there is a chance to get some discussion on the subject by those whom the proposals will affect. It is you who are aware of the current problems in our sport, and it is therefore you who are in the best position to comment. How do you see these proposals affecting Soling sailing? In which of the event classifications should the Solings race? Should "Taxes" be paid for 'Sanctioned' events? Should the IYRU have the power to reserve advertising space on hulls in 'Amateur' events where advertising has been approved by the Class Association and National Authority? These are just some of the questions that come to mind. You have all the information. Tell us your views on these vital matters now, so that you may be fairly represented during the 1988 IYRU Conference.



